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THURSDAY, DECEMBER 15, 1921.

Business Aviation.

France seems to be making a practical application of the aeroplane for commercial carrying. The department of commerce at Washington has received an interesting report from American Attache Huntington, at Paris, concerning commercial aviation and the efforts of the French government to encourage business. In six months France's air carriers transported 154,000 pounds of freight, 7,634 pounds of mail, and 3,388 passengers. During the first three months of this year, there were eight accidents, four of them resulting fatally.

The French government has created a special aviation bureau, attached to the Ministry of Public Works and known as the "Secretariat for Aeronautics and Aerial Transport." That bureau supervises the aerial transport service and it reports that under subsidies offered by the government to commercial flyers, there were 185 machines in the business last year. There was an increase for this year, and the government this year will pay increased subsidies. The government is gratified with the results of its efforts to encourage commercial aviation and it is now announced that, besides short distance aero lines inside of France, three international lines are in operation.

The international lines now in operation are: Paris to London, 2-1/2 hours, fare 300 francs; Paris to Brussels-Amsterdam, 1-1/2 hours to Brussels, fare 150 francs; Paris-Strasbourg-Prague-Warsaw - Bucharest-Budapest. Strasbourg is reached in 2-1/2 hours, Prague in 6 hours and Warsaw in 9 hours. The latter line will soon be extended to Constantinople and on this extensive line the fare is said to be cheaper than by railroad sleeping cars.

France seems to be taking the lead in commercial aviation and the final results of the experiment will be watched with interest. It would be interesting to know just what progress in commercial aviation has been made in the United States.

When China ceases to be the world's major problem the skies will become brighter for more or less international peace. There are world powers which seem to labor under the obsession that China has more territory and resources than she is able to handle without foreign interference.

It is predicted that the next world war will be fought in the air. Well, then, why don't they put a limitation on air power as well as sea power?

That rumor that the Kaiser is going to get himself another wife has created mild interest in North Carolina. People around here don't care how much more trouble the Kaiser brings on himself.

The nation which refuses to agree to the elimination of gas in war will create the impression that it has discovered a gas that is more villainous than any other country's gas.

Progressive Railroads for Development

When the railways of the South backed and financed the Southern Settlement and Development Organization, with headquarters at Baltimore, they took a forward step which clearly indicated a progressive policy, not confined to one railway but cooperated in by all. They set up an organization of their own for the development of the entire South, thus taking a wise and timely step towards developing their common territory and contemplating the promotion of progress in the resourceful states which contribute their business. Certainly the railroads were doing something for themselves as well as for the South when they set up that Baltimore institution and put at its head such a progressive and well equipped man, S. Davies Warfield, president of the Seaboard Air Line.

Now it is up to the railways to continue that indispensable organization and back it for even greater constructive achievements than it has already accomplished. In an editorial yesterday The Star heartily endorsed the appeal of President Warfield for the renewed support of the Organization which has accomplished so much during its brief existence. It had just begun to do a splendid work when the world war disastrously affected it because Secretary McAdoo, Federal director of railroads under government control, stopped the financial support which the railroads had been giving to their constructive promotion organization at Baltimore. The Star spoke in a general way about the work of the Southern Settlement Organization but did not refer to its invaluable assistance to the North Carolina Land Owners Association in its broad and comprehensive plans for bringing about the development of millions of idle lands in eastern North Carolina. That invaluable work is still going on, and it was the Southern Settlement Organization which sent its representatives to eastern North Carolina time and again to aid in a promotion work that really has created a new era of progress in alluvial Carolina. We know that neighboring states also appreciated the work of Mr. Warfield and his staff of the Organization, so now comes the Charleston News and Courier with this capital endorsement of Mr. Warfield's appeal to the railroads for a renewal of their support of its work:

"Mr. Warfield has a right to appeal to the railroads of the South to come to the support of the Southern Settlement and Development Organization because Mr. Warfield has proved his own faith in the usefulness of this organization by financing it out of his own pocket for a number of years. The Seaboard Air Line Railroad, of which Mr. Warfield is the head, was only one of the railroads which helped start this work. All of them would probably have been doing their part to continue it if Mr. McAdoo had not taken the position that such work was not essential during the war period. "A good many people felt that Mr. McAdoo's decision as to that was debatable. What is not debatable is the need of organized effort for the development of the South at the present time. The railroads in maintaining such an organization would be acting in line with the policy which has been pursued for many years in the United States. Much of the credit for the swift upbuilding and development of the West has been due to the promotional activities of the railroads serving that section. "The great need of an organization like this at the present time lies in the fact that the next decade is certain to witness the re-organization of the Federal Government and if the South is to share in the movement its interest must be looked after as only an organization of this sort can do. Southerners generally do not seem to have grasped as yet the full significance of President Harding's recommendation to Congress in his message last week in 'gladly' favoring Federal aid for the reclamation and settlement of the 75,000,000 acres of swamp and cut-over lands in the Southern States. "Unquestionably Congress is going to do something big along new lines in the matter of reclamation work. It will be the South's own fault if the South is left out of this movement."

