

UNIFORM SCHOOL TERM IS SOUGHT

An equalizing fund of approximately \$5,000,000 will be necessary to provide the state's end of a uniform eight months school term in office, experts in the department of education estimate writes R. E. Powell, Raleigh correspondent of the Charlotte News. But the drive is on, the teachers are square behind the proposition and—some how or other—the money must come. North Carolina, educators say, is lagging way behind in her schools when they are compared with the roads and textile mills, things which give the state high rank in the roster of states.

It is quite probable that the property of the state will be revalued again before the constitutional amendment, which the school folks will ask the next legislature to submit, is adopted. This may be done at the request of the several counties without regard to the eight months mandate. If it is no done before, it will have to be done in the event the amendment is ratified by the people in the elections of 1928. The law could then go into effect January 1, 1929 or as soon as the legislature meets, canvasses the returns and fixes the state's portion of the cost.

Abandon Counties.
Efforts now to win the state to an eight months term in every county, whether Republican or Democratic, means that the department here will quite probably abandon any further effort to secure a county wide term and a countywide tax. All attempts, with one exception, have proven failures but the department has secured, as a result of the campaign, much assurance that the people of the state want a state system of schools. They are willing, as a general proposition, to pay more for it. It is more desirable, investigators have found, for the campaign to be removed from the various fields of local or county politics. In practically every case where the county wide tax scheme has been defeated, following surveys authorized by the state superintendent, issues and personalities not concerned with school betterment have beclouded the fights.

More argument over the size of the equalization fund will come before 1929, however, it was indicated by Superintendent A. T. Allen today. For the six months term guaranteed now by the constitution, the state contributes a little less than a million and a half. Mr. Allen frankly says that this is not half enough. He will quite probably ask the next legislature to make this \$3,000,000 and there will be much sentiment behind his request.

See Difficulty.
Although the 1925 legislature thought it had a difficult time raising revenue, the signs are plentiful that the 1927 legislature will have even greater difficulty. The last body raised some taxes, license taxes for chiropractors and for marriage permits, as much as forty per cent. It didn't put much extra burden on the payers of big incomes. A joker recently discovered shows that one big railroad company actually gained a reduction in its tax. This will more than likely be corrected during the first days of the next session.

There is recurring talk of the sales tax. It is hinted that Governor McLean and Allen J. Maxwell have modified their views with respect to this. Both were opposed to it last year. Mr. Maxwell issued a lengthy statement which constituted a powerful argument against the sales tax. Some of the more influential men who have been in Governor McLean's unofficial cabinet favor of five cent tax. There isn't much chance for the matter to come up before 1927.

Romantic Career

(Charlotte News)
One of the outstanding factors, according to Wall Street reports, in the recent sensational rise of motor stocks was the effort of William C. Durant to regain control of General Motors, and therein, is latent a story of a romantic, remarkable career of a man who, although away up in his years, is making a sensational stab to get back into a throne he has twice lost.

On two occasions Durant was in control of the great and valuable General Motors. On two occasions, he was deposed, lost out in the wild scramble of the financiers. Worth \$100,000,000 on one January morning a few years ago it was said that Durant could not buy a dinner in the middle of the following Summer, but here he is again figuring with such dazzling power in Wall Street that the entire fabric of motor stocks feels the impulse of his spectacular maneuvers.

Durant was the man who started General Motors, then a \$10,000,000 concern, but now rated in the billion-dollar class, and after having lost control of it twice, his titanic attempt to gain the mastery again over the great corporation, even though he is now of such an age as to have one foot in the grave, will be watched with more than merely sentimental interest.

Americans love a plucky, game fighter and Durant is a financial gladiator.

SOUTHERN WHISKEY IS BEST MADE NOW

Rum Fleet Blockade Prevents Landing Much Imported Liquor: Aerial Bootlegging Reported

Again the South scores a point on her brothers of the North and Middle West.

Practically the only pure whiskey obtainable in the country now is in the Southern States and most of this is made by natives in copper stills in the swamps and in the mountains of the south.

Just recently a citizen of this county was sick and members of his family thought drinking "moonshine" whiskey was the cause of it. They sent samples of some of his stock to a chemist for analysis and asked for a report. Pretty soon the scientific man wired "best stuff I have seen since prohibition, get me five gallons."

Anyhow, those who know say most of the whiskey in the Southern states is better than the artificial stuff in sections of bigger cities and say this is so because moonshiners in the South have never really stopped making whiskey and know how to distill the pure corn stuff.

Then imported whiskey is landed more freely on Southern coasts than further up the line and this is said to be especially true on the lower Georgia and Florida coasts. Rum fleets are now supposed to be anchored off Florida with supplies for the winter use.

Canadian Border Dammed.
The flood of Canadian whiskey which spilled over the border during the first years of prohibition, has largely been dammed up and the thirsty get only "moonshine" and "cut" whiskey with Canadian labels, reports from St. Paul, Detroit, Cleveland and Chicago indicate.

Prohibition authorities in the St. Paul area say that 55 per cent of the liquor sold there is redistilled alcohol. Rum running over the Minnesota line, they say, has been "well in hand for two and a half years."

Even the anti-prohibitionists admit little Canadian liquor is available. What there is comes in by automobile generally run at night on non-stop trips from the border to the Twin Cities. The alcohol used in concocting fake liquor comes in from the East under false consignment and many large seizures have been made.

May "Blind Pigs."
There are 16,000 "blind pigs" in Detroit, estimates Frank M. Croul commissioner of police, which would indicate a large and steadily flowing supply of alcoholic drinks. Before prohibition there were 1,300 licensed saloons. Some genuine liquor escapes the blockade on the Detroit river and on Lakes St. Clair, Huron and Erie, but Federal agents assert that most of the Canadian labelled whiskey is spurious, some of it green and unfit for consumption.

