

Details of Present Position In Austria.

Vienna, Austria (via Bern, Switzerland)—The following description of the industrial situation in Austria is published in the Die Zeit of March 3:

"A general yearning for peace pervades industry; there is probably not a single group, indeed, hardly a solitary firm which is not filled with the desire to see a speedy end to the war. High war profits belong to the past; the war market reached its zenith in 1916; it began to fall early in 1917, and is at present approaching collapse. As the war goes on difficulties with regard to production increase, and other drawbacks become apparent, the effect of which is to diminish profits. The industries are few which are working to full capacity. Lack of raw materials and half-manufactured goods is very much felt, it is becoming more and more difficult to procure the necessary supplies of coal, coke, iron and textile materials; the provisions of the workpeople is a matter of the greatest anxiety; the railway service is in an abnormal condition, and the stoppages of traffic are more frequent and for longer periods. For the last six months orders from the War Office have much decreased; military operations, with the exception of the Italian offensive last autumn, have been only a fraction of their former extent. The military stores have supplies of many articles sufficient for several months; in some cases they are overstocked, so that, notwithstanding the continuance of the war, many of the armament factories are compelled to reduce production for weeks at a time; in some cases, indeed, they have to close down. Others, in consequence of the meager supplies of raw materials, are compelled to limit their output to what is absolutely indispensable.

"Prices are very high having rapidly risen during 1917. The government have accordingly been compelled repeatedly to grant increased prices, while cost of production and other charges have risen more rapidly. The profits of many firms have been decreasing for some time, and with some companies must already have reached a level below that of peace times. Certain concerns are working without profits the diminished output representing not half the capacity. Dividends for the year 1917 are generally high most of the concerns drawing on their reserves; with many firms in the heavy iron industries, however, reductions are contemplated, and the year 1918 will see lower dividends.

"Industry sees peace is approaching and is preparing itself for new activities.... The war will now be waged on a single front, and manufacturing circles are asking that the production of war material shall be confined to a portion of the industry, the other part being then free to take in hand the reorganization of industry for purposes of production in peace time. Numerous complaints have been made with regard to the unequal distribution of raw materials. It is stated that the shortage would not have been so great if government factories had not so lavishly secured their own supplies for months ahead, while private concerns could not obtain the quantities necessary to keep their works going. Provision must be made for those undertakings—especially locomotive and wagon factories—whose output it is necessary to maintain in the interests of the general public and the State.

"During four years of war the rolling stock of the railways has suffered great wear and tear, and new stock is absolutely necessary. The lack of wagons is very marked in the coal districts, and in other industries it hinders the supplies of raw materials and the delivery of manufactured articles. At the same time locomotive and wagon factories are suffering from the want of iron and coal, and are only able to fill their contracts incompletely and with much delay. In all the industries the greatest importance is attached to improving and regulating the supply of foodstuffs. Conditions in this respect have become worse during January and February..... Peace with the Ukraine and later with Rumania will it is hoped, form an avenue through

which imports, which have been barred out for the last four years, will again be let in, whereby the present time of privation will be terminated."

ROMANCE IN INDUSTRIAL MEXICAN FINANCE.

When the Panama Canal was commenced by the Roosevelt Administration Mr. J. C. Lindley of this city, and others knowing the success of canal would in its completion influence certain properties along the Pacific that would be in reach of the benefits of the canal organized a Two Million Dollar capital stock company to obtain control of certain Mexican boundaries of 264,000 acres of timber lands 600,000,000 feet and one of 12,000 acres of silver, lead and copper mineral, both convenient to the ports in connection with the canal on the Pacific coast. These valuable properties were carefully inspected by well known engineers, approved and contracted for at the low figures then prevailing. And when the canal was completed, these being the most prominent located properties for being influenced by the canal, of course, as they had foreseen, advanced to a higher price. They prepared therefore to sell off the timber and develop the rich minerals when the war and Mexican troubles broke out and checked it, and today, the same conditions remain unchanged waiting on the winning of the war by ourselves and our Allies and then settling political affairs in Mexico to make it safe for business. It is then that this great body of timber can be marketed via canal to help build up the war and devastated Europe and of course at very remunerative and profitable prices to those developing it. These prominent gentlemen holding these two thousand shares of stock, each share being one hundred dollars, are standing like a rock wall since they were severely hit by the war and conditions just waiting on final triumphs of the Allies and fixing peace and quiet with Mexico. Then their plans will be carried into completion, such being the case the stock would become worth par or more. Mr. J. C. Lindley, Secretary and Treasurer of the Company, is one of the prime movers in the plans and the largest individual share holder; said shares depending therefore on the outcome of the success of the Allies in winning the war, and eventually Mexico being somewhat settled so that it will be safe and reliable for business.

