

Wilmington Morning Star

Published by THE WILMINGTON STAR COMPANY, Inc., 109 Chestnut Street, P. H. BATTE, Managing Director. Entered at the Postoffice at Wilmington, N. C., as Second Class Matter.

SUBSCRIPTION RATES:
One Year \$7.00
Six Months \$4.00
Three Months \$2.50

MEMBER OF ASSOCIATED PRESS.
The Associated Press is exclusively entitled to the use for publication of all news credited to it, or not otherwise credited, in this paper and also the local news published herein. All rights of re-publication of special dispatches herein are also reserved.

SUNDAY, JULY 1, 1923

TOP OF THE MORNING

There was nothing soft about the early church. It was a brave venture to come to church. It lived dangerously. It did not seek to live on comfortable terms with the world; it challenged it. It did not seek to curry favor with the powers that were; it spoke boldly to them about sin and judgment. The result was the church had a hard time. It was a church in the furnace and under the cross, but it was a mighty church, and it inherited the kingdom.—Rev. J. D. Jones, D. D.

THE REBOUND FOR WILMINGTON.

Local events chronicled in The Star during the last six months, show a very distinct rebound for Wilmington all along the line, including industrial activities, the location of new industries, the expansion of business, the increase of commerce, growth of the banking interests, increased retail business of all kinds, increased dry-goods and grocery jobbing business, industrial betterments, etc., etc.

Just half the year is gone today, but Wilmington's industrial group has been increased by seven newcomer manufacturing establishments, some already operating and all to be in full operation by fall. They will give employment to more than 1,000 operatives, and the payroll acquisition is \$1,000,000 or more, while the city's new industrial output for another year will approximate \$10,000,000. Many new articles not heretofore "made in Wilmington" will come from Wilmington's new 1923 factories. That is just only one of the significant items of industrial progress here, the signs of which have been read in The Star during the last 90 days.

The Star has previously named some of our new industrial and commercial newcomers, but it is well enough to note again such outstanding acquisitions as the Nitate Agencies, Inc., the International Agricultural Chemical company, and Grace and company, ship operators, importers and exporters, who have joined Wilmington's growing commercial group. These large newcomers will increase Wilmington's volume of factory output by many millions, and the commercial business ahead for the port will swell the city's commerce by the millions of dollars.

One of the especially significant features of the gathering wave of progress here has been the impressively increased traffic done by the Atlantic Coast Line, the Seaboard Air Line, the Wilmington, Brunswick and Southern railroad, the branch roads of the Coast Line, and the ocean and waterways steamship and steamboat lines. That movement is a true index of the steadily improving industrial, commercial and business expansion here during the first six months of 1923. The very material increase in bank clearings and the optimism radiated by the bankers of the city is a strong supplementary exhibit exemplifying the aphorism that "money talks."

The commerce of year of the port ended yesterday with an estimated 50 per cent increase of the commerce of the port, and we believe the final report from Washington will show a larger percentage than even that conservative official estimate. The customs collections for the fiscal year have exceeded \$5,500,000, and they may go up a peg further towards \$6,000,000 on the final tabulation of the United States treasury department. That revenue for the government shows a large increase of import business for the port of Wilmington and the sub-ports of Winston-Salem and Durham. The government's own receipts at Wilmington during the past two years are largely in excess of all the money spent on the port of Wilmington by the federal government in all the history of the port, including the sum spent on the harbor improvement project which ended recently in the engineering achievement of a 26-foot channel on from Wilmington out to sea. It enables cargo vessels drawing 28 feet or more to come up to Wilmington on flood tide.

One of the particularly notable items in industrial expansion at Wilmington during the first six months of the year is solved in the construction, expansion and betterment program of the Tide Water Power company, aggregating an outlay of \$552,000. Be-

sides the expenditure of about \$25,000 on betterments at Wrightsville Beach, the significant striking item in the power company's program has been the development of more power and the extension of its power and lighting lines in and out of the city, including the transmission line to Chilton, Wallace, Warsaw and Burgaw.

