

LOOKING AT WASHINGTON

THE SPENDING DRIVE.
TOLL HIGHWAY SYSTEM.
30,000 MILES OF ROADS.
MULL DENIES PAST.
LEAHY'S TESTIMONY.
JAPAN QUESTIONED.
WEY JOINT NOTES.
HOUSING PROGRAM.
MENACE U. S. SALMON.
JAPS WORRY ALASKA.

(Eugene S. Sims, Washington, Correspondent.)

Advocates of a spending program, designed to offset business depressions, recently conferred with President Roosevelt and reported that he would apply a self-liquidating test to future construction projects. While the Chief Executive was not represented as urging any immediate program, his present thought is that spending projects should create "new wealth" and eventually return to the Treasury any money advanced by the Government. He specifically mentioned as meritorious projects, the building of toll bridges and highways, rural electrification and other potential revenue producers. Among those falling to meet his objective were school houses and other public buildings and battleships. Warships, in particular, he said, should not be constructed as re-employment objectives.

Among the most ambitious proposals in the category of "pump-priming" is that of Senator Bulkeley, of Ohio, who would construct an \$3,000,000,000 system of trans-continental toll highways, to be financed by bonds issued by a new Federal Highway Corporation. The Ohioan is drafting a bill now along this line, with the help of engineering and financial experts. While the details of the proposal are to be determined, Senator Bulkeley thinks the system could be constructed in three years. It would include at least three super-highways crossing the continent East and West and six North and South.

The Bulkeley plan would provide for the elimination of all grade crossings, a neutral strip to divide traffic so that vehicles on each pavement would move in only one direction. Freight and passenger vehicles would use separate pavements. The highways would be built on a 300-foot-right-of-way at a cost of between \$300,000 and \$500,000 a mile, with a total of about 20,000 miles.

Highway officials who have discussed the proposal with Senator Bulkeley feel certain that a way could be found to finance the system, guaranteeing the Government against loss and assuring investors of a fair return and at the same time providing a "fill-in" program of road building during curtailment of regular highway appropriations and thus assist in solving the unemployment problem. Senator Bulkeley estimates that interest and amortization at two per cent plus the cost of maintenance, policing and administration would cost about \$20,000,000 annually. If ten per cent of the motor vehicle traffic uses the highway system, he figures the return to the Corporation would be about \$245,000,000 a year.

Readers may be interested in the amount of tolls which would be charged users of such a system. Naturally, these have not been worked out in full but for estimation purposes, the toll used has been twenty-five and fifty cents on passenger and freight vehicles, respectively, plus one and a half mills a passenger mile on passenger vehicles and four mills a ton mile on freight vehicles. On this basis, the toll for four passengers in an automobile would be forty cents each for a 225 mile journey and \$2.30 for a two-ton truck covering the same distance.

In his discussion with a group of congressmen, the President spoke favorably of the trans-continental highway project which could be worked upon during times of business depression and stopped during normal employment. Mr. Roosevelt described a Government constructed six-lane highway outside London. He told how the British Government condemned a right-of-way one-half mile wide, sold highway frontage for business purpose and small trade tracks at \$500 an acre and recovered three-fourths of its expenditure in seven years.

Secretary Hull last week definitely, and categorically denied that the United States had or contemplated any "alliance" agreement with Great Britain, with Great Britain relating to war or the possibility of war. That there was "no understanding or agreement, arranged or implied" for the use of the name of the United States "in connection with any alliance" and that there was "no understanding or agreement" that the United States had any particular interest in the "alliance" was stated by Secretary Hull. His statement was made in the House and before the Senate. The statement was made in the House and before the Senate. The statement was made in the House and before the Senate.

the House, calling for the disclosure to Congress of any agreement or understanding involving naval cooperation with Great Britain or other nations.

Previously, Admiral William D. Leahy, Chief of Naval Operations, had informed the House Naval Affairs Committee that in the event of war in the Pacific or in any other part of the world, the United States Navy has no understanding involving "assistance to be given or received." In previous testimony before the Committee, the Admiral had not discussed the nature of several conferences between British and American officials. This led to some speculation on the part of congressmen and the Admiral's statement was made to remove any misunderstanding.

The Admiral declared that the navy expects to solve its defense problems without alliances and to stand on its own feet in providing protection to the United States. He insisted that a battleship is "the bulwark of defense or offense" and that while such a vessel could be sunk by concentrated airplane fire, it was less vulnerable than any other type of surface vessel.

