

GENERAL PERSHING SAILS FOR PERU

PARTY TAKES ROCHESTER FROM
KEY WEST; WARM RECEPTION GIVEN.

Key West, Fla.—Although refusing to comment directly on the Tacna-Arica boundary dispute, Gen. John J. Pershing, president of the plebiscitary commission appointed by President Coolidge to settle the dispute, declared on leaving here that the matter will be handled with the strictest impartiality and justice in protecting the rights of all parties concerned.

He declared that the outcome of the plebiscite will be a true expression of the will of the inhabitants of the disputed provinces.

Gen. John J. Pershing, president of the Tacna-Arica plebiscitary commission, and his party left from here on the United States ship Rochester for South America.

The general, who arrived here from Washington, was accompanied by a party of officials numbering over 20. The party was met by Capt. Clark D. Stearns, commandant of the Seventh naval district, Rear Admiral J. L. Lattimer, Mayor Frank H. Ladd of this city and a number of other officers and representatives of the American Legion post here.

A salute was fired from the Rochester and land forces in honor of the general. This was followed with a luncheon at the navy yard. General Pershing being the honor guest.

China's Debt Remitted By Coolidge.
Washington.—The balance of \$6,137,552 due the United States from the Chinese Government on box indemnity payments has been remitted by President Coolidge under Congressional authority granted in May, 1924. The funds are to be employed for educational and similar purposes under direction of a board appointed by the Chinese Government and composed of Chinese and American citizens.

Mr. Coolidge's executive order was signed July 16, just when the American Government was seeking to impress upon other governments the feasibility of its plan for removing some of the embarrassing elements in the present (Chinese situation). News of the President's action is expected here to have a beneficial effect in further demonstrating to the Chinese people the friendship of Washington.

The original amount due the United States was more than \$24,000,000, but the total was reduced by Act of Congress to \$13,655,492 in 1908.

The board which will administer the educational fund already has been organized and is ready to begin its work.

Paris Pleased With Germany's Note.
Paris.—German reply to the French observations on Germany's offer of a security pact, which was handed to Mr. Briand, the French foreign minister, by the German ambassador, Herr von Hoesch, has created a favorable impression in official circles.

It permits of hope that negotiations for the guarantee of the frontiers of France and Belgium will proceed with chances of success.

The note discusses the fear that the reich government would make the negotiations for a pact dependent upon the early evacuation of Cologne. The only reservation which Dr. Stresemann, the German foreign minister, makes concerns the entry of Germany into the League of Nations and the consequent obligation on the part of the reich to participate in league action to protect the frontiers under article 16 of the covenant.

The security negotiations, it is believed in French circles, now will go on seriously and actively. It was said that M. Briand's response may be ready within a fortnight, after which the negotiators probably will get down to a discussion of the details of the guarantee.

The German note evidences a desire to reach an understanding with France and is couched in terms which lead French officials to suppose that Berlin regards the negotiations for a security pact as really under way.

Wheat Carryover 57 Million Bushels.
Washington.—The carryover of old wheat was estimated by the United States crop reporting board at 37,000,000 bushels, as of July 1, compared with 106,000,000 a year ago and 102,000,000 on the same date in 1922.

The board found that the total supply of wheat for the year ending June 30, 1925, including July 1, 1924, carryover, the 1924 crop and 12 months' imports, amounted to 985,000,000 bushels compared with 927,000,000 bushels for the preceding year.

Painted Knees Are Latest Vogue.
(Chicago).—Painting pictures on such feminine knees as may be exposed by rolled stockings and perverse winds is advocated by beauty specialists who began a week's convention.

"Painted knees are the latest thing," said Mrs. Ruth Maurer, presiding.

"Hand painted pictures on the knees are intriguing. Some designs are simple, some elaborate. Some girls prefer a flower or a group of blossoms. Others like a portrait or a little landscape."

THREE DIE VIOLENT DEATHS IN GEORGIA.

