

SEC. LANE VISITS NEARBY FARM LANDS

He Declares Himself Delighted With Beauty of Country.

Secretary of the Interior States That Pender and New Hanover Offer Wonderful Opportunities For Development.

The country around Wilmington, in Pender and this general section is simply wonderful in the fertility of its soil, its productiveness and its opportunity for extensive development.

Coming from Washington yesterday morning with his secretary, Mr. Cotter; the well known engineer, H. T. Cory; and Hugh MacRae, he left the Coast Line train at Van Eeden, in Pender county, and made a tour of inspection over the extensive tract of land in Pender county owned by Mr. MacRae.

During the afternoon this delegation accompanied by Secretary Lane on a visit through the outlying sections of Wilmington, visiting Castle Hayne, East Wilmington, Oleander, Sunset Park and thence to the Carolina shipyard, where the secretary was given a formal reception by President L. C. Dilks, Vice-President Pembroke Jones, General Manager Ralph Starrett and John W. Towle, resident representative of the Emergency Fleet corporation.

yard. He was carried over the yard and inspected the work going forward on the plant's first concrete ship, with much delight.

Secretary Lane declares that this section can hardly be surpassed in its wonderful opportunities for development and the excellence of its natural resources in farm lands. He was apparently highly impressed with advantages offered here for the location of returned soldiers.

SECRETARY LANE TALKS FOR SOLDIER BOYS

(Continued From Page One.)

Mr. Lane told how millions of acres are being reclaimed from the deserts in the west by irrigation. The nation should not stop at that. Henry Grady years ago pictured a New South, and it is to further this New South in a new day, said the secretary, that he had come among us, and he appealed for the support and co-operation of the people to this section, where stretch uncounted miles of fertile lands, naked of improvements.

He desired that Uncle Sam help these soldiers to clear these acres, drain the wet places, fence the fields, erect houses and outbuildings, and become trained farmers. There must be such development as will group these farm communities he has envisioned; with stores and schools and churches, moving picture theatres and a place to dance; a place for the folks to meet, and good roads for the mot to travel over; there must be an end of isolation and farm life must be made attractive, so that the trend of the population to urban communities will cease and men will be happy to live in God's country places.

America must do these things in order to measure up to her high standard of democracy. She has told the nations of the earth that the world must be made safe for democracy; she has sent millions of men across the ocean and billions of treasure to help make it safe; President Wilson has become the great world spokesman for the peoples; and as never before, the world looks to America for guidance.

Ten per cent of the men called to the colors were illiterate. That must be stopped. America must educate her people, train them and make them capable of doing expert things expertly.

Trained men won the war—trained engineers, mechanics, chemists. A farmer must be a trained man in many things from soils to transportation.

Secretary Lane drew instant applause when he mentioned the president's name, in connection with his trip abroad. The president, he said, didn't ask him if he should go, but if he had, he declared he would have told him certainly, the man who has the largest vision of freedom, who loves humanity the most, who has led the world to this hour, when every nation looks up to him as the champion of the rights of man, should have a seat at that peace table.

There was frequent applause during the brief address, particularly when the secretary mentioned the name of Secretary Daniels, who has distinguished himself, and Secretary Houston, one of the best secretaries of agriculture the nation ever had. He said North Carolina had the honor of being the only state that had two cabinet officers.

Col. Walker Taylor, collector of customs, presented the visitor as one of the big men at Washington who had directed the winning of the war; a man with a great vision, who has stood high in offices of honor and of trust, and who now is in the south, following the gleam of his vision of putting the millions of fighters in homes of their own.

YOUNG MARINES LEAVE TO ENTER TRAINING SCHOOL

Norfolk, Va., Dec. 9.—The steamers Dingley and Calvin Austrin, of the United States shipping board's emergency merchant fleet, with several hundred student officers aboard, sailed for Boston today. The young men, who have been on board training ships for some time, will enter the shipping board's central training school at Boston, to complete their course and qualify as ship's officers. The steamer President, formerly used as a training ship, sailed for Philadelphia, where the vessel will be formally returned to her private owners.

WAR DEPARTMENT WOOL WILL BE DISPOSED OF AT AUCTION

Washington, Dec. 9.—Wool now held by the war department will be disposed of at public auction. Brigadier General Robert E. Wood, acting quartermaster general, announced today. The amount to be offered at public sale will be such "as in the opinion of the wool experts the market can easily absorb." A minimum reserve will be fixed, below which no bids will be entertained.

BOARD OF EDUCATION MEETS

Regular Session Held Yesterday Afternoon—No Important Matters.

After a rather lengthy discussion as to certain details, the board of education, at its regular meeting yesterday afternoon, decided to pay off \$25,000 in obligations at the Murchison National bank, and to divert the remainder of an available fund of approximately \$50,000 to improvements to the Delgado school and the high school.

