

COST COLLECTION AUTO TAXES LESS

REVENUE DEPARTMENT SHOWS DECREASE OF \$48,007.02 SINCE TRANSFER.

Raleigh. A net increase in the expense of collection of the State Highway Funds and State Auto Theft Funds of \$48,077.02 was announced for the five months of April 1 to August 31, 1925, over the same period during 1924 by the State Department of Revenue. During the five months of this year total collections increased \$1,725,876.35 over the same period last year.

The five months period covers the time during the present year since the transfer of the duties of collection from the Department of State to the Department of Revenue.

The only increase in expense shown is in the Auto Theft Fund where an increase of \$21,758.87. This increase is explained by the statement that during the five months covered in 1924 the expense of the Auto Theft Bureau was charged against the fund except the salaries of inspectors. This year the total expense of the bureau is charged against the fund.

With collections for the Highway Fund from gas and automobile license taxes amounting to \$7,248,664.45 this year, as against \$5,526,259.88 last year, the collections for this fund show an increase of \$1,722,404.57. This fund collections increased from \$75,746.49 during the period in 1924 to \$92,018.25 during the period in 1925, an increase of \$16,271.76.

Expenses in the collection of the Highway Fund dropped from \$243,691.61 in 1924 to \$173,825.72 in 1925, a decrease of \$69,865.89. Expenses of collection of the Theft Fund increased from \$17,965.69 in 1924 to \$39,724.56 in 1925, an increase of \$21,758.87.

Adopt Uniform Fertilizer Tag.

Announcement of adoption of a uniform fertilizer source tag for North and South Carolina was made by Commissioner of Agriculture William A. Graham.

The agreement, which was entered into by Mr. Graham and Dr. H. M. Stackhouse of the South Carolina fertilizer board, follows adoption of a resolution adopted by fertilizer manufacturers doing business in this state at a recent meeting called by Mr. Graham. The resolution stated that such an agreement between the two states is to be reached.

In announcing adoption of the uniform fertilizer source tag for the two states Mr. Graham stated the tag would read as follows:

"Mineral nitrogen (or ammonia equivalent) 60 per cent of the total derived from nitrogen of soda sulphate of ammonia.

"Organic nitrogen (or ammonia equivalent) 40 per cent of the total derived from fish scrap, cotton seed meal, dried blood.

"Potash for manure salts, kainit." The tag, as outlined above, the commissioner stated, is simply a typical tag and is not to be construed as limiting the manufacturers in their sources or in the ratio between the mineral and organic nitrogen.

While no advertising matter may be carried on the tag, Mr. Graham said whether the name of the firm in each instance should appear would be optional with that individual firm. Only ingredients used in the fertilizer would be permitted on source tag, he emphasized. He added, however, that, if any manufacturer should temporarily run out of any ingredient, a substitute of equal agricultural value may be used, provided this office is notified and approval given.

The matter of rigidly enforcing the 1925 amendment to the state fertilizer law relating to source tags has claimed Mr. Graham's attention for some time.

State Leads in Electric Power.

North Carolina stands first with South Carolina a close second among the South Atlantic States in the development of electric power, according to an investigation just completed by the United States Geological Survey. Figures compiled by the federal bureau show that the horsepower capacity of North Carolina developments amount to 534,600; South Carolina 507,215; Georgia 394,794; and Virginia 117,869. In 1924 the horsepower capacity of North Carolina was 431,500; South Carolina 377,510; and Virginia 109,798.

Of noteworthy significance is the statement by the bureau that the South Atlantic States are making more progress in power development than the New England group of states which formerly led in that field of enterprise.

Raleigh Leads in Workers Placed.

Raleigh led all the branch offices of the State and Federal Employment Service in North Carolina, during the week ending September 19 with jobs found for 272 workers, according to a report made public by the State Department of Labor and Printing. Jobs were found for 865 workers throughout the State.

The increase in the placements through the Raleigh office is due largely to the organization of the mobile army of cotton pickers to help in harvesting the crop.

State Fire Loss in August.

Fire loss in North Carolina during August showed a distinct increase over the total lost during the same period last year, according to a report made public by State Insurance Commissioner Stacey W. Wade. Fire loss in August, 1925, was \$361,982 as compared with \$212,820 in August, 1924. This year there were 213 fires as against 140 last year.

Of the 213 fires, 59 were in tobacco curing barns and tobacco packhouses, the number of these fires for both July and August being far in excess of anything ever known to the insurance department. There was also a large increase in the number of automobiles burned in rural sections. Practically all of the barns and automobiles were covered by insurance.