The home building record of Wilmington shows a remarkable growth, and as we write Wilmington has greatly increased her rank as a city of beautiful homes. At no time recently has Wilmington's realtors let any grass grow under their feet.

Agricultural expansion has gone on apace in the New Hanover county and in the Wilmington territory. Crops for the six months up to this first day of June have brought millions of dollars to our farm producers, and they will add many more millions by the time the crop season of 1923 ends. That fully warrants the forecast for increasing business activities for Wilmington.

Wilmington's seaside resorts are receiving more patronage than ever, and the prospects for the balance of the summer are brighter than any recent season. Jetties costing \$30,000 are being built at Wrightsville Beach, and at all our ocean playgrounds the improvements will approximate \$100,000.

What's the matter with Wilmington? What's the matter with the chicken-hearted?

BIG INTERESTS FOR STATE PORT TERMINALS.

The great cotton exporting firm of Alexander Sprunt and Son, Inc., has informed the state ship and water transportation commission that they favor state port terminal development or any other movement tending to development of the port. The fact is, the Messrs. Sprunt have said that before, and it is quite natural that they should favor development of the Cape Fear ocean gateway in any particular that would be in the interest of Wilmington and which would enable the state to avail itself of ocean transportation on a scale that would redound to development of North Carolina. There has never been any doubt in our mind that any great interest in Wilmington or any other North Carolina city would deny to the whole state the broadest possible opportunities in its own ocean gateway.

Practically all the foreign commerce of the port of Wilmington for the last 50 years has been due mainly to Alexander Sprunt and Son, and the aggregate of their cotton export trade certainly can not be short of \$500,000,000. They built the bridge over which Wilmington has passed to its present magnitude as a South Atlantic port. More than a half century ago they saw their own great opportunity in the port of Wilmington, and it is not unreasonable to suppose that their own utilization of the state's major ocean gateway surely will be an illuminating example to North Carolina itself. The commercial achievements of the largest single exporting firm on the South Atlantic are sufficient to open the eyes of the state to its own commercial opportunities in the Cape Fear ocean gateway. We have not the slightest doubt that the intelligence of North Carolina has the vision which will enable the state to visualize the world beyond the Cape Fear bar.

Along with the Sprunt approval of anything that will develop the port of Wilmington or prove to be a factor in making a greater city of the headquarters of the Atlantic Coast Line, there comes the reasonably expected approval of state port terminal development by Mr. Lyman Delano, executive head of that greatest of southern railway systems. When the Seaboard Air Line is heard from there will be the same enlightened view of port terminal development. Public terminal facilities cities years ago would have saved the railroads the expense of maintaining harbor terminals which have been worth more to the commerce of the port than they have been as traffic assets to the railroads. There need hardly be any misapprehension that rail traffic men are fully aware of the great value of ports to them. There can be no ocean traffic that does not pass to and fro by rail from all quarters of the continent and across the continent from ocean to ocean.

EFFECTS OF CONSOLIDATION.

The first fundamental law of business is to bring the expenditures for a given period within the income and the second is to so curtail the overhead expenses so as to have a margin of profit at the end of the fiscal year without decreasing the efficiency of the plant or organization. Wilmington, as a city, took the first of these steps in 1920 when the councilmanic form of government was replaced by the more modern commission form. The second is now proposed through the merger of the city and county administrations into one central govern-

IT IS SUNDAY MORNING

BY W. A. STANBURY

A FOURTH OF JULY DEBT
"The land which the Lord thy God giveth thee for an inheritance."—Deut. 26:1.

In a few days the voice of the Fourth of July orator will be heard in the land. And we shall all be joyously celebrating the anniversary of our national independence. Most fitting it will be. For the people who cannot and do not remember a national birthday, who acknowledge no heritage from the past, to whom "history is all bunk," to whom deeds of sacrifice and heroism wrought by the fathers mean nothing—the people without love of country and a sense of history is nearing alike the end of power and of life.