Atlanta, Ga.—Miss Anna Hudson, a school teacher, was killed instantly near Eatonton when the automobile in which she was riding collided with a car alleged to have been driven by W. C. McConnell, of Fort Myers, Fla., McConnell was held in custody pending an investigation.

Miss Annie Pickett, of Newman, died of injuries sustained in an automobile accident at Tybee, B. F. Pickett, the girl's father, formerly was principal of the Savannah High School.

Family cares proved too much for W. J. Corley here, according to information gleaned by police, and he killed himself by taking a quantity of carbolic acid. His wife had been ill and he was on his summer vacation.

COOLIDGE'S PAY QUINCY VISIT

HOME CITY OF FORMER PRESIDENTS JOHN ADAMS AND SON.

Swampscott, Mass.—In the role of sightseers, President and Mrs. Coolidge visited the 300 year old city of Quincy, where John Adams and John Quincy Adams, the only two other residents of Massachusetts to become presidents, were born and buried.

Cruising down the coast from Marblehead on the Mayflower, the president and Mrs. Coolidge, with a small party of guests, debarked at the Fore River yard of the Bethlehem Shipbuilding corporation, a stone's throw from the new airplane carrier Lexington, which is nearing completion.

From deck of his yacht the president viewed with interest the huge red hull of the Lexington but did not go over to its ways to inspect the craft.

Leaving the shipyard by motor, Mr. and Mrs. Coolidge first went to a small frame house, the birthplace of John Quincy Adams, sixth president of the United States, and the home during the Revolutionary war of John Adams, signer of the Declaration of Independence and second president.

Later the presidential party crossed to an adjoining yard, where stood the modest frame dwelling, where John Adams was born.

Before going back to the yacht for the return cruise to Marblehead, the president and Mrs. Coolidge visited the first parish church, in the basement of which is the resting place of both John and John Quincy Adams.

Mr. and Mrs. Coolidge were accompanied by Melville E. Stone, their house guest, Secretary Sanders and a dozen photographers, who made the trip at the express invitation of the president.

Mr. Coolidge evinced great interest in the historical spots in Quincy which last month celebrated its 300th anniversary. In the John Quincy Adams birthplace he studied numerous prints and old pictures which covered the walls, gazed at the plank ceiling with cross beams and walked up a creaky flight of stairs to take a look at the four posted canopy bed, covered with patch quilts. Both houses have been restored as much as possible to their condition in the late 18th century.

The president was particularly interested in the Adams homestead because of his distant relationship to Abigail, wife of John and the mother of John Quincy Adams.

Rates on Cotton Are Held Unfair.

Washington.—Rates on cotton from Southwestern States to Texas gulf ports, were held to be unfair by the Interstate Commerce Commission on the ground that they discriminate between warehouses and compressing plants located on the water front and establishments located further inland. The Commission also ruled the export rates on cotton to the Texas ports should be made higher than domestic rates by an amount sufficient on every shipment to pay the wharfage charge incurred by the export shipment.

One Killed, Five Hurt.

Wilmington.—One man was killed and five others injured, one seriously, when an Atlantic Coast Line passenger train was derailed seven miles from Wilmington, on the New Bern branch. The baggage car and two passenger cars left the track, turning over.

The dead man has been identified as Ed. Marshall, negro porter. His neck was lacerated by broken glass.

Fumes in Tank Kill Three.

Niagara Falls, N. Y.—Three employees of the Mathieson Alkali Company are dead and two others in a serious condition in a hospital here as a result of being overcome by fumes while coating the interior of a tank car with a rubberized solution. The dead are: Joseph Gervin, Fred Laubert and Aleck Nevin. Those in a serious condition are Cecil Lambert and Albert Paratt.

The car is used in shipping bleaching liquid from the company's plant.

FORESEES DRIVE ON 1-CENT MAIL

SENATOR MOSES EXPECTS BATTLE FOR LOWER LETTER POSTAGE.