During August there were ten fires with a loss of \$5,000 and over. The total loss in the ten fires was \$202,261, an average of \$20,226 per fire. The loss in all other fires during the month amounted to \$156,720, an average of \$781 per fire.

The largest single loss was a tobacco sales warehouse in Kinston amounting to \$76,000. Other large fires were a vulcanizing plant in Fayetteville, \$25,000; a resort hotel in Hidenite, \$26,500; stores at King, \$25,000; warehouse at Wilmington, \$16,265; dairy and feed barns at High Point, \$10,000.

The following towns had no fires during the month: New Bern, Hickory, Aberdeen, Albemarle, Sanford, Thomasville, Mt. Airy, Plymouth, Pinetops, Kernersville, Granite Falls, Jefferson, Wake Forest, Franklinton, Madison, Elm City, Middlesex, Pinehurst, Bryson City and Washington.

Governor For Forest Fire Prevention.

"It has been well said that fire prevention is 85 per cent of forestry. I am for this 85 per cent, first, last, and all the time," declared Governor Angus W. McLean, in discussing reforestation which, after all, he believes, is largely a question of fire prevention. "I feel strongly that the state must take the lead in this fight against forest destruction and I pledge my administration to back every effort towards this end," the governor continued.

The governor believes that there are two ways by which the state can take the lead in this work: (1) It should, in the first place, do its fair share, by providing adequate funds, and by the employment of leaders for the supervision and inspection of the ground. And, in the second place, the executive believes, the state should provide, through the general assembly, for the method and extent of cooperation by the counties, making it uniform throughout the state. "By allowing the extent and method of cooperation to remain optional, adds the governor much time and energy is wasted and progress is delayed.

The two things which most forcibly struck the governor during his recent trip through western North Carolina were the "wide distribution and enormous possibilities of our forest resources, and the apparent indifference to their destruction by fire."

Discussing what he saw of forest fires and describing the results, the governor continued:

"The most severe drought in recent years, coupled with the prolonged heat, had made the woods as dry as tinder. Forest fires had been burning in almost every county visited; an almost unprecedented occurrence for this time of year. Fire-swept woods, blackened trees, scorched and dead young growth, even the soil burnt and robbed of all vegetable matter, wherever the fire had gone through.

"In most of the western counties a forest protective organization is in existence, and is functioning remarkably well, considering the amount of money available. The number of fires in these counties has not yet been materially lessened, the governor says, but the size of the average fire has been materially reduced.

Surplus Shrinks in Second Month.

The State's surplus shrank from \$76,572.36 to \$29,422.44 during the month of August according to a statement signed by State Treasurer B. R. Lacy and State Auditor Baxter Durham, which was released by Governor A. W. McLean.

The executive budget system under the supervision of Governor McLean became effective July 1 and during the first month of its operation a surplus of \$76,000 was accumulated.

However, expenses exceeded receipts during August, the statement showing expenditures of \$827,116.33 and receipts of \$779,666.41.

The highway and other special funds of the State showed a net balance at the close of August of \$5,192,351.02 after expenditures of \$2,420,282.31 during the month.

The current debt of the State was listed as \$15,000,000 in short term securities while the founded debt totaled \$103,641,531, making the total state debt \$118,641,531.

Notaries Public Commissioned.

The following notaries public have been commissioned by the Governor: J. R. Edwards, Hays; M. W. Harris, Forest City; Frank E. Wright, Landis; W. E. Barbour, Smithfield; W. R. Cuthbertson, Charlotte; W. E. Grigg, Lincolnton; T. C. Hailey, Winston-Salem; H. C. Hildebrand, Charlotte; E. W. Hunter, Goldsboro; Stone W. Klutz, Kannapolis; Thaddeus Konegay, Seven Springs; Charles J. Lynch, Tryon; P. M. Shulenberger, Landis; Miss Annie R. Spangh, Winston-Salem; Miss Erna E. Warnhoff, Charlotte.



1—Rescue crew of Hudson bay steamer Bayeskimo from ice floe in Ungava bay after their ship sank. 2—Mrs. Gloria Vanderbilt, twenty-year-old widow of Reginald Vanderbilt, who inherits the bulk of his fortune of \$7,000,000. 3—Wreckage of the Dixie Flier after two sections of the train crashed near Whorley, Tenn., one person being killed and fifty injured.

NEWS REVIEW OF CURRENT EVENTS

Aircraft Board Hears Col. Mitchell on Weakness of America's Air Defense.