The tremendous feminine demand for woollen stockings ought to bring Christmas cheer to the wool growers' association.

Progressive Railroads

What progressive railroads have done for the west and for western Canada show very conclusively what live and aggressive railway management does for the development of a section. Indeed, we have right here at home examples of what constructive railway promotion has done to promote progress along their own lines. One can see several of these communities right here in North Carolina. Railroads must be progressive for their own good, and we must expect progressive railway management in the South if its tremendous resources are to be developed to the extent that the adaptabilities and advantages of this section warrant an amazing extent.

THE BETTER MAN

By MAY CHRISTIE
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IV.—THE "CHAP FROM AFRICA"
 Camille was left alone. She seated herself, placed her ostrich feathered hat upon the table, and surveyed the scene.
 She had been here before. Not once, but many times. The place, therefore, held no novelty for her.
 Her glance wandered idly towards the staircase, which was the main entrance to the dancing floor.
 And there it paused arrested half against her will by a pair of vividly blue, magnetic eyes set in a square, bronzed face that had strength and manliness in every line of it.
 The owner of the eyes was of a fine, athletic build with magnificent powerful shoulders. They were other men in the room as tall, Camille saw, and yet, the moment he appeared, by very contrast they looked puny.
 Although he wore his evening clothes with an easy grace, he looked somehow as if he had been in one of London's smartest dance clubs.
 "Like a forest panther," thought Camille, fascinated.
 In three strides he had traversed the floor and was beside her, hesitating as though puzzled. Then he spoke. His voice was well modulated, and unusually attractive.
 "I beg your pardon. Is—or isn't this—Mrs. Mortimer's table?"
 "The first step," he heard her beat a quick tattoo and her much-vaunted "nose" was thrown a trifle out of gear.
 "It's hers . . . ours . . . I mean, you're sitting on it," she said, looking at a school-girl at her first party. "Are—are you looking for her?"
 The stranger bowed.
 "May I sit here? I'm Mrs. Mortimer's friend, and my radio went away to telephone, I thought."
 "Oh, you're Mr. Elliott Glyn, just back from Africa," cut in Camille eagerly, then could have bitten her tongue if she had not seen the look of surprise which came over the man's face.
 "What would the man think of her? How bold she must appear!"
 For the stranger's vividly blue, magnetic eyes set in the deeply tanned, powerful face had upset the balance of her usual "savoir-faire."
 "Sit down, please. Dolly's gone to

CAN YOU TELL?

By R. J. and A. W. Bodmer
 No. 10—What Inspired Our Army Inspector

Most of us are now familiar with the insight that only our army officers and an interesting tale has been woven about the selection and origin of the various marks. The story begins with a two-barrel fence, near a group of trees. One of these is a sturdy oak and another a silver poplar, the tree which grows to greatest heights in our forests. Above this tree flies an American eagle. It is night and the stars look down upon the scene.
 The first sergeant of a commissioned officer is climbing the first bar of the fence, and is denoted by one bar on a sergeant's shoulder.
 Another step up and the officer has his foot on the second bar of the fence, and is denoted by two bars on his shoulder, indicated by the two-bar mark of the captain. The next stage of the climb upward is the branches of the trees, and the rank of major, denoted by the good oak leaf on his shoulder, has been reached. In order to go higher the candidate for higher rank must now surmount the tall silver poplar, and when he has done so he is entitled to wear the silver leaf of the lieutenant—the silver eagle being worn by officers of that rank. The stars are the highest of all things to be noted in the scene, and in order to receive the rank of general; one star for brigadier general, two stars for major general, three stars for lieutenant-general and four stars for the chief of the United States Army.
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THE TRUTH ABOUT COTTON

Publication of the Government's ginning report on December 8 at length shows the approximate truth concerning the cotton output of the past season. Seldom has there been so much uncertainty and divergence of opinion about the staple, as during 1921, and seldom so much hysteria—some of it at least affected, in the effort to lower the current estimates of cotton yield.
 The Government's ginning report now shows a total already ginned from this year's crop of 7,640,870 bales, while its preliminary estimate of the total yield was only 8,370,000 bales. The probability is, taking the ginning report as a basis, that the past year's crop is about 8,000,000 bales, or nearly 25 per cent more than the Government's preliminary production estimate. It is proper to note that the cotton production estimate of the Journal of Commerce and Commercial Bulletin made public on February 23, 1921, placed the crop at "not very far from 7,000,000 bales," or about midway between the final production estimate of the Government and the present ginning report. At that estimate of this newspaper was the highest of all current estimates whether originating with the Government itself or with private estimators. The facts now show that it was materially closer to the truth than any of the others.—New York Journal of Commerce.