Washington.—A concerted drive upon Congress for a one-cent first-class postal rate is expected by Chairman Moses, of the special congressional joint postal commission, which is to open hearings looking to a permanent postal revision measure.

Senator Moses said that a proposition for such a rate is already under way and that members of the commission had received representations on the subject from many quarters. The argument advanced, he said, is that first-class postage is paying a disproportionate share of the total carrying cost of the postal service.

Postmaster General New will be heard first by the postal commission. He is expected to be prepared to furnish information regarding the operation of the new rates which became effective last April that will form a working basis for the commission in hearings to be held in various parts of the country.

While the new rates, agreed upon tentatively by Congress in an effort to meet the cost of wage increases to postal employees, have been in operation more than three months, data as to their operation during that period still is incomplete because all postmasters have not been able to send in their reports for the first quarter.

For this reason the joint commission will reopen hearings here in October by which time it is expected the postoffice departments will be in a position to furnish comparisons between the operations of the new and old rates for a six-month period. Should there be requests then for further hearings in different sections, the commission may embark upon a second road trip.

U. S. Invests Over Nine Billions.
Washington.—American capital flowing into foreign fields for investment, was estimated by the commerce department to have amounted to \$551,591,000 during the first six months of the calendar year 1925. This brought the value of private American investments abroad to a total of \$9,500,000,000.

The acceleration of the foreign investment tendency in the United States was illustrated to some extent by the department's showing that the total for the first six months of 1924 was only \$379,790,000, although during the latter half of 1924 the records placed the total at \$830,087,000. All of the figures were based on the public offerings of foreign securities made for United States investors.

Foreign government offerings, or the borrowings of enterprises enjoying governmental guarantees, accounted for \$416,671,000 of the 1925 foreign investment total. Foreign corporations depending solely on their own credit got scarcely a quarter of the American loans, but this was an increase from one-seventh last year.

European nations took \$237,600,000 of the six months investment from the United States, Latin-American, \$151,851,000; Canada \$131,390,000 and Asia \$100,000,000. German industry alone obtained \$36,000,000.

135,000 Gallons of Oil Explode.

Chicago.—A watchman was killed and damage and panic was spread over a mile radius when 135,000 gallons of gasoline and oil in a Texas Oil company barge exploded and sent a flood of flaming oil down the north branch of the Chicago river. The barge and a tug anchored at the company's docks were destroyed by the explosion and subsequent fire. Five men aboard the crafts, escaped. The force of the blast shattered windows as far as a mile away. Blazing oil on the river set fire to adjacent docks and threatened bridges before its spread was halted. Nearby gas tanks and oil storage tanks added to the hazard. The body of watchman, Jacob Jabersek, was seen hurling through the air. It fell into the flames and was not recovered. A boy's bonfire near the docks started the fire, is the belief of Captain Charles Sigmund, who was the only occupant of the barge and discovered the blaze. His warning to the four men on the tug probably saved their lives.

Five Persons Dead in Crash.

Yountstown, O.—Five persons, including two children, were instantly killed at a grade crossing near Brookfield, O., ten miles north of here, when a sedan in which they were riding was struck by a New York Central passenger train.

Flood at Seoul, Korea, Kills Many.

Tokio.—A few wireless dispatches from Korea say that the flood in Seoul, capital of Korea, is unprecedented, especially in the suburbs of Ryuzan, which is situated along the Han river, in the southern part of the city. This district was flooded owing to the failure of the embankment after the river had risen more than 35 feet.

Telegraph communications are apparently completely severed, and it is not possible to ascertain accurate details of the casualties and damage.

THREE DROWN TRYING TO SAVE AN OLD MAN.

