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PRaises Eastern North Carolina

Returning from Rocky Mount and Woodland, where he attended county fairs, and from Wilmington, where he visited the bulb sterilization plant, observed shipping facilities and observed some fine truck farms in outlying sections, Commissioner of Agriculture William A. Graham declared that Eastern North Carolina is endowed with potentialities that are destined to make of it one of the best known sections of America.

Although Rocky Mount and Woodland are in the midst of cotton growing territory and the former is one of the biggest tobacco markets in the State, he declared that the people were not bound to any one staple; that at Woodland, where he spoke, he urged the farmers to rise to the situation and not produce more cotton than their proportionate share of the world demand, and that the response was heartening. He said he felt sure that the farmers in that section would do their part to prevent future crises as now confronts the South.

Commissioner Graham said he found many of the farmers were raising their own meat, as was evidenced by the presence of many fine hams and that they were determined to raise more home supplies, including poultry and dairy cows, so as to have a marketable surplus over and above the amount needed for home consumption. "There is undoubtedly a great future for the poultry business in North Carolina," he added, "as has already been shown by the amount of poultry recently shipped."

The Commissioner, referring again to the cotton situation, declared that bankers and business men in general could do much to render very valuable service to the cotton farmer and that the situation demands concerted action on the part of the farmers themselves.

"It was my pleasure," he said, "to visit the bulb sterilization plant and to see some of the bulb growing and truck farms in vicinity of Wilmington. I am convinced that, on account of the ideal climate in that section, much of the tourist travel that has been directed toward Florida will, in time, reach Wilmington. I was favorably impressed with the shipping facilities I saw which convinced me that Wilmington as a deep water port can be still further developed. In this respect it has great possibilities."

"Mr. Sprunt's home, the house that was formerly occupied by Governor Dudley, the first executive elected by the people, is a delightful place and breathes a historic atmosphere. For example, Mr. Sprunt has a fine group of oil paintings of the Lords Proprietors, which were collected by his father. Also he has many other historical relics and reminders which are of interest."

A CHANCE FOR ALL TO HELP

The fire losses of the United States and Canada are increasing at an alarming rate. There is abundant evidence, however, to support the statement that organized effort along fire prevention lines pays real dividends.

Fresno, California, had one of the worst fire loss records in America. The local agents took hold of the situation, the fire department was reorganized, public sentiment aroused, and in 18 months the losses were reduced from \$30.00 to \$1.70 per capita. Seattle, Washington, had a similar experience; and public support of the Berkeley, California, fire department has resulted in the reduction of the per capita loss in that city to 57 cents. As the result of a fire prevention campaign in Indianapolis, the per capita fire loss was reduced from \$14.37 in

1923, to \$3.38 in 1924, and held at \$3.47 in 1925; in Battle Creek, Michigan, from \$5.39 to 91 cents. In Johnstown, Pennsylvania, was held down to \$50.00. Duluth, Minnesota; Cedar Rapids, Iowa, and other cities report similar results.

The statistics prove that all classes and groups of people are guilty of carelessness, and therefore, all must share in the responsibility for the destruction of over \$500,000,000 worth of property and the loss of 15,000 of lives per year. The National Board of Fire Underwriters has pointed out, however, that the annual loss under the head of match-smoking alone, is \$30,000,000 per year, and that if it were possible to eliminate the careless industrial worker, this loss would be cut in half.

A garage employe dropped a cigar but in oil waste and destroyed the building and a score of automobiles. A night watchman in a public garage in Massachusetts left a burning cigarette in a stock room, destroying the building and \$12,000 worth of cars. Industrial employes are no more careless than other groups, but the nature of their employment is such that carelessness is more likely to cause disaster.

THE COTTON SITUATION

It may be that the present low price of cotton, which is a matter of grave concern to the farmers and to the people generally of the country, is a blessing in disguise. It most assuredly is if it will result in the fruition of plans under discussion by leading representatives of the cotton growing states to bring such influence to bear upon the farmers as will make them see the necessity of it and compel them in self-defense to reduce the acreage in cotton.

Inasmuch as the farmers have no voice in fixing the price of their cotton why should their liberty not be curtailed in the matter of the quantity of its production, particularly, since they show an utter disregard for all warnings and all indications of the disastrous effect of over-production.

While we believe no constitutional law could be passed prescribing the limit of acreage or denying the farmer the privilege of planting on his own land what he pleases and in whatever quantity he desires, there could be such restrictions imposed in the matter of financial accommodation at the banks as a penalty for planting cotton above a certain limit of acreage that would have a most wholesome effect toward the reduction of the crop.

The recommendation of the acreage committee of the North Carolina Bankers' Association at recent meeting, that the state delegates to the Memphis Cotton conference work out a plan to retire eight million bales from the market this year and reduce acreage at least 25 per cent next year is a most excellent one.

A resolution was also adopted to deny credit to farmers who do not agree to abide by this plan.

The farmers will have to wake up and exercise ordinary business sense which would keep them from planting a large acreage in cotton when one-third of an immense crop of the year before is still stored in the warehouses and unsold.

The boll weevil has become a negligible factor in estimating cotton production, so that the farmers cannot reasonably plead prospective boll weevil damage as an excuse for larger acreage than they would otherwise employ.

The low price of cotton hurts the farmers of North Carolina more than those of any other state, simply because they use more fertilizer in its production. This is shown by the fact that in this state the average per acre

is 274 pounds of lint cotton, while in Alabama, Georgia, Oklahoma and Texas, for instance, the average number of pounds to the acre is respectively 143, 152, 135 and 131.

It will be seen from these figures that the average production per acre in North Carolina is more than twice as much as it is in Texas. This great difference in production in favor of North Carolina is wholly due to the difference in the quantity of fertilizer used.

FRANK PAGE ADVOCATES CONSTABULARY ON HIGHWAYS

A uniformed state constabulary to patrol North Carolina highways was submitted as the probable answer to the state's appalling list of fatal road accidents by Frank Page, chairman of the Highway Commission, in a talk to the traveling men entertained by the Chamber of Commerce at the Mansion Park hotel Friday night.

Mr. Page advocated the establishment of a constabulary for several reasons but chief of these was that it would cut the accident toll. "We are killing one man a day on the State-maintained highways of North Carolina," he said. "The whole system of transportation is wrong if it requires that many lives to maintain our roads for automobile traffic."

Mr. Page explained that he was not proposing a force of plain-clothes deputies hiding behind bill-boards to take your numbers, but a uniformed force to which arrest would be only the last alternative and whose function would be to facilitate traffic and not to impede it.

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Sleeper to Raleigh.
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Lv. 7:27 P.M.—Raleigh and inter-
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Lv. 10:48 P.M.—Norfolk, New Bern,
Beaufort, Goldsboro,
Oriental and inter-
mediate points,
Sleeper to Norfolk,
and Marsden to New
Bern.
Lv. 7:22 A.M.—Norfolk, New Bern,
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Parlor car Marsden
to Norfolk.
Lv. 4:02 P.M.—Washington and inter-
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