July 4 is one day in the year set apart by all Americans for the remembrance of these things, and for a nation-wide commemoration of a great and significant event. But it is well to remember that our independence did not actually begin on July 4, 1776. It properly began some hundreds, or even a thousand years before that. Freedom is no suddenly achieved thing. It is first a state of mind, a spiritual thing, living as a dream or a passion in some heart, then slowly accomplished, generally, with much suffering and sacrifice. Generally also, it is not much enjoyed by those who win it. They themselves do not live long enough, perhaps they purchase it with their lives. It is their children and grandchildren who benefit from their heroism and pain.

Thus freedom grows, "broadening down from precedent to precedent," bought and sanctified by the blood of heroes, blessing the sons of heroes, who if they be worthy their boon, will be themselves heroic, too. It is a heritage, passed on, like tradition, from father to son, with addition and refinement, as it is handed down from one generation to another.

Furthermore, it is worth pointing out that the century-old freedom of the English-speaking peoples, as we know it now, was not achieved at the writing of the

Declaration of Independence. Six years of hardship and war ensued before that declaration became an acknowledged fact. Following upon that were years of uncertainty and disunion. Then came the decades of conflict and clashing opinion and contenting interest, when only the vision and unselfish statesmanship of the founding fathers saved the republic from disruption.

During these years of struggle, and under the inspiration of the Dutch and English heroes, our institutions were carved out of the rough and raw material of a new continent and a pioneer civilization. At length, after half a century, came the great volcanic upheaval of the Civil war, in which every shred of the fabric of our national life was tested to the utmost, and in which human slavery died and it was determined that the nation is an indivisible union of free states. Finally, the union politically inseparable became one in spirit and reality in the great and heart-searching days of 1917-1918.

All of which is by way of saying that we did not ourselves produce or even win from some other people the country which we inhabit, nor the things which made it dear to us and worthy something to the world. It is to be hoped that each of us may contribute something to the total sum which coming generations may enjoy. But so far as we are concerned, we have received it as an inheritance, which we had nothing to do with producing, and almost nothing to do with shaping.

And what American is there, with balanced mind and discerning heart, who will not sense this patriotic season the gracious work and hand of God in this heritage received by us? And who that is a true man, with the fear of God in his heart, will fail to praise God for giving us this land, or to be stirred with a desire that he may enhance by some small addition, at least, the joy and worth of freedom in this land, which the Lord our God hath given us?

ing body, functioning with greater efficiency and at a lower per capita cost to taxpayers of both city and rural districts.

Let us consider for an instant the situation as it now exists regarding taxation and the burden of expense for the two governments as at present constituted. First we have the city taxpayer contributing to the municipal revenue 95 cents on the \$100 valuation, and in addition supporting his share of approximately four-fifths of the cost of the county government machinery. His suburban and rural neighbor is relieved of the city taxes, but pays his assessment to the

Next we have two independent tax gathering agencies, two sets of law enforcement departments, two juvenile courts, and a complicated legal system that retains several attorneys in various capacities. Each performs almost the same task as the city or county prototype and each works toward a common goal. What is the result? Financially there is seldom an occasion demanding concerted contributions from both city and county that does not precipitate some tedious unwinding of red tape to determine just how much the city will pay, and how much of the burden the county will pay. And all the while the man who lives within the corporate limits is paying taxes twice for the support of two institutions when one could function more economically and more efficiently.

Next arises the question in the minds of the rural taxpayer as to how such a change will effect his assessment. It will lessen it. Why? Because the city tax rate will not be forced upon the county by consolidation. The remedy will be found by zoning the entire county, the nearer the center of population and improvements a property is located determining the rate of taxation. Greensboro has recently adopted this plan, following the extension of its corporate limits. The Guilford capital has thereby increased its standing as a city, given its rural neighbors the advantages of city life, and has saved them from the increased cost of city taxes.

