

## MAY GIVE STATE CONTROL OVER LOCAL BUDGETS

Committee Considers Letting  
Sinking Fund Commission Sell  
Bonds And Notes; All Sales To  
Be Held In Raleigh.

Raleigh, Jan. 28. — The joint sub-committee of the House and Senate finance committee at a conference yesterday appeared in substantial agreement on a proposal to give some State agency, probably the County Government Advisory Commission, budgetary control over both counties and cities, that is the right and duty to see that sufficient tax levies are made to balance the budget and meet all appropriations and debt requirements. However, no action was taken.

Counties are now under much stricter requirements than cities, but the sub-committee plans to place both classes of units on a par.

The conference will continue today when Judge J. G. Adams, of Asheville, will appear before the committee with regard to the situation in that part of the State.

Other features of the proposed bill discussed yesterday but not finally acted on were:

The act will be State-wide.

Local units will be allowed to refund notes maturing before July 1, 1933, and bonds maturing before July 1, 1933.

All bonds and notes must be approved by the State Sinking Fund Commission.

All bonds and notes will be sold in Raleigh by the commission, and not locally.

Unless it is necessary to save the credit of some of the sub-divisions, no bonds or note issues now invalid will be validated.

Chester B. Masslich and W. H. Hoyt, New York, bond attorneys appeared before the committee. In general they agreed with the committee on the main outlines of the refunding bill, but Mr. Masslich questioned the advisability of the sale of all bonds in Raleigh, and the policy of not validating the bonds issued during the past two years.

The bond attorney feared especially in the case of the Asheville and Buncombe county notes, that it would be impossible to sell the refunding bonds if the original notes were not validated.

Judge N. A. Townsend, Representative of Guilford, and others favored non-validation if possible without hurting the State's credit, and Representative Hanes of Forsyth, strongly supported state sale, saying political cliques controlled sale of issues locally, and paid too high prices.

## FARM STUDENTS REVEAL WORTH

Their Products Literally Save  
People From Hunger And  
Near Starvation In Western  
Part of State.

Brevard, Jan. 28.—Irish potatoes and other truck, and hogs, produced by high school boys under the project methods in the vocational agricultural classes of Transylvania's two high schools, are proving a means of literally saving people from hunger and near-starvation this winter. The raising of potatoes, for which soil and climate here are especially adapted, had gone into a decline because of the attractions of "public works" during boom days. Prof. Julian A. Glazner and Prof. J. F. Corbin began to stimulate production, with the result that in spite of relatively a dry year, good crops were raised in many parts of the county by the boys under their tuition. The four months of vocation in this eight-month county-wide system afforded plenty of time for a full crop, and the boys profited by the scientific and practical help of their teachers, both of whom are not only expert vocational agriculture teachers, but also farmers on their own account.

The success in this work points the way to the enlargement of the manual and technical functions of public school education. Properly developed, the schools might go far toward feeding pupils and reducing operating costs. That is at least the idea now prevailing in Transylvania among all the educators who are observing the success of these experiments. Similar results have been obtained at the Brevard Institute of the Methodist Church under Prof. J. F. Winton, the president, and John Bishop, the director of the farm, where a large part of the supplies for the large institution are raised under the student self-help principle.

During their 37 trips abroad, Mr. and Mrs. Seig Harzfeld, of Kansas City, Mo., traveled a total of 400,000 miles.

J. L. Ayvrett, of Blakely, Ga., rode a blind mule on his 700-mile vacation trip to Naples, Florida. Ayvrett spent 31 days making the journey.

## FARMVILLE RELIEF ASSOCIATION R E- CEIV'G MORE CALLS

Closing Down Of Tobacco Facto-  
ries Throw Many Out Of  
Work; Only One Contribution  
Received During Past Week.

The situation which was thought to be bad here in regard to unemployment and great need, is rapidly becoming worse as the tobacco factories close and people ejected from the rural districts move in. Calls for assistance are growing more numerous every day and the Association is hard put to answer appeals and supply the direct necessities of food, clothing, and fuel, and wishes to again call the attention of citizens here to conditions and ask for contributions of money or above mentioned articles.