Ocean City, N. J.—Four persons were drowned when two young men and a 12-year-old girl went to the assistance of an aged man who was believed to have suffered a heart attack while swimming at Corson's inlet. The dead are Joseph Buchanan, 68; Frank J. Walm, 25, Buchanan's son-in-law, and Samuel Andrews, 20, all of Ocean City, and Ruth A. Wood, of Philadelphia. The bodies of Buchanan and Walm were recovered but the others had not been found. Details of the tragedy were not known. Police believed that Buchanan had been stricken with heart attack while swimming and that the others died in attempting to save him.

ANNOUNCES MAIL SCHEDULES

POSTMASTER GENERAL CALLS FOR BIDS ON OVERNIGHT SERVICE.

Washington.—Tentative schedules for the eight new mail routes recently decided upon to connect with the transcontinental service were announced by Postmaster General New in calling for bids, by September 15, from prospective contractors.

An average flying speed of approximately 90 miles an hour and six round trips a week on each route are required. Bids for additional routes will be called for, as fast as petitions are received and the feasibility of such routes is determined.

The New York-Boston schedule calls for departure from New York upon arrival of the overnight plane from Chicago, due at 6 a. m.

A stop is to be made at Hartford at 7:20 a. m.

The extension from Chicago to Birmingham calls for departure from Chicago at 5:45 a. m., upon arrival of the overnight mail plane from New York stopping at Indianapolis at 7:55 a. m., Louisville at 9:20 a. m., and Nashville at 11:10 a. m., arriving at Birmingham at 1:10 p. m. The plane on the north bound trip will leave Birmingham at 11:45 a. m., Nashville at 2:05 p. m., Louisville at 4:05 p. m., and Indianapolis at 5:30 p. m., arriving at Chicago at 7:15 p. m. In time for transfer of mail to the New York overnight plane which leaves at 8:30 p. m.

The St. Paul-Minneapolis route plane will leave Chicago upon arrival of the New York overnight plane, leave La Crosse at 8:40 a. m., and arrive at St. Paul-Minneapolis at 10:05 a. m.

The Dallas-Fort Worth extension schedule calls for departure from Chicago on the arrival of the New York overnight plane, from Moline at 7:30 a. m.

The St. Louis route schedule calls for departure from Chicago upon arrival of the overnight plane, stopping at Springfield at 7:55 a. m. and arriving at St. Louis at 8:50 a. m.

The Elko-Nevada-Pasco, Washington, extension calls for departure from Elko at 11:15 a. m., upon arrival of the westbound transcontinental plane from New York, stopping at Boise at 1:55 p. m., and arriving at Pasco, Wash., at 4:35 p. m.

The extension into the Southwest calls for departure from Salt Lake City on arrival of the westbound transcontinental plane due at 9:55 a. m., and the Pacific coast route schedule calls for a plane to leave Seattle at 9 a. m., arriving at San Francisco at 6:20 p. m. Departure from San Francisco will be at midnight with arrival at Los Angeles at 5:25 a. m.

Rum Row Shifts Base to Diffe.

Washington.—Liquor smugglers have shifted their operations from New York to the Florida coast and the Gulf of Mexico, the coast guard reports. In consequence, the coast guard, while maintaining a blockade from Maine to Norfolk, Va., will concentrate activities in the Gulf and Florida sectors. In this patrol, the South Atlantic coast will be served from Miami to Charleston.

The new Rum Row in the Gulf is the old Rum Row which was wrecked off the New York coast, equipped with speed boats capable of doing 50 miles an hour. It is operating nightly between Bimini and other off coast islands and disposing of its goods in Florida, Alabama and Louisiana ports and at Savannah and Charleston.

Treasury officials explained that new propositions are presented in the Gulf Rum Row. The Gulf Rum Row is continually shifting its position, whereas the North Atlantic Rum Row was stationary. Schooners and isolated islands are employed as liquor bases for the storing of goods brought from the West Indies.

Britain Honored.

London.—John Buchan, British author, who visited the United States last year, on behalf of the United Daughters of the Confederacy presented a copy of the great seal of the Confederacy to the British museum.