Mr. Lindley is located here at the present time in connection with organizing the General Agency office for one of the strongest life companies, which will be in control of eight or ten counties, including Virginian bordering, so that we are pleased to note that there is prospects of his opening a general office here in the early future, not only, in connection with the insurance feature, but also the corporation matters he controls. He has already made some investments in our city and it looks as if he may be induced to finally locate here. Such men are much appreciated and desired.

Americans Hearten Allies in France.

London, England.—The official correspondent with the Australians in France, in a telegram received here, says that the Americans with their enthusiasm and earnestness and their magnificent physique, have brought an impression on the mighty, untapped strength behind them which has caused the French and British armies to take a fresh view of the situation. He says that the widespread quartering of Americans over the country behind the line, is the best indication of the multitude in which they are arriving.

PROTECT Your tobacco crop against damage by hail, insurance written at reasonable rates in one of the largest and most reliable insurance company's in America. Prather Fulton Insurance Agency.

FOR SALE—One Geiser thresher rebuilt and good as new will sell a bargain in it. One second hand (6) six h. p. oil engine in a No. 1 shape. One (18) Corn mill and one (20) inch corn mill both new. Should you need some repairs for your thresher send in your order at once. D. E. Nelson, Ararat, N. C.

U-BOATS SINK VESSELS OF NEW JERSEY COAST.

Huns at Last Have Brought to American Side U-boat Warfare in Forlorn Hope of Striking Telling Blow on this Side.

New York, June 5.—Nine American vessels were known tonight to have been sunk by German submarines on the North Atlantic coast May 25.

The largest to fall prey to the raiders which are seeking to prevent the sailing of transports with troops for the battlefield of France was the New York and Porto Rico liner Carolina of 8,000 tons, which was attacked Sunday night about 125 miles southeast of Sandy Hook. The fate of her 220 passengers and crew of 130, who took to the boats when shells began to fall about the vessel, was unknown late tonight, but there was hope they had been picked up by some passing ship or would reach shore safely in the small boats. Not a life was lost in the sinking of the other ships, according to late reports tonight.

Other Victims of U-boats. Besides the Carolina the known victims of the U-boats are the Atlantic Refining company tanker Herbert L. Pratt, the steamship Winnieconnie of 1,800 tons and six schooners, the largest of which were the Hauppauge, a ship of 1,000 tons, and the Edward H. Cole. The crews of these eight vessels have been landed at Atlantic ports.

Reports brought ashore by the survivors indicated that the Winnieconnie and nearly all the schooners were sunk by the same U-boat which had been lurking in the path of shipping off the New Jersey coast and the Delaware capes since late last month. The stories told by the skippers of the schooners indicated that the commander of the submersible was unusually humane for a German submarine officer. In no instance, so far as known, was a lifeboat shelled and in all cases reports the crews were given opportunity to escape or were taken aboard the submarine where some of them were kept prisoner for eight days before they were turned adrift to be picked up by a passing vessel.

Searching Waters for U-boats. Scores of United States warships were ranging the waters off the North Atlantic coast tonight in search of the German submarines which made their long expected attack on American shipping in home waters late yesterday afternoon.

Out of the flood of reports which swept through the maritime district after the Associated Press first flashed the news that two cruiser submarines were operating 75 miles southeast of the Highlands of New Jersey, these facts stood out:

The steamship Carolina of the New York and Porto Rico Steamship company has been sunk. Nothing is known of the fate of the 220 passengers and crew of 130 who took to the boats when the underwater craft began shelling the liner.

The schooner Edward H. Cole, of Boston, has been sunk by bombs and Capt. H. J. Newcomb, of Boston, with his crew of 10 have been landed here after being rescued from the boat in which they were given an opportunity to escape.

The schooners Jacob M. Haskell of Boston, Isabel B. Willey of Bath, Maine, Hattie Dunn of Thomaston, Maine, and Samuel W. Hathaway have been sunk. The crew of the Haskell is reported to have been saved, but nothing is known of the fate of the three other crews.

The Savannah line steamship City of Columbus is reported to have been sunk, but no definite news of her fate has been received.

Fifteen survivors of U-Boat attacks were brought to an Atlantic port tonight on a steamship which picked them up from small boats.

Their depositions were taken by government officials and they were held incommunicado.

Some of them had been kept prisoner several days aboard the submarine and then turned adrift in a small boat. All were picked up by a coast liner.

A government aviator in a hydroplane that alighted near Beach Haven, N. J., reported that 35 miles off shore he sighted three lifeboats filled with persons pulling slowly toward the coast and had seen other life-

boats floating about empty.

The Atlantic Refining company tanker Herbert L. Pratt was sunk four miles of Cape Henlopen, Del., by a submarine. The crew was landed at Lewis, Del.

Fear for Fate of Passengers.

It was learned authoritatively that no attacks had been made on American transports off the Atlantic coast. All ships were held in ports along the coast, however, as a precaution.