Only one contribution was received during the past week, the Association is deeply grateful to the A. C. Monk Co., for this, a gift of \$25.00.

Juliet Marston, 20-years old, of Montclair, N. J., was granted a private pilot's license after she had set the unusual record of flying her own plane with only 5 1/2 hours of previous instruction in flying.

## MAYFLOWER NOW ON RIVER BOTTOM

Famous Presidential Yacht Goes  
Down At Her Dock As Fire  
Rages; Firemen Fight Blaze  
For Over Three Hours.

Philadelphia, Jan. 25.—The former Presidential yacht 'Mayflower', upon whose decks have walked many world figures in her day, lies fire-scarred and sunk in more than twenty feet of water at the Philadelphia navy yard.

The once proud ship, whose career includes that of millionaire's pleasure yacht, gunboat, flagship patrol boat and Presidential yacht, was swept by fire last night. Tons of water were poured into the ship until she settled on the river bottom at her dock.

Her stern was submerged, her bow but a few feet above high tide. The Presidential suite and officers' quarters, where the flames raged, were ruined, as were other quarters in the stern of the famous old yacht.

Whether it will be worth while to reconstruct her interior for further usefulness remains for naval experts to determine after the vessel is raised.

Ordered decommissioned in 1929 by President Hoover as too expensive to maintain as a Presidential yacht, the Mayflower was last month ordered recommissioned when no satisfactory bid for her sale was received. She was to be conditioned as a gunboat and assigned as a flagship to the special service squadron in Central American waters.

The work of reconditioning her was under way. For several months she has been lying at the yard alongside the U. S. S. Niagara.

The fire was discovered in the officers' living quarters by sentries and a yard alarm was turned in. For a time it was believed the navy yard fire fighting forces could control the blaze, but after nearly an hour's effort, the city fire department was called upon and four fire engines and a Delaware river fire boat were rushed to the scene. After a battle of nearly three hours the proud old boat gave a lurch and touched the river bottom. Two enlisted men, both of the Niagara, were slightly injured in fighting the fire.

Members of the skeleton crew of the Mayflower and others today salvaged some supplies and equipment from quarters below decks forward that were not under water.

The Mayflower was built by the J. N. G. Thompson Company at Clyde-



Heads Tariff Board

Henry P. Fletcher, former Ambassador to Rome, whose nomination as Chairman of the U. S. Tariff Commission has been confirmed by the Senate.

## American Girl Wins English Skating Tourney



Miss Maribel Vinson, 19, of Boston, who won the gold medal of the British National Skating Association in London recently with an exhibition of speed and fancy skating which amazed the English.

## VATICAN'S ROAD 600 FEET LONG

Short Line For Pope's Private  
Use Has Beautiful Station; Is  
Shortest Railroad In World,  
And Most Elaborate.

Vatican City. — The smallest railroad in the world will be inaugurated here in a few months.

It is the pope's own railroad on which he can journey to the outside world and on which visiting cardinals or heads of state or papal representatives can enter the Vatican City.

Only 600 feet long, it has double tracks, several switches and a big railroad station that would do justice to a railroad 600 miles long.

A hundred or more workmen have been busy since last April constructing the "line" back of St. Peter's.

They have dug a 300-foot tunnel into the Vatican Hill. It will be used as the "yard" of the railroad, and in it locomotives and cars, including the pope's special train, will be kept and trains made up.

The difference in level between the southern side of Vatican City, where the railroad begins, and the part of Rome that touches on Vatican City has necessitated construction of a bridge connecting the Vatican railroad with the Italian state railroad.

A section of the wall of the papal city was demolished. The bridge is 720 feet long—in fact, longer than the Vatican railroad itself. Some of its arches are 35 feet high.

Beautiful polio-centric arch has been built at the spot where the railroad enters Vatican City. It carries two gates of iron and bronze.

The station, for its size, is one of the most sumptuous and beautiful in the world. It is built in travertine stone of a soft rose color.