The ceremony took place at a luncheon given by Lady Astor, at which there were many distinguished guests, including the Earl of Balfour, Viscount Cecil, Lord and Lady Lee of Farnham, the American consul general in London, Horace L. Washington and Senator Arthur Capper of Kansas.

EXPLOSION KILLS ENTIRE FAMILY

FATHER AND FOUR CHILDREN
DIE IN BLAST WITHOUT AWAKENING.

Fresno, Calif.—Explosion of gasoline vapors, ignited when an electric light was turned on, cost the lives of H. B. Schroeder and his four children and razed the Schroeder home in Piper Colony between Reedley and Dinuba. It was first believed that a bomb had been placed in the home.

The dead are H. B. Schroeder, 50, vineyardist; Sarah Schroeder, 21, fruit packer; Myrtle Schroeder, 24, fruit packer; Louis Schroeder, 13, and Arnold Schroeder, eight.

With the exception of Sarah Schroeder, believed to have turned on an electric light which provided the necessary spark for the explosion, the entire family was asleep and it is believed never knew what took place. Their bodies, charred almost beyond recognition, were found near their beds.

The father and son occupied one bed, the young daughter another, and the two older daughters slept together.

The four walls of the two story stucco house were blown out from the bottom of the house, and the second floor and roof settled on the foundation from the violence of the explosion, felt plainly at Reedley, several miles away. In just an instant after the explosion, the debris broke into flames and burned.

Pieces of the walls, particularly the windows, were blown nearly 200 feet from the house, as were bits of brick and portions of window curtains, while a row of trees on the south side of the house, alongside the driveway, to the barn were studded with bits of glass and pieces of furniture and kitchen utensils.

Admiral Williams Dies.

Charleston.—Rear Admiral George W. Williams, U. S. N., died at the naval hospital at the Charleston navy yard from an infection of the throat. He was 56 years old, and at the time of his death was commander of the destroyer section of the fleet.

Admiral Williams was brought to the naval hospital on the destroyer Sturtevant, having become ill at sea en route from Panama, the destroyer making a very fast trip in order to get the admiral into a hospital. It was previously announced that he was suffering from tonsillitis.

Admiral Williams, who has been in the Pacific maneuvers as commander of the destroyers, was on his way North with the destroyers when he became ill. He had planned to put in at Charleston on a destroyer in order that he might visit his mother at Columbia. He had planned to go north from Columbia by train. He expected to reach Charleston about July 16, but when he became ill the Sturtevant quickened its time and reached Charleston Tuesday.

At first the physicians at the navy hospital did not consider his condition alarming and expected that he would be able to leave the infirmary within about ten days, however, he had a turn for the worse and it was found that he was suffering from serious infection of the throat. His condition became critical in the night.

Message Designed to Delay Execution.

Springfield, Ill.—The following message was received at Governor Small's office from Detroit, Mich.:

"Delay hanging of my brother, I will be in to surrender myself. I am the one that shot Joseph Maurer."

(Signed) "ROBERT SCOTT."

Attache of the governor's office are making efforts to verify the message and establish the identity of the sender.

The local telegraph operator communicated with Detroit direct and Western Union officials of that city were directed to turn the original message over to the Detroit detective bureau for investigation.

Capital Punishment in Cuba.

Havana, Cuba.—Protests by congressmen, women's clubs, trade unions and prominent Cubans have failed to prevent a revival of capital punishment in Cuba.

Driver Dies in Fire.

Normandy, Tenn.—The first section of the Dixie Flyer, Chattanooga and St. Louis railway fast passenger train, No. 95, struck a gasoline truck on a crossing here resulting in the instant death of Murrell Nelson, Shelbyville, the driver, and serious burning of his brother, Morris Nelson, W. R. Hall, of Nashville, engineer of the flyer, and M. M. Brice, of Nashville, fireman.

Brice is believed by physicians to be fatally burned. When the train struck the truck the gasoline tank exploded.