There were reports that as many as 15 vessels had fallen prey to the raiders, but there was no verification of them. There also were unconfirmed reports of battles between warships and submarines.

Fear was felt for the fate of the 350 persons aboard the Carolina, a vessel of 8,000 tons running between Porto Rico and an Atlantic port. An S. O. S. call sent by the steamship at 7 o'clock last night said she was being shelled by a German submarine and that passengers and crew had taken to the boats. Officers of the company assume she was sunk, but have no definite information to that effect. They place her position at the time she was attacked at from 125 to 150 miles southeast of Sandy Hook.

The greater fear is that the supply of water and provisions kept in the boats for an emergency may not have been adequate. The weather has been warm and the sea calm, however, and these are regarded as hopeful auguries.

The passenger list of the Carolina was not available here, but it was known that among those on board were several American graduates of the officers' training school conducted on the island.

The Farmers and The War.

Mr. Herbert Quick, a member of the Federal Farm Loan Board, who is not slow to see a point, thus gives some reasons why the farmer is going to be a big factor in winning the war. He says:

"The farmer everywhere is a warrior when war is the only thing which will make and keep him free—either a warrior or a serf. He cannot rally to the colors as quickly as the dwellers in the cities, because it takes longer to send to the farms than to the cities the fiery cross of the call to arms. It takes longer to call the farmers from the fields than the city dwellers from the shops, for many do not hear the first blast of the trumpet, and others do not at first understand its meaning; they have not had the time to talk it over with their acquaintances on street corners, in stores on cars, in clubs, and at other gatherings, and instead of reading half a dozen extras a day the farmer may read weekly papers instead of dailies, and must have more time in a certain emergency to make up his mind."

Mr. Quick has great faith in the farmer's ability to win the war. He says: "The farmers of this country could carry the war to a victorious conclusion, even if all the other nations should quit. The rest will not quit, but we could win it without them if we had to do it. The farmers of the United States could whip Germany with guns, with the products of their farms, with their money. Every farmer in the United States must remember that the United States has a first mortgage on every cent that he has. The spare cent in his pocket should be devoted to the war. This is the crucial year of the war. Our soldiers are at the front, hundreds of thousands of them in the trenches and millions more ready to go. The whole burden of carrying on our part of the war and aiding our sister nations in arms rests on the United States treasury. If the treasury fails, Germany wins."—War Savings Directory.

A rather swell young fellow and a poorly dressed man sat side by side. Presently the swell reached his hand in his pocket and failed to find his silk handkerchief. He immediately turned to the next man and accused him of stealing it and threatened to turn him over to the police. Then suddenly he discovered that the handkerchief was in another pocket, and he apologized to the poorly dressed man. "That's all right," was the reply; "we both made a mistake. You mistook me for a thief, and I mistook you for a gentleman."

REPORT OF THE TREASURER OF THE TOWN OF MT. AIRY FOR THE MONTH OF MAY, 1918. GENERAL TOWN FUND.

Table with 2 columns: Item and Amount. Includes Balance cash in Bank, Rec'd of T. D. Hatcher, chief of police cost, etc.

Table with 2 columns: Item and Amount. Includes EXPENDITURES: P. M. Poore, Treas. pay street work, Alf Banner, street work, etc.

Table with 2 columns: Item and Amount. Includes STATEMENT MOUNT AIRY GRADED SCHOOL FUND: May 1. Balance cash in Bank, Rec'd of E. H. Kochtitzky, tuition, etc.

Table with 2 columns: Item and Amount. Includes STATEMENT WATER LIGHT AND POWER PLANT: May 1. Balance cash in Bank, 4,726.79

Table with 2 columns: Item and Amount. Includes EXPENDITURES: I. W. Barber, Supt. salary, Board of commissioners for General Town Fund, etc.

Table with 2 columns: Item and Amount. Includes STATEMENT BONDED DEBT INTEREST FUNDS: May 1. Balance cash in Bank to pay interest on improvement bonds, etc.

Table with 2 columns: Item and Amount. Includes Balance cash in Bank to pay interest on improvement bonds, Balance cash in Bank to pay interest on school bonds, etc.

F. M. POORE, Treas. E. C. BIVENS, Mayor. Approved: Finance Committee A. G. Bowman, J. E. Johnson.



War-time Responsibility—Yours and Ours

National necessity has put a new responsibility on every motorist.

Utmost service is demanded—the highest usefulness of yourself and your car.

Service and economy are your only considerations.

Our responsibility goes hand in hand with yours.

As the largest rubber manufacturer in the world, it is our duty to supply you with tires of unfailing reliability and extreme mileage.

United States Tires are more than making good in this time of stress.

They are setting new mileage records—establishing new standards of continuous service—effecting greater economy by reducing tire cost per mile.

There is a United States Tire for every car—passenger or commercial—and every condition of motoring.

The nearest United States Sales and Service Depot will cheerfully aid you in fitting the right tire to your needs.