It is 180 feet long and has a central hall 60 feet long, which will be used as the "salone d'onore," or reception room for august visitors.

The station will not be called upon to handle much passenger traffic.

The railroad is not destined to carry ordinary passengers, but merely the pope himself, papal nuncios to foreign countries, visiting cardinals, bishops, nuncios, heads of states, kings, princes and members of royal families.

The road will do a modest freight business, as foodstuffs and merchandise will come into Vatican City directly. In accordance with the Lateran treaties no duty will have to be paid on these goods.

A great effort has been made to prevent the modern garishness of a railroad from conflicting with the architectural treasures of Vatican City, softened by centuries.

The Vatican Hill, into which the tunnel has penetrated, has been ornamented with fountains, and landscape architects have turned it into a garden spot.

bank, Scotland, in 1896, for Ogden Goelet, New York millionaire. She is 273 feet long, 36 feet beam, and has a draught of 17 feet. In 1923 she was converted from a coal to an oil burner.

At the outbreak of the Spanish-American War in 1898, the yacht was sold to the navy yard for \$430,000 and she saw service in Cuban waters as a gunboat. At the end of the war she was assigned to special service in Porto Rican waters.

The Mayflower was first used as a Presidential yacht in 1902 when she took Mrs. Theodore Roosevelt from Oyster Bay to New York City. After that she saw service in Caribbean waters until 1904.

Admiral Dewey used her as a flagship at Guantanamo Bay in 1904, and in 1905 she again assumed the role as a Presidential yacht when the special envoys of Japan and Russia boarded her during the peace conference at Portsmouth, N. H., at the end of the Japanese-Russian War.

## EDITORIALIZES ON MORRISON VIEWS

New York Times Says South  
Will Hardly Crawl Under Cover  
With Senator Morrison Of  
North Carolina.

Washington, Jan. 28. — Senator Morrison's views on the Democratic outlook in 1932 won him editorial mention in the New York Times, in substance says that while the South will not be inclined to "crawl under the covers with Senator Morrison" it is resigned to sticking with the party whatever happens.

The Times boldly predicts that even with a wet Democrat candidate in 1932 there will be no holding in the South and that the party will stick together hopeful of victory, remaining as Senator Morrison says, "Democratic and dry."

After viewing the political situation in the South and connecting up the Senator's statement, the Times concluded:

"The death of Senator Overman brought Mr. Morrison to Washington by appointment. This gave him an opportunity to gain publicity for his views. Were there no such thing as a lame duck session, the spokesman from North Carolina would be Josiah W. Bailey, who was elected overwhelmingly against Senator Simmons in November.

"But Mr. Morrison does not intend to remain in the appointee class; a special election is coming at which he will presumably be a candidate for the seat he now holds. It is a rare chance for him to make some hay. Even though the party wheelhorses won't eat it, North Carolina can see the stack."

## SWEDISH ACE IS KILLED IN CRASH

Rescuer Of Noble Cracks Up  
Plane While Making Test; Led  
Interesting And Exciting Life  
As Soldier And Adventurer.

Stockholm, Jan. 27.—Capt. Einar-Paál Lundborg, Swedish aviator who rescued Captain Noble in the disastrous Italian polar flight, died today of injuries received this morning in an airplane accident.

He cracked up in a new type plane he was testing for the Swedish Army, diving from 150 feet. Both his legs and both his arms were broken, but his physicians had hoped his strong constitution would pull him through.

In June, 1928, Lundborg flew from Spitzbergen, landed on a Polar ice floe where the Noble party was stranded, took Noble aboard and flew back.

He returned to pick up other members of the Italian party but damaged his plane in landing and was unable to get away. A fortnight later he was saved by a colleague before the Russian icebreaker, Krassin, rescued the rest of the party.

Capt. Einar-Paál Lundborg, who picked General Noble off an ice floe in the Arctic, lived a life as romantic as that of a fictional hero.

His father was a Lutheran minister, but the young man joined the Swedish army when he was 19, the youngest cadet in the army school. He was an athlete of considerable ability, but after a year's service he resigned and joined the German army. The Kaiser gave him the Iron Cross for service in the field during the World War.