Previously, the United States, Great Britain and France, in practically identical notes, asked Japan to make known, by February 20, whether she is building or intends to build, battleships in excess of the 35,000-ton limit or cruisers greater than 10,000 tons. These limits are those prescribed by the naval treaty of 1930 which fell apart when Tokyo advised that Japan would no longer be bound by its terms. The three governments declared their willingness to begin "fresh discussions of limitation for naval armament but warned Japan that unless satisfactory information and assurances were received, they would feel free to resume liberty of action in regard to naval building.

There is little reason to expect that the Japanese government will discuss limitation and the notes were evidently sent in order to place upon Japan the onus of precipitating the greatest naval building race in the world's history. The Japanese Admiralty is apparently convinced that the Japanese policy in China requires a navy impregnable in the China Sea and strong enough to keep out of those waters any combination of fleets which might seek to enter them. In fact, officials in Washington and London are convinced that Japan is building, or planning battleships of 43,000 tons and a number of fast, heavily-armed "pocket battleships" in the form of cruisers such as the German navy has developed.

Explanation of the joint action of the three countries is to be found in the agreement between them to observe the old treaty limits, subject to an "escalator clause" which permits them to be disregarded if other powers fail to limit the size of their warships. The three powers agreed to consult each other before taking any such step. The February 20 deadline is not in the nature of an ultimatum but, for practical reasons, the powers want the information in order to make their naval plans. Certainly, the formal notes place the blame for increased building upon Japan. The State Department pointed out that it had endeavored to persuade Japan to adhere to fourteen-inch guns on capital ships, but that Japanese refusal had obliged other governments to install sixteen-inch guns.

The new Federal Housing Administration's program got underway when lending institutions throughout the United States were advised to resume making insurance loans for modernization and repair under Title I of the recently amended National Housing Act. Authorized in 1934, these loans expired April 1st. The section permits insurance of loans up to \$2,500 and ten years for the erection of new houses on premises in rural areas, or in the marginal zones surrounding large cities. Insured loans must be secured by mortgages and the houses built in conformance to necessary requirements. Modernization and repair loans up to \$10,000 may be made if a borrower can demonstrate ability to repay the loan. In previous experience with these loans, the FHA insured 1,450,000 loans, amounting to more than \$500,000,000. Claims paid to lenders on defaulted loans amounted to \$13,416,450, but the FHA recovered \$8,554,826 through reinstatement and the seizure of equipment. The net loss was only 1.22 per cent.

Japanese-American commercial rivalry came to the front recently when representatives of West Coast and Alaskan fishermen urged Congress to close waters adjacent to Alaska to Japanese fishermen in order to protect the salmon fishing industry. Senator J. Diamond, delegate from Alaska, proposed that the United States should reserve its exclusive right to fish in an open area bounded by a line of islands between the Aleutian Islands and Alaska. The region consists of several islands, with

Traveling Around America



Photo Grace Lina

STAIR-STEP FARMS

CLIMBING many of the lofty mountains of Peru are strange "stair-step farms" which archeologists believe were built two or three thousand years ago, even before the days of the Inca Empire. Hundreds of terraces supported by shallow stone walls are built up the sides of the steepest mountains and are the marvel of modern engineers. In fact they were the object of study by experts from the U. S. Department of Agriculture who went to South America last year to look into the methods employed so successfully in Bolivia and Peru for the control of soil erosion.

The stair-step farms of Peru fed the pre-Inca races, after them the Inca peoples, and they are still producing fine crops for the present-day Indians dwelling in the highlands.

In Inca times, these farms were worked by the Indians on the collective principle — one-third of the benefits derived went to the State, one-third to the Priesthood of the Sun, and one-third to the people. No man owned anything but the clothes he made, yet there was no poverty. The poor and the sick, the aged and the young were cared for by the State.

The farms shown here climb the mountains leading up to Machu Picchu, a famous ruins visited by the weekly cruise-tours from New York and California to the Land of the Incas. These narrow terraces produced the maize which fed the pre-Inca inhabitants of the giant fortress city constructed on cliff-like pinnacles overlooking the Urubamba Valley.

BURGESS NEWS

Miss Ethel Jordan spent last week with her sister, Mrs. Winston Lane.

Mr. and Mrs. W. B. Clark, of Wilson, spent Friday night and Saturday with Mr. and Mrs. J. B. Basnight.