By EDWARD W. PICKARD

WITH 800 pounds of "ammunition" in the shape of documents and undaunted by his approaching court-martial for insubordinate utterances, Col. William Mitchell appeared before the aircraft board last week and repeated and elaborated on his charges that obstinacy and inefficiency of high army and navy officials have rendered the United States utterly deficient in air defense. He read a prepared statement in nine sections, the main points of which are thus summarized:

"Development of air power has made it the chief weapon of national defense, navies and armies becoming subordinate and auxiliary to it. As airships, dirigibles, and surface ships, the submarine becomes the backbone of the navy. The army, unchanged in constant elements, will function as the last line of defense when the air and sea forces have failed to stop the enemy, or, offensively, only when control of the air permits transport of troops at sea. Antiaircraft guns are ineffective and always will be, crippling only a very small percentage of planes. The United States has no air forces, worth mentioning, and if involved in war today would need from three to five years to develop an adequate air force properly equipped. Great Britain could invade America with a thousand planes in eight or ten days and a few days later would reach the heart of the country; and Japan could invade America by way of Alaska. In future wars the nation losing control of the air will capitulate to desolation by unrestricted air attack. An adequate air and submarine force would make this country invulnerable to attack, and the cost would be but a fraction of that of the army and navy at present. Finally, the United States should have a department of national defense, comprising the navy, army, and air force, and a department of aeronautics, comprising military and civil aviation and aircraft manufacture.

"The mission of the land, sea and air forces, said Mitchell, should be definitely stated by law. That is:

"The army to be charged with the defense of all land areas;

"The navy to be charged with the defense of all sea areas, on or under the water beyond the control of missile throwing weapons from the shore or effective aircraft operations from sea and land;

"The air force to be charged with the complete defense of operations and the aerial attack of all enemy targets on sea and land."

"To the self-asked question why the air service is in such a plight, Colonel Mitchell replied:

"Because air matters are entrusted to the army and the navy which are hindered and governed and dominated by non-flying officers. They not only know next to nothing about aviation, but regard it merely as an auxiliary of their present activities and not as a main force in the nation's military equipment. Their testimony regarding air matters is almost worthless, sometimes more serious than this."

Next day Colonel Mitchell continued his attack and criticized the navy for the Shenandoah disaster and the failure of the Hawaii flight. Then he was questioned at length by various members of the board and finally Chairman Morrow asked Admiral Fletcher of the navy and General Harbord of the army if they desired to put any questions to the witness. To the surprise of everyone, both declined to do any cross-examining. Mitchell himself was evidently disappointed.

IN THE naval court of inquiry at Lakehurst, Capt. Anton Heinen, former German Zeppelin pilot who instructed the crew of the Shenandoah, expressed the opinion that the wreckage of that airship was primarily caused by the failure of the officers in charge to heed danger signals that

were "shrieking out loud." Specifically he blamed Commander Lansdowne, saying: "In my opinion the ship ran deliberately into the center of the storm for at least half an hour after danger signals had been shrieking out loud. With the ship having sufficient power for steering way, she easily could have got out of danger. I stand ready to prove this from the evidence presented to this court."

Captain Heinen criticized certain structural changes in the Shenandoah, and said he had heard from many members of the crew that they mistrusted the airship because of her condition.

Lieut. J. B. Anderson, aerologist on the Shenandoah, testified that Commander Lansdowne disregarded his advice to change the course.

ANOTHER misfortune befell the navy in the ramming and sinking of the submarine S-51 about twenty miles from Block Island. Struck by the steamship City of Rome, she sank immediately and of her crew of 36 men only three were saved. Every effort to save the men imprisoned in the vessel's hull was made, but in vain, largely because of stormy weather and swift tides. After several days divers brought up the bodies of two of the victims, and operations to recover the others and to raise the submarine were continued. Blame for the depressing incident has not yet been fixed.

GERMANY accepted the invitation of the allies to a conference on a security pact, and this week the foreign ministers are assembled in Locarno, Switzerland, discussing the terms of the proposed treaty designed to give lasting peace at least to western Europe. The Germans sought to stipulate that their country should be purged of guilt for the war, but this was firmly rebuffed by England and France. Probably the request and its rejection were designed to satisfy the nationalists in both Germany and France.

DISTINGUISHED statesmen from thirty-six countries are in Washington attending the sessions of the Interparliamentary union. The conference was opened Thursday with addresses by Secretary of State Kellogg and Senator McKinley of Illinois and a response by Baron Adelsward of Sweden, president of the council of the union. Silly friends of various factions in foreign lands took advantage of the arrival of certain of the delegates to exhibit their silliness. For instance, Gen. Richard Mulcahy of the Irish Free State was mobbed, both at his landing in New York and on his visit to Philadelphia, by Irish republic sympathizers; and the Italian delegates who are Fascists were attacked by anti-Fascist Italians in New York.