With the tax question settled, comes the equally if not more important question of centralizing the government. Of course we still retain the clerk of the court, the register of deeds and several other officials, but at the same time we can eliminate several others by combining the entire governmental machinery under three general heads, namely, the departments of safety, welfare and finance. Under

the first head would fall the police department, fire department, sheriff's office and similar agencies. In the second classification would be aligned the board of health, the street cleaning departments, etc. The third would naturally include those offices charged with the collection and disbursement of city and county moneys. A city attorney, with possibly one assistant, could handle the legal business of the administration.

Roughly estimated, such a scheme would eventually whittle some \$100,000 annually from our expenses. Is it worth trying? We believe that it is.

Any Unistacian who sows pessimism can't expect to harvest prosperity and progress. The Imp. Wiz of Optimism can't be expected to follow up a trail running through a land sown with dragon's teeth.

CONTEMPORARY VIEWS.

NO SPECIAL SESSION YET
Governor Morrison has concluded that he will not call a special session of the legislature during the year, which is reassuring to the people as it must also be comforting to the members of that body.

He feels that it will require at least six months for the commission that is studying the shipping line project to complete its investigation and advise the chief executive what in its opinion, can be done. Governor Morrison seems confident that the commission's findings will be in line with his own theories about this project, and for that matter, there is little doubt that it will so eventuate.

The people, in the meantime, have had time to reflect upon the scheme and opportunity to let sentiment take form since the first mention of the matter by Governor Morrison during the last legislature when he was at first somewhat insistent for immediate action. He has reached the decision since that it was much more expedient to go to it as the legislature advised, namely, by the appointment of a competent commission to study the project rather than rush hastily and without caution thereto.—Charlotte News.

BEATING OUR STATE TO IT

In a recent discussion of reduction of state departments and concentration of executive effort at Raleigh, The Observer mentioned that Pennsylvania was one state planning for the same sort of reform in the direction of greater economy and efficiency in state government. Pennsylvania has already "gone and done it." Formerly that state had as many as 127 departments, or bureaus, in its executive machinery. These have been reduced to 21, an elimination of just 106. The amount of saving that will result to the taxpayers may be imagined. More than that, responsibility has been centralized and Pennsylvania is undoubtedly destined for more efficiency in management. As a matter of course, a number of jobs were abolished, but the state will get the better service, for all that. Perhaps New York, which is heading in the same direction, may lead North Carolina to the systems of reform in state government, but this state will be found not far behind. It is a stroke in economy that is surely on the way.—Charlotte Observer.

JULY FOURTH SPECIALS



No matter how you look at it—the Fourth of July is the one day of the year that tells the big American story. The day that commemorates the clean, straight-from-the-shoulder character of the men and women who gave us the Land of the Free—Free to do and be the best that is in us. That is the freedom that has made a store like ours possible. Independent effort, cheerful service and the united favor of our host of friends.

OUR CLEARANCE SALE

Gives You An Opportunity to Buy Your Holiday Needs AT THE LOWEST PRICES OF THE SEASON Sport Dresses, Jaquettes, Skirts, Sweaters, Overblouses, Coat Suits and Coats

G. Dannenbaum

206 NORTH FRONT STREET

Jack Dempsey will lose if he does not deliver the goods. We fight for business as hard as he does for the title. Several cars unloaded this week for you. You cannot beat us in delivery of the goods—if courteous treatment and honest dealings mean anything. You cannot beat our prices.

McIVER LUMBER COMPANY

Telephone 2445

SAVE

FIRE SALE

Opens Thursday JULY 5th

EVERYTHING IN THE STORE REDUCED

Futch's Department Store

9 North Front Street

WANTED

50 Salesladies. Only those with experience need apply.

Read the Star Classified Ads