The report of Supt. J. J. Blair, of the city schools, showed that practically all school buildings are crowded. The total enrollment has already exceeded that of last year in all the schools, the greatest increases being in the Hemenway, Union and William Hooper, which is 138 for the three schools.

Professor Catlett was granted another teacher for the Delgado school at a salary of \$65 per month. The salary of the clerk to the board was increased from \$50 to \$50 per month, the latter amount being that allowed in the budget.

Chairman Thomas E. Cooper, at the request of Mrs. Cuthbert Martin brought up the matter of including the Delgado school in the city, but this was deemed inadvisable as it would interfere with the plans for the year.

COUNCIL PERMITS OPENING OF PARKS

(Continued From Page Five.)

legislation is concerned and leave it up to the council to say whether or not certain devices may be operated. George Peschau, representing a conservative element, wanted a change made which would require council to pass on all devices before they are put into operation, and at the same time reserve the right to put the ban on any particular attraction after having conceded to its operation.

The first stand favorable to the open Sunday was taken by Mr. Kellum following a proposal from Mr. Sullivan to have a commission of five appointed to go into the matter further and effect a compromise. The commission was to be composed of the city attorney, a member of city council, a representative of organized labor, a representative of the various women's organizations and someone to be named by the Ministerial association. This, however, was not considered by council.

There was a decided resentment on the part of ministers and laymen of alleged efforts to create a class distinction between labor and capital, all declaring that such had not been made an issue, and that in fact there was no class distinction, as it was evidenced that there were men lined up on both sides from all walks of life.

There were quite a number of petitions to council, one being from Calvary Baptist church, another from "A Group of Women from the First Presbyterian Church," these opposing Sunday openings; while there were several, signed by about 800 persons,

presented by Mr. Kellum, which favored open Sundays.

When the vote finally came it was as follows: For Sunday opening, Councilmen Hall, Bradshaw, Bunting and Shepard; opposed, Councilman Metts.

The following is the resolution read to council by Mr. Sullivan, which had previously been submitted to the Ministerial association and approved by that body:

"Your committee appointed to draft suitable resolutions concerning the proposed Sunday opening at Lakeside park, beg leave to offer the following:

"Whereas, there is a movement on foot to amend the Sunday closing law in such way, so as to allow certain paid amusements to be operated at Lakeside park on Sundays,

"And whereas, the Ministerial association has been classed among those who are opposed to the working people having a proper recreational enjoyment of Sunday,

"And whereas, we conceive the minister's position to be not only that of leader among those over whom he has direct spiritual oversight, but is expected to take a decided stand on all moral questions involving the best interests of the community;

"Therefore, be it resolved: First, that we, ministers of Wilmington are unalterably opposed to any secularization of Sunday by any class of people whatsoever.

"Second, that we are opposed to any amendment to our present laws in such way as to allow certain attractions to be operated at Lakeside park on Sundays for gain; because the movement was inaugurated by an alleged amusement promoter, who stated he needed the Sunday revenue to make his proposition a paying investment; because the people of Wilmington, prior to this application for a change of the law, were absolutely indifferent to the privileges proposed in their behalf; because, we are sure a large proportion of Wilmington's working people are opposed to any such retrograde step; and because, we are firmly of the opinion that the proposed amusements will not add to the Sunday recreational enjoyment of those patronizing them.

"Third, that we do resist the effort on the part of any interests which we believe will tend to lower the moral standard of the community.

"Fourth, that the ministers of the city depreciate most profoundly the apparent effort to draw a line of division of interests in the community between its various classes, and to exploit such division for the commercial and selfish interests of those first proposing this Sunday opening.

"Fifth, that the Ministerial association would look with enthusiastic approval upon a movement to provide a park or parks for the wholesome recreation of the whole people of this community.

"Sixth, that the members of this association are pledged to render by sacrifice and service the best of which they are capable in behalf of the entire population, regardless of creed or condition. (Signed) J. A. SULLIVAN, J. R. McCRACKEN, F. D. DEAN, For the Ministerial Association of Wilmington."

RALEIGH CHAMBER IS AROUSED OVER RATES

Maxwell Says McAdoo is Trying to Bolshhevik the Constitution—State's Rights Again.

(Special Star Telegram.)

Raleigh, Dec. 9.—Rate protests from the Raleigh chamber of commerce went up tonight at the close of Commissioner Maxwell's speech, detailing the result of appeals to the railroad administration for relief from the ancient discriminations alleged in favor of Virginia cities.

Mr. Maxwell told his hearers that on many things there would be substantially a hundred per cent. raise, particularly on building material. He said he had been amazed at Traffic Director Chambers, who seemed to be impressed with the North Carolina showing.

The commissioner gave as his judgment that these rates, which ignore the intrastate rate making power, will not stand.