When he got home the Finns were at war with Soviet Russia and Lundborg became a captain in the Finnish tank corps. In one engagement he fought off a detachment of Russian infantry single-handed after two com-

## GRAND DUCHESS MARIE ENDS FIRST YEAR REAL WORK

"Woman Without Country" En-  
joys Life of Working Woman;  
Wants To Become Citizen Of  
The United States.

New York. — Woman without a country though she is, the Grand Duchess Marie of Russia, is doing pretty well these pious days.

She has just celebrated her first anniversary as a working woman, her memoir of her Russian life is out in book form and she intends to begin lecturing.

The grand duchess, cousin of the late Czar Nicholas, is a princess by right of birth, as well as marriage. Her first husband was Prince William of Sweden, with whom their son lives.

That marriage, a political match, was annulled and Marie married a man of her own choice, Prince Sergey Putiatin, at the time of the revolution, while she was a Red Cross nurse. She fled with him to Paris, where she had another son, who died. She and Putiatin later were divorced.

The grand duchess, who is 40 years old, came here two years ago, after finding Paris unwilling to support her embroidery shop.

Her first year here, she frankly says, she subsisted by living with friendly refugees in the Russian quarter of Harlem, where her royal title was respected by the monarchists. She met Prince Matchabelli, a perfumer, and he introduced her to Edwin Goodman, the merchant for whom she now works.

She now lives in a small, unpretentious apartment near the Fifth avenue shopping district. When she lived uptown, a Russian hairdresser used to call frequently to bow before her in the semblance of an oldtime court at St. Petersburg. She has no time for such regal memories now.

She is pretty much her own boss, however, coming and going at the shop as she pleases.

In America, and especially in the store where she works, her title has caused some perplexity among people unfamiliar with the proper way of addressing royalty.

Those who know, including her publishers, call her "Your Highness," in the court manner. Shop girls used to calling customers "Madame" have met the situation by setting that title on her. She is friendly with them, says she admires them.

Because she is without nationality, she has difficulty traveling on what her publishers describes as a League of Nations passport.

She has tried to take out American citizenship papers, but was told she would have to wait eight years and then apply under the Russian immigration quota.

Her book is likely to be of considerable interest to American literary circles because of one chapter, in which she tells of her stay with a Dr. M. on the Italian island of Capri. He is obviously Dr. Axel Munthe, author of the best selling "Story of San Michele."

Marie was sent to Capri by King of Sweden to join the queen, who was a patient of Dr. Munthe. There they walked and talked and sang and the doctor, she says, endeavored to alleviate her own troubled condition, which she attributed largely to her marital unhappiness.

She saw no improvement in prospect, however, and desiring most her freedom, ran away to Paris while the annulment of her marriage to Prince William could be arranged.

## LITERARY CLUB STUDIES BALLADS

Mrs. J. W. Parker presided at a meeting of the Literary Club on Wednesday afternoon, when Mrs. P. E. Jones was hostess, and presented the Legislative Program of the State Federation, resulting in a decision to ask the County's legislators to endorse same. The unemployment situation and practical means of relieving same were also discussed prior to the program on "Ballads," which was presented by Mrs. W. M. Willis, who read a paper, "Tragedy In The Ballad"; by Mrs. W. C. Askew who spoke on "The Old and New Ballad"; and by Mrs. J. L. Shackelford with illustrations of the typical ballads of England and America.

Miss Olive Jones, of Bethel, was a special guest of the hostess and assisted in serving a salad course at the conclusion of the program.

The Chinese hoard their money because they have little faith in banks.

panions in his tank had been killed. He won the White Rose of Finland for that and at the end of the war he was a colonel.

A few years later he was fighting with the Latvians against the Soviets and after that he went home to join the Swedish air force. He was one of the foremost fliers in Sweden, but outside his own country he was little known before his rescue of General Noble. After that exploit he visited the United States and was received at the White House.