Rum runners in the Detroit area get a comparatively small return for the chances they take, the rate of pay being 50 cents a case for beer and \$1 a case for whiskey. Most wholesalers, however, pay the runners a flat salary, generally \$550.00 a week.

Here's Another Way.
"Cutting" has become more and more profitable. It is a process of making green moonshine or water and alcohol taste like genuine whiskey by the addition of a small amount of a recognized brand. So great has become the demand for good whiskey for "cutting" purposes that this liquor itself is watered and is often merely a skillfully "cut" whiskey.

An effort to stifle running at Detroit is now being made by Carey D. Ferguson, collector of customs, who has become "admiral" of a fleet of nine fast boats, with 200 agents concentrating on the liquor traffic.

The liquor business in and around Cleveland consists almost entirely in cornwhiskey with a side line on the importation of Canadian beer, declared Thomas Stone, former prohibition chief. Much home made wine, is sold as in synthetic gin made from alcohol.

Whiskey running and importation of bonded liquor into Cleveland is a rarity. Beer is brought in carload lots from Canada, billed as cast iron concentrated lye and other merchandise. Beer formerly was brought across Lake Erie in small boats but since the government rum chasers became active, this mode of transportation has decreased.

Hauled in Air
Official confirmation is lacking of reported aerial bootlegging in the Chicago district, but it is agreed that automobiles, rail and water transportation are about equally popular among rum runners in this territory.

New processes have been developed in the manufacture of intoxicants in this area which are known as "cleaning" denatured alcohol. Just what processes are used, besides redistillation, is a mystery which Federal sleuths and chemists are trying to solve. They suspect the moonshine magnates have in their pay chemists as clever as any in government employ.

In striking at this particular source, prohibition field agents raided a Chicago drug store where the principal stock was body-rub alcohol. Much of it still was in cartons but some had been poured into two gallon jugs. In these floated a liverlike substance which resemble the

"mother" of vinegar. The druggist explained that this substance was Russian mineral oil, which had been put into the alcohol to consume its "denatures." As to whether he disclosed his real secret, prohibition agents are uncertain.

Thus far the department has unearthed fewer "cleaning plants" handling industrial alcohol in Chicago than on farm; in out-of-the-way rural places, and in small towns.

Towns and Cities
(Statesville Daily)
This paper recently mentioned that a motor party from Asheville (out on that abomination they call motorcade), was touring the State for to see what they could see. The touring prospectus announced that they would visit a certain number of cities and a certain number of towns. Attention was called to the failure to classify, evidently for diplomatic reasons. They didn't say which places were cities and which towns. The Shelby Star offers to classify Shelby in the town list. Speaking between ourselves, that is probably Stateville's real classification, but it was chartered as a city away back in the dim and distant past, and strictly speaking it may lay claim to the entitlement. But being called city isn't a distinction, seeing that some villages call themselves

that. Statesville is the "best town," with many of things to which the cities lay claim. The conclusion and the truth of the whole matter is, there is no real line of demarcation where town ends and city begins. Any chartered place governed by a mayor and board of aldermen may lay claim to the word city, no matter how small the population. But it would be interesting to know how the distinction was drawn by that Asheville touring party.

Familiarity breeds contempt; also, alas, matrimony.

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NEW SOUTHERN SCHEDULE CHARLESTON DIVISION

No. 113	Marion to Rock Hill	7:26 a. m.
No. 36	Rock Hill to Marion	9:37 a. m.
No. 35	Marion to Rock Hill	6:41 p. m.
No. 114	Rock Hill to Marion	8:08 p. m.

No. 35 makes connection at Blacksburg with No. 40 for north.

A. H. MORGAN, Agent
SHELBY, N. C.

SEABOARD AIR LINE RAILWAY COMPANY
Arrival and Departure of Passenger Trains at Shelby, N. C.

Lv.	No.	Between	No.	Ar.
4:50	16	Monroe Rutherfordton	16	4:50
12:27	15	Rutherfordton Monroe	15	12:27

Schedules published as information and are not guaranteed.

E. W. LONG, D. P. A., Charlotte, N. C.
or **H. A. HARRIS, Local Ticket Agent**

SCHEDULES
INTER-CAROLINAS MOTOR BUS COMPANY

Leaves Shelby for Charlotte 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5 p. m., 7 p. m.—Leaves Charlotte for Shelby 8 a. m., 10 a. m., 12 Noon, 2 p. m., 4 p. m., 6 p. m.

SCHEDULE LINCOLN-TON-SHELBY BUS
Leaves Shelby 7:30 a. m., 10 a. m., 1 p. m., 3:30 p. m., 5:45 p. m.—Leaves Lincoln 8:30 a. m., 11 a. m., 1 p. m., 3:00 p. m., 7 p. m. AUTEN BROTHERS, Owners.

SCHEDULE SHELBY-RUTHERFORDTON BUS
Leaves Shelby 8 a. m., 1 p. m., Leaves Rutherfordton 9:55 a. m., 2:15 p. m. Z. V. COSTNER, Manager.

SCHEDULE SHELBY-ASHEVILLE BUS
Leaves Shelby 8 a. m., 10 a. m., 2 p. m., 4 p. m., 6 p. m. The six o'clock bus stops off at Rutherfordton. RED TOP CAB CO., Owners, Asheville, N. C.
For Information Phone 450—Union Bus Terminal, Shelby, N. C.
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