"During the war not a shipper or a state protested," he said, "though Mr. McAdoo seemed to read into the act turning the roads over an interpretation making him boss every mile in the country. Congress gave to this administration of railroads no more power than it has. The war is over and they cannot bolshevik the constitution. We will return to constitutional limitations," he said, in prophecy that state-made rates will be respected.

EIGHT-INCH TRACTOR GUN DEMONSTRATED TO OFFICIALS

Washington, Dec. 9.—An eight-inch gun, self-propelling on its caterpillar track and prototype of a fleet of similar monsters that was being constructed for the American army when hostilities ceased, was demonstrated here today before Assistant Secretary of War Crowell, Maj. Gen. Snow, chief of artillery, and a large group of American officers and engineers. Gun and machine alike had successfully passed the firing tests at the ordnance proving ground before today's test which was under direction of Pliny E. Holt and Col. J. B. Sillard, the designers.

The tractor gun drove its 55,000 pounds of bulk up a 45 degree ravine wall, developed a speed of four miles an hour on a level surface and demolished large trees with the same ruthlessness that its war brother displayed in action.

FEDERAL SUPERVISION OF HIGHWAY TRAFFIC ADVOCATED

Chicago, Dec. 9.—Highway transportation should be placed under direction of a federal commission, according to Lieut.-Col. W. D. Uhler, president of the American Association of State Highway Officials, which began its annual convention here today with representatives present from nearly every state in the union.

He said the growing volume and importance of interstate transportation of freight by motor trucks over public highways rendered government supervision necessary.

GREAT ROAD-BUILDING PROJECT IS ADVOCATED

Highway Men Held Meeting and Discuss Plans in Connection With Commercial Congress.

Baltimore, Md., Dec. 9.—Under the auspices of the National Highway association plans for constructing roads throughout the country for the transportation of products from the producer to the consumer were discussed at a meeting held this afternoon in connection with the Southern Commercial Congress.

Senator John H. Bankhead, of Alabama, chairman of the senate committee on postoffices and postroads, was the chief speaker. He told of the \$100,000,000 annually for a five years construction of highways and urged the body to get behind the bill with both feet.

"It is the most important matter before congress at this time," said the senator. "The president is backing it and it must be passed. We are facing a period of readjustment, a most serious problem, and to establish a system of road-building now that will increase production and give work to the thousands of boys who are returning from Europe I consider one of the most important matters of the day."

"We must get back to normal conditions. The cost of labor must decrease. But the cost of labor cannot decrease without a reduction in the cost of living. Good highways will reduce and conserve the cost of living and naturally increasing the price of labor. Constructing highways now will solve the problem of employment for the returning troops."

ANNUAL FIELD TRIALS AT HAYNEVILLE, ALA., BEGUN

Montgomery, Ala., Dec. 9.—The annual field trials of the Continental Field Trials club, started early this morning at Hayneville with seven braces being run in the all-age stake, with four trials were on with a large gallery of spectators following. The weather was ideal and the birds plentiful.

"Square Edge," Louisiana Bill and Conscript, a son of the famous John Proctor found two braces each and handled them to perfection. Under present plans the derby will start some time tomorrow with 38 entries and at least 25 starters.

Mapping Out Air Route.

Montgomery, Ala., Dec. 9.—Lieut. W. Lesley, B. R. Cloyd and A. H. Johns, attached to Payne aviation field, West Point, Miss., under instructions from the war department, visited Montgomery today for the purpose of mapping landing fields for the proposed aerial mail route from New York, Washington and to the south.

FOR THE CONQUEST OF THE SEAS



ONE OF THE BASINS OF HAMBURG HARBOR, GERMANY'S CHIEF PORT

By FRANCIS H. Sisson, Vice-President Guaranty Trust Company, New York.

The restoration of the merchant marine is a problem to the solution of which the ablest German economists and commercial leaders, in co-operation with Government officials, have given a great deal of attention since it became apparent that the war was to be something more than the short, decisive victory upon which the military authorities had planned. As the struggle continued and the chances increased that German ships lying in foreign harbors would eventually become enemy craft it became more and more necessary from the German point of view to devise some scheme through which a proper equilibrium would be restored by the time the war ended.

Two methods were determined upon. The first was an ambitious plan of State subsidies to encourage the building of ships and shipyards; the second was the determination to destroy every vessel possible, whether enemy or neutral, unless there is good reason to believe arrangements were concluded by the owners of neutral ships to place them at the disposal of the German Government after the war. Under the guise of a military measure—the starvation of England and France—the Germans announced their policy of

unrestricted submarine warfare in February, 1917.

In that same month there began in the Reichstag a discussion of how to rebuild Germany's merchant fleet, which resulted after several months in the passage of a subsidy law. Just a month before the wholesale destruction of the ships of other countries began and the discussion of how to build a new merchant marine was started Herr Ballin, Director General of the Hamburg-American Line, declared that there would be too much tonnage in the world after the war and that German shipping would be unable to exploit the situation because of the regulation of German trade.