NO SETTLEMENT of the French debt was reached because M. Caillaux was unable to offer terms that the American commission would accept, and the negotiations have been suspended indefinitely. The French mission returning to Paris. However, a temporary arrangement was proposed by Secretary of the Treasury Mellon and this was carried back by M. Caillaux for submission to the French parliament, which probably will agree to it gladly. This plan is that France shall pay the United States \$200,000,000 a year for five years and that at the expiration of that period the discussion of the definite funding of the debt shall be resumed. The sum suggested amounts to 1 per cent interest on the total French debt with accrued interest. In reality the payments by France would be increased only \$20,000,000, as she has been paying a like sum annually as interest on the A. E. F. war stocks she purchased in 1919.

M. Caillaux could not commit himself on the American offer, because, as he explained, he was vested with full powers to reach a conclusive settlement but held no mandate to sign a temporary makeshift agreement. But he assured Mr. Mellon he would support the plan before parliament.

Caillaux's final offer, which was found unacceptable, was that France should pay \$3,000,000,000 annually for the first five years, \$500,000,000 annually for the following seven years, and \$100,000,000 annually for the next 56 years, thus spreading payments over

68 years. To this was attached a "security clause" providing that France might at any time reopen the question and attempt to show that the terms should be revised owing to her incapacity to carry them out. This was objectionable to the Americans, especially to Senator Snodgrass, and rejection of the offer followed. Senator Borah took a hand in the affair by going to the White House and warning the President not to permit the American commission to grant to France easier terms than were granted to Great Britain. Both he and Senator Snodgrass told Mr. Coolidge there would be violent opposition in the senate to any such settlement as Caillaux proposed. Mr. Borah was highly displeased, also, by the makeshift plan of Mr. Mellon.

M. TCHITCHERIN, soviet foreign minister, balked in his attempt to persuade Germany to stand with Russia against western Europe. It was said by Battle diplomats to be trying to unite Russia, Poland and Turkey in an anti-English bloc. He was in Warsaw recently and induced the Poles to instruct their delegation in Moscow to begin negotiations for a political agreement. This is why the Baltic states considerably to Tchitcherine then went to Berlin to discuss a Russo-German trade treaty.

SECRETARY OF AGRICULTURE J. H. QUINN-TIMMINS is getting tired of waiting for the Chicago board of trade to take steps to prevent manipulation that causes wild price fluctuations. Last week he issued another warning saying: "A failure on the part of the board to take these steps immediately will leave me no alternative but to announce action looking to suspension or revocation of the designation of the Chicago board of trade as a contract market."

COMMUNISTS of Great Britain fared badly in the national congress of the Labor party in Liverpool, and the more conservative elements carried out their expressed determination to rid the party of the Reds entirely. Chairman Cramp in his opening speech declared the Communists were a hindrance to the labor movement and traitors to its tradition. The Reds met their first defeat when the congress by a tremendous majority refused to reverse a vote of last year by which members of the Communist party were excluded from membership in the constituent Labor party.

Former Prime Minister Ramsay MacDonald, J. H. Thomas, leader of the railway men, and the chiefs of the miners all took severe whacks at the Reds, and the latter brought on their final and conclusive defeat when they demanded that MacDonald apologize to Russia for the action of his foreign office in making public the notorious Zinovieff letter just before the last election.

YOUNG Robert M. LaFollette, Jr., had a walkover in the Wisconsin election to fill the vacancy in the United States senate caused by the death of his father. His majority over the field was about 2 to 1. E. F. Duffman of Milwaukee was the only "regular" Republican candidate after Roy P. Wilcox had been forced out by the national organization, ran second but never threatened the winner. The votes for the others were negligible.

GOV. AL SMITH'S campaign for the Democratic presidential nomination in 1928 was actually launched at a big picnic of the Cook county, Illinois, Democracy in Chicago. The popular New Yorker in his speech especially attacked the economy record of the Coolidge administration and promised to do much better in that line if he were sent to the White House. He made a great hit with the 100,000 persons who heard him.

OVER the protest of Chairman O'Connor, the federal shipping board rescinded the resolutions designed to divorce the Fleet corporation from the board and readopted a resolution of 1921 under which the board keeps full control over the actions of the corporation. President Palmer of the corporation is likely to resign, for it is understood he accepted the office on condition that he have certain authority. Chicago business men are asking that the shipping board be abolished.