STATE FIRST IN PEANUT INDUSTRY

CROP VALUED AT \$10,706,000 LAST YEAR; PROSPECT OF BETTER CROPS THIS YEAR.

Raleigh. North Carolina ranks first in the production of peanuts in the union with a value of \$10,706,000 for the harvest of last year. This sum was realized from the 152,945,000 pounds that were produced from the 181,000 acres under cultivation. The same acreage is under cultivation this year with the condition of the crop reported at 86 per cent against the 84 per cent at this time last year.

The principal counties producing peanuts in the order of their acreage in this crop are: Bertie, Northampton, Halifax, Hertford, Martin, Edgecombe, Chowan, Gates, Onslow, Washington, Perquimans and Pender.

The estimated value of this crop does not include the tons of peanut vines which are used for feeding, and the pastureage afforded for hogs in recovering nuts left in the fields.

The present peanut growth in the counties are reported good although some sections were injured by hail.

Georgia ranked next to North Carolina in the production of peanuts last year with an output of 118,800,000 against North Carolina's 152,945,000. Tennessee, Virginia, and Texas also ranked high in this product.

Coal Freight Rate Cut Effective.

Reductions in coal rates from the Pocahontas, Coal Creek and Clinchfield mining districts recently agreed on by the carriers and the State Corporation Commission, will be effective on August 20, it was announced by the commission.

The freight tariffs covering the reduced rates are now in the hands of the printer, it was stated.

The reduction is twenty cents per ton from the Pocahontas district and seventeen cents per ton from the Coal Creek and Clinchfield districts.

"These reduced rates are being published by the carriers in the compliance with agreement with the North Carolina Corporation Commission," the commission stated, "resulting from formal complaint by the Corporation Commission to the Interstate Commerce Commission, based on allegation that present rates on coal to points in North Carolina are excessive and discriminatory as compared with the general coal level of coal rates within the Southeast."

Employees Get Same Pay This Month.

The Salary and Wage Commission, appointed by Governor McLean under a legislative resolution giving the body drastic powers of the wages of State employees authorized the payment of present salaries to all State employees for the month of July.

The commission, which adjourned after a two day session, will reconvene early in August and at that time is expected to make its report to the Governor on salaries in State departments. The portion of the report affecting institutions will be made later. Such portions of the report as are approved by Governor McLean will become effective as of August 1.

The commission, which under the law will remain in effect for two years and will have control of future changes in salaries also announced that Pardon Commissioner H. H. Sink has accepted the position of executive secretary of the body.

More Cases in Federal Court.

One hundred and two more cases were pending in the United States Courts of the Eastern District of North Carolina on June 30, 1925, than there were pending on June 30, 1924, according to the report of the District Attorney, Irvin B. Tucker, for the fiscal year.

Figures in the report show that more cases are being brought in the Federal Courts and that more cases are being fought. Only 261 defendants entered pleas of guilty during the year ending June 30, 1925, as against 420 defendants who entered pleas of guilty in the year ending June 30, 1924, there were only 98 jury trials in the Federal Courts of the Eastern District of North Carolina, while in the year ending June 30, 1925, there were 258 jury trials. There were 170 convictions by jury during the last fiscal year as against 46 convictions during the preceding fiscal year.

Six hundred and seventy cases were commenced in the past fiscal year as against 561 cases commenced in the fiscal year ending June 30, 1924.

Federal Agents Get 139 Stills.

Salisbury (Special).—Federal agents working out from the central office here captured 139 distilleries and stills during the month of June; destroyed 118,717 gallons of wine and mash; and poured out 1,604 half-gallons of liquor, according to the report issued by A. B. Coltrane, director.

Twenty-one automobiles were seized valued at \$4,175. The total value of property seized and destroyed is given as \$59,024. Eighty-eight arrests were made.

Hydrophobia Cases on Increase.