Germany's purpose to cripple the world's shipping while increasing her own has failed. It brought the United States into the war and, while stimulating shipbuilding efforts in all enemy and neutral countries, urged Germany's enemies to renewed vigor in eliminating the submarine menace. The plan to revive the German merchant marine was discussed for the greater part of a year and finally took shape in a law enacted last November. This law empowers the Imperial Chancellor to pay subsidies to owners of ships and property destroyed, lost or damaged by the enemy or to cover the loss due to internment. Should

these losses later be covered by insurance, or compensation from the government responsible for the loss or the ship returned to the owner, the State shall be reimbursed for subsidy previously paid.

No ship thus subsidized shall be transmitted to foreigners or Germans abroad or having places of business abroad nor chartered to the same within ten years after granting of the subsidy unless by special permission after the subsidy has been refunded.

The subsidies payable under this act shall be used for the obtaining of ships, which shall serve for the carriage of cargo. The subsidies may only be used for the construction of passenger steamers if such steamers be provided with a considerable

amount of cargo room. Shipowners shall be allowed to divide the total amount of tonnage of all their lost ships among the new ships, according to their own wishes. If new ships have since July 31, 1914, been bought or built to replace ships affected under the terms of this law they shall be subject to the same conditions as

replacement vessels to be constructed or bought in the future.

On January 1, 1914, the German mercantile marine consisted of 4,935 seagoing ships of all classes, with a gross tonnage of 5,238,937. About 2,000,000 tons of this shipping were in the ports or waters of enemy countries or of countries which later be-

came enemies when the war began. Another 1,000,000 tons were locked up in neutral ports. The Germans therefore estimate their losses anywhere from one-half to two-thirds. The extent of their shipbuilding since the war began is uncertain, but the best estimates, based on ships building when the war began, are between 900,000 and 1,000,000 tons.

The expense involved in rebuilding the mercantile marine will be enormous, and to overcome this difficulty many of the larger concerns have increased their capital greatly. From August, 1916, to November last eleven of the larger companies had increased their aggregate capital from 41,900,000 marks to 69,200,000 marks. Many new companies have been established; others have been combined into corporations of sufficient size to cope with the new problems. Shipyards are be-

ing enlarged, and new ones are being planned. Many of the great munition manufacturers are making arrangements to enter the shipbuilding field as soon as the war ends. The big banks are interested as never before in promoting these ventures.

Among the schemes to encourage shipbuilding is the establishment of a ship-mortgage bank for the benefit of those who lack sufficient capital. Before the war this class was dependent upon the Dutch ship-mortgage banks, but the Dutch banks made advances only when the prospective shipowner agreed to have the vessel built in Holland. Germany proposes not only to build her own ships, but also to have whatever profit there may be in ship-mortgage banking.

During the war Germany has imposed the most drastic regulations upon the shipping interests. Both exports and imports have been subjected to the closest scrutiny, and one very keen observer in Sweden believes that this supervision has been intensified not only for the purpose of grinding every possible penny out of adjacent neutral countries, but also to prepare "a highly organized weapon of economic warfare, used in all nearby neutral theaters of war with a particular weather eye to the expected economic war after the war."

To make the continuance of such an organization more justifiable the Government authorities are now carefully cultivating the idea that the proper distribution of available cargo space is a most important element in the economics of transition. While this distribution is being planned by the German Shipping Association, a specially organized central office for cargo space, and by the Clearing House for Mercantile Tonnage, the object of which is to take such action at the various German ports as will insure the best possible use of the merchant tonnage calling there, there is no doubt that the operations of both these organizations of shipping men will be absolutely controlled by the Imperial Government.

First of all the proposed new fleet will be used to bring food and raw materials into Germany the moment war ends. Then it will become the means of taking German products to other countries. Nowhere do the shipping plans of Germany disclose any intention except benefit to Germany—Germany first and Germany alone.

The idea of helping to assuage some part of the suffering she has inflicted on the world apparently never has entered the mind of a single responsible person in the Empire. The nature of service as used by the statesmen who speak for America and the Entente Allies is apparently unknown there. As in her scheming to get raw materials so in her shipbuilding plans, Germany is facing the future with unshaken faith in the philosophy of greed.

SHIPS ARE BEING BUILT AT LUEBECK, THE GERMAN PORT ON THE BALTIC, JUST AS THEY WERE IN TIMES OF PEACE

BREMEN THE SECOND LARGEST PORT ON THE NORTH SEA

LUEBECK HARBOR WHICH HAS BEEN GREATLY IMPROVED SINCE WAR BEGAN

HELGOLAND, THE GUARDIAN OF GERMANY'S SEA TRADE.