## Six-Months State Operated School Bill Passes House

### VETERANS' BUREAU WARMLY REBUKED

Service Called Dilatory And In-  
efficient By District Legion  
Convention Held In Goldsboro;  
Resignations Demanded.

Goldsboro, Jan. 28. — Resolutions censuring the Charlotte veterans' bureau for "dilatory, inefficient and careless service to veterans" were made public here today by District Six, North Carolina Department of the American Legion.

Criticism of the bureau was voiced by the district meeting here last night on motion of I. P. Davis, of Goldsboro. Mr. Davis' resolution was a substitute for one proposed by the Kinston delegation demanding the resignation of the three officials of the Charlotte office.

Delegates at the meeting complained of receiving "poor cooperation" in securing hospitalization for ill veterans and of being sent to "cheap hotels" at the bureau's expense while in Charlotte for examination.

The district also indorsed immediate payment of maturity value of veteran's compensation certificates. Official mention in the petition were J. S. Pittman, director of the Charlotte bureau, his assistant, and J. D. Deramus, attorney in charge of guardianship work.

## WOULD INCREASE HIGHWAY PATROL

Senator Bennett Introduces Bill  
Calling For Drivers License,  
Pension Increases For Confed-  
erate Veterans Asked.

Raleigh, Jan. 28.—Two companion bills, one to provide for State examination and licensing of automobile drivers at a fee of \$1.25 for private drivers and \$5 for chauffeurs and another to provide for increasing the State Highway Patrol from 32 to 122, the patrol to be charged with the duty of enforcing the first bill and to be supported by fees derived from it, were introduced in the Senate yesterday by Senator Bennett of Swain.

The Senate has as special order for yesterday's session the same school bill over which the House was debating but as it preferred to wait for the House to take its stand, the special order was deferred until today on motion of Senator Blount of Pitt.

"There are people here," said Senator Baggett, of Harnett, pointing to the galleries, "who want to know what we think about this. I hope this motion doesn't pass."

But Senator Hicks, of Granville, was far less desirous of speaking or hearing a speech. "They can come back," he said.

The motion passed and there were no speeches or opportunities for speeches.

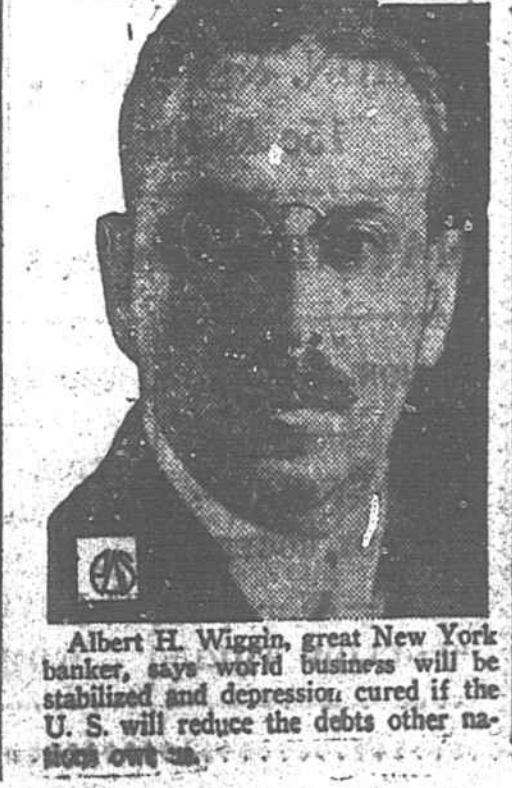
Among the new bills introduced yesterday was one by Senators Dortch of Wayne, Baggett of Harnett and Ward, of Beaufort, to increase the present pension for Confederate veterans from \$1 a day to \$600 a year, to be paid monthly.

Senator Bennett's automobile driver's license bill is based on the Pennsylvania law. It would allow no one under 16 years of age to be licensed to drive a private car, no one under 18 to be allowed to drive a public conveyance. The bill further provides for the punishment of road law violation and for taking the license from drivers guilty of certain offenses.