Number of persons treated for rabies, or hydrophobia, in North Carolina has jumped from 157 patients in 1909 to 1,288 patients in 1924, according to Dr. A. C. Bulla, head of the Wake County Department of Health, who has personally administered the Pasteur preventive treatment to ten persons in Wake county during the past twelve months and who states: "If such an increase continues we will reach a point where people will become sufficiently alarmed to put a stop to this useless disease and the increasing number of people treated. The 1,283 patients treated do not represent all persons who were probably bitten. The fact remains that it is on the increase and but little is being done to prevent it."

Dr. Bulla lays the blame for the spread of the disease, which is incurable once it develops, squarely on the shoulders of the authorities. He demands that persons be required to keep their dogs under their supervision and declares that every officer of the law should have the right to kill or capture every dog or cat running at large without its owner.

In case a person is bitten by a dog or cat, Dr. Bulla gives the following advice:

"Have the animal killed and have the head examined and if traces of rabies are discovered take the Pasteur treatment," is his advice.

"In case the animal is not captured, take the treatment anyway."

Dr. Bulla advised strongly the killing of the offending animal and the examination of the head even though the animal be a valuable pet.

"If you fail to do so the risk you are taking greatly overbalances the value of the animal," he said.

Continues to Pile Up Debts.

The state prison showed an operating deficit of \$563,913.14 as of June 30, 1925, compared with an estimated deficit reported to the 1925 general assembly of \$318,312.13. The prison deficit was announced by State Auditor Baxter DuRham. This deficit, it is stated, does not include an expenditure from the general fund of \$112,530.29 for permanent improvement at the state prison, which was funded by the general assembly.

Auditor Durham also reported a deficit of \$7,682 by the Appalachian Training School, \$7,979.13 by the Stonewall Jackson Training School; \$11,999.10 by the Caswell Training School; \$29,456.96 by the Industrial School at Samarcand and \$618.84 by the Morrison Training School.

Other institutions, however, reported unneeded appropriations totaling, \$135,333.28, which reverted to the general fund.

Many Motor Trucks Used in Schools.

Public transportation of school children has been the subject of an exhaustive study made by W. H. Pittman, of the state department of public instruction, who has made public his findings. Such transportation, reports Mr. Pittman, was first undertaken at the Craven County Farm Life School at Vaneboro, in 1912-13. The next year Edgecombe county began transportation at the Leggett Consolidated school, using three horse drawn vehicles.

Mr. Pittman gives figures to show the enormous increase in the public transportation of school children during the past few years. "All early transportation was done by wagons," he said. "The first motor truck for transportation of school children was purchased by Pamlico county, in August, 1917. The same year Edgecombe county purchased a truck. There is some disagreement between the superintendents as to which truck was first used in hauling children to school? At any rate, both counties used motor trucks that year for the first time, and these were the first two counties in North Carolina using automotive transportation."

"The state supervisor of elementary schools reported six vehicles in 1914-15, which transported 150 children," Mr. Pittman said. "In 1920, five years later, there were 150 vehicles transporting 7,396 pupils. There was an increase of 144 vehicles in five years and an increase of 7,689 in the number of children transported."

"No figures are available as to the number of vehicles used, nor as to the number of children transported in 1920-21," continued Mr. Pittman. "In 1922 there were 528 vehicles used daily to transport 20,359 school children. This shows an increase in two years of 378 vehicles and 12,423 children. The increase in the number of children hauled represents 157 per cent. "In 1923-24, ninety-three of the 100 counties in the state were transporting children to the public schools. These ninety-three counties used 1,318 conveyances, mostly motor trucks, and transported 48,251 children to and from school."

Labor Situation in State Is Good.

The general employment outlook in North Carolina for this period of the year is considered satisfactory, according to a report made public by the Employment Service of the United States Department of Labor.

The report states that in Raleigh with the exception of one closed cotton mill affecting about 225 workers, all industries are operating.

The general report for the State shows that although some plants are operating part time most industries are active.