NORTH CAROLINA LEADERSHIP

To lead the Nation in the work of Americanizing the country is a worthy distinction, and the reputation that now belongs to North Carolina of establishing the highest birth rate of any State in the Union might be regarded as second only to its reputation as a leader in good health. To be distinguished as a people who live under the largest percentage of healthful conditions to be developing a healthy population at a faster rate than any other State, should be a source of happiness to the natives of the 50,000,000 good roads State. If anybody is yet disposed to doubt that

TAX EXEMPT BONDS

President Harding's recommendation of a constitutional amendment to prohibit the issue of non-taxable bonds opens up a very large economic question. The idea is not, of course, new. It has been quite seriously advocated in important financial circles and it has respectable economic authority. The tax exemption feature of public securities, in these times of high and increasing taxation, is having the effect of draining capital out of industrial investment and hampering development of business activity. The industries cannot compete in the money market with governments having the right to exempt their issues from taxation, and wealth is, consequently, pouring into public securities and leaving industrial capitalization to the adventurers. There are vast issues of such public securities, made to finance great public undertakings, some of which invade the bond market, as more must if capital is to grow more and more shy of independent venture. As the difficulties of attracting capital into industry increase, the tendency, even the necessity, for public undertakings grows, and the ultimate result will, of course, be an extensive state socialism. Already there is a strong trend toward public ownership of the transportation agencies in view of the growing difficulty of

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She won't be long," she stammered, flushing.
 The man from Africa sat down, and—as though in pity for her obvious confusion—allowed his gaze to roam towards the dance floor.
 "It's fascinating, don't you think?" queried Camille, striving to regain her aplomb, and yet unable to keep silent. "So bright and cheery, and such fun!"
 Her vis-a-vis gave an odd little smile which rendered his good-looking face doubly attractive, and the girl—following his gaze—observed it rest upon a stout, elderly and perspiring couple who were shimmying vigorously and at the same time laughing at a hideous stuffed monkey that adorned the big drum, and that giggled desperately at every beat.
 From there his glance roamed on to a gold-toothed negro who, perched on the edge of the orchestra, was chanting through a megaphone that newest classic:
 "Oh, whatta won . . . nerful . . . bay . . . bee!"
 "Oh, whatta bew . . . tealful che . . . lid!"
 Ladies long past their early youth and in very decollete gowns, with powdered backs and complexions whose beauty had been manufactured in a cardboard box that probably came from Paris, were footing it lightly and merrily with youths who were still in their salad days.
 Bald-headed and bay-windowed men with flappers, the former on flirtation bent the latter "out for a good time" and working very hard at it.
 And—shimmying, twisting and dipping in and out among the dancers while he played the melody of the moment on his violin—was a thin boy from the orchestra, giving a performance, solitaire!
 Two young-old ladies who were carrying balloons and clinging to their partners' arms were obviously "in their second gigglehood." Fragments of coquettish conversation reached Camille.
 "Tomorrow—Stories of the Veidt in Springtime"

CAN YOU TELL?

ing the rich richer and making the poor poorer," and if such should be its mission, the House would do well to null in on the head, as it understood the House will do.
 That is not the sort of legislation North Carolina can afford to write into its books. The only laws that will stand the test in such a democracy as ours are such as will make the burden of taxation fall proportionately and not with discrimination.—Charlotte News.

HOW DID THE MAN LEARN TO COUNT

The automobile is causing the expenditure of huge sums on permanent roadways which, in turn, are increasing the use of the automobile as a means of transport seriously affecting the railroad and other traction systems. In the sense, it may be said that highway development is a public investment in transport facilities. Other industries may follow the way of the highway as capital draws away from them and their maintenance becomes a matter of public necessity and sole resources.
 Whether the situation has reached the point, however, or the trend is so firmly set as to justify the radical course advocated by the President is a question for serious consideration. The President realizes that his suggestion bristles with difficulties and he advances it with caution. Such an amendment to the Constitution as he proposes would, of course, have to obtain the ratification of the States and, as he says, "clearly the States would not ratify to their own apparent disadvantage." The necessity for such a drastic act is not the prohibition of tax exemption of State and municipal bonds, with large issues contemplated and planned for public developments and utilities, would have to be established beyond dispute before the potential advantage now in their hands would be ceded by the individual States. But the subject is one for the most thoughtful study. That capital is now drifting away from the industries "until," as the President says "we are discouraging the way activities which make our wealth, is a fact that must be taken into consideration.—Charleston Post.

THE PERSONAL EXEMPTION BILL

Senator Burgwyn is coming in for some sharp criticism for the introduction of his bill in the upper house by which the personal property exemption will be reduced from \$300 to \$100. It is being contended that the ultimate purpose of this measure is to benefiting capital in the hands of the eastern section of the State while the times are somewhat against them, making the favor thus shown to them react all the more viciously against the mass classes.
 If we believe the criticisms of some, this bill will have the effect of "mak-

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