The companion law relative to the highway patrol provides for three first sergeants, eight sergeants, 10 corporals and 100 patrolmen in addition to the captain. The present patrol consists of the captain, nine lieutenants and 27 patrolmen. The driver's license fees would support the patrol, the Senator believes.

Local flappers want to know how "sin" got in kissing.

## Would Forgive Debtors



Albert H. Wiggin, great New York banker, says world business will be stabilized and depression cured if the U. S. will reduce the debts other nations owe it.

McLean Substitute Passed By  
Vote Of 86 to 32 After Five  
Hours of Debate And Defeat  
Of Two Amendments; Battle  
Now Shifts To Senate.

Raleigh, Jan. 28.—The House overwhelmingly pledged itself to the principle of a State supported six-months public school term for revenues other than ad valorem taxes yesterday, passing the MacLean substitute for the Lindsey-Young bills 86 to 32 on second reading.

The majority was so convincing that opponents of the measure offered no objection that would have carried it over until today for third reading, and it was put on its final passage by viva voce vote.

The battle now shifts to the Senate, where the bill was reported out favorably by its Committee on Education last week, and set for the special order yesterday, but on motion of Senator Blount, of Pitt, was postponed to become the special order for the session beginning at 11 o'clock this morning.

Passage came in the House after more than five hours debate which started Monday evening, was interrupted by adjournment, and resumed yesterday shortly after noon. For two days the school bill has monopolized the attention of the House, no other bills coming up for action.

Before reaching the main question, the House by vote of 82 to 86, defeated the Connor amendment that would have added the words "insofar as feasible," to the provisions of the State support and maintenance from sources other than ad valorem taxes, and the Jeffress amendment which would have provided for a State revaluation in the event any ad valorem tax were decided upon.

Representative Connor, following the defeat of his amendment, voted for the MacLean bill, but Representative Jeffress, of Guilford, reversed his vote in committee to report the bill favorably, and voted against it, as did Uzzell, of Rowan. Both had announced in committee that they voted with reservations.

More than a dozen Representatives voting for the bill did so after explaining that they reserved the right to exercise individual judgment upon financial measures that might result, and as many opposing it explained that they did so in the belief that the proposal was not definite enough and that they required a bill of specific provisions before committing themselves.

Among those voting "aye" was Representative Spence, of Moore, chairman of the House Finance Committee which will be charged with finding the \$12,000,000 additional revenue which it is estimated will be required to accomplish what the bill directs, but Mr. Spence said that he was here to find as much tax relief as possible, anyway.

## FORD COMPANIES SUED FOR \$71,500

Ford Motor Company And Fremont Representative Defendants In Large Damage Suit In Wayne County.

Goldsboro, Jan. 28.—Suits for \$71,500 against the Ford Motor Company and the Fremont Motor Company are being tried in Wayne Superior Court, presided over by Judge N. A. Sinclair, of Fayetteville.

Monday afternoon was given to the drawing of a jury from a special venire of 40 men. On Tuesday morning pleadings were read, witnesses were sworn and testimony of the plaintiffs was begun.

The case grew out of an automobile wreck on the Goldsboro-Kinston highway some time ago, following which Jasper Ward died as a result of the wreck. His brother, A. S. Ward, is suing for \$50,000. Braxton Johnson sustained injury to a leg and is suing for \$20,000. G. R. Ward, owner of the car, is asking \$1,500 damages as payment for his car and as personal injury.

The plaintiff claims that the car, a Ford, was bought from the Fremont Motor Company and that the car wrecked because of a wheel collapse. The suit was brought against the builder of the car and the distributor. The action was brought by G. R. Ward, administrator, and Braxton Johnson.

Attorneys representing the plaintiffs are R. L. McMillan and R. N. Simms, of Raleigh; Kenneth C. Royall, of Goldsboro, and L. D. Pariah.

Attorneys representing the defendant companies are Josiah W. Bailey and William B. Jones, of Raleigh, representing the Fremont Motor Company, and the Goldsboro law firm of Langston, Allen & Taylor and E. T. Cansler, of Charlotte, representing the Ford Motor Company.

There are 28,104,000 students registered in the public, private and parochial schools of the United States.