Mr. and Mrs. Martin Spruill and family and Mr. and Mrs. Norwood Spruill and family, of Virginia, visited Mrs. Charlie Umphlett Sunday afternoon.

Mr. and Mrs. Tommie Matthews and Mrs. Seton Davenport were dinner guests of Mr. and Mrs. J. B. Basnight Sunday evening.

Mr. and Mrs. Fred Matthews and Mr. and Mrs. Mat Matthews and family visited Mr. and Mrs. S. P. Matthews Sunday.

its western boundary a thousand miles from the Alaskan Coast.

Such an extension of American jurisdiction would be an extraordinary step in international law but Mr. Dimond believes that a treaty with Japan would prove futile. He asserts that fish hatched in American waters which return exclusively to American waters to spawn should be under our conservation laws. This theory has been asserted by Scandinavian countries. Japanese fish processing steamers operating near the Alaskan coast are accused of taking salmon without restriction and without regard to conservation laws which are rigidly enforced against American fishermen. Japanese nets, miles in length, are strung along shallow bottoms about the mouths of fresh water streams and take huge catches as the fish return to spawn.

Plant Farms, Bethel, North Carolina, Feb. 11, 18, 25 p.d.

Dated and posted this 28th day of January, 1938.

DO YOU WANT A MARVEL ELECTRIC Razor free? Send for details. Star, Dept. 100, 5012 So. Ashland, Chicago, Ill. Feb. 11, 18, 25 p.d.

C. R. HOLMES, Trustee. Feb. 4, 11, 18, 25

NOTICE

By virtue of the powers conveyed to me by will of John O. White, Sr., and in compliance with terms of said will, I will on Monday, the 21st day of February, 1938, at 11:30 A. M., offer for sale to the highest bidder for cash, at the Court House door in Hertford, N. C., that lot known as the coffin shop and store property, situate on Market and Road Streets in Town of Hertford, said lot adjoins lot of Lily Rebecca Harrell and Nellie Virtue Griffin on north, the lot of H. G. Winslow formerly Sarah Spivey, on east, Market Street on south and Edenton Road Street on west. (No building now on property).

This February 2nd, 1938. JOSHUA THEODORE WHITE, Executor John O. White, Sr., deceased Feb. 4, 11, 18

North Carolina Perquimans County Under the authority and by virtue of Section 5470 (a) of the Consolidated Statutes of North Carolina, same being Chapter 494, Section 2, Public Laws of the State of North Carolina, Session 1933, the Board of Education of Perquimans County, North Carolina, will, on Saturday, March 5, 1938, at 12 o'clock M. offer for sale, to the highest bidder for cash the following described property: The lot adjoining Snow Hill School Site.

The Pocosin School Site. Dated and posted this 10th day of February, 1938.

F. T. JOHNSON, Superintendent of Education. Feb. 11, 18, 25, Mar. 4

NOTICE OF SALE OF VALUABLE REAL ESTATE

Under and by virtue of the power of sale contained in that certain deed of trust executed by D. F. Reed & wife, Mary T. Reed, J. O. Felton & wife, Valerie H. Felton, S. F. W. Pitt and husband, W. H. Pitt, to the undersigned Trustee, bearing date 1st February, 1931, and duly recorded in MDB 17, page 530 in the Register of Deeds office of Perquimans County securing certain notes therein mentioned; and default having been made in the payment of said notes, and the holder of said notes having requested the undersigned Trustee to sell the property therein conveyed for the satisfaction of said notes, the undersigned Trustee will on Monday the 28th day of February, 1938, at 11:00 o'clock, in the forenoon, at public outcry, at the Court House door in Hertford, Perquimans County, offer for sale to the highest bidder for Cash the following described real estate lying and being in Parkville Township, said county and state, and more particularly described as follows, viz:

Beginning at an iron stake on the right side of State Highway No. 342 looking toward Elizabeth City from the Winfall Railway Station and following the course of said highway on the right side thereof one hundred thirty-five (135) feet to another iron stake, thence in a southeasterly direction seventeen (17) feet, thence in a southerly direction forty-nine feet to another iron stake, thence in an easterly direction one hundred twenty-seven (127) feet to a glazed elm, thence in a westerly direction one hundred forty-four (144) feet to the place of beginning, being a part of the land purchased by T. L. Jessup from the heirs of the late W. L. Jessup, and being the tract of land now occupied by the Winfall Service Station and garage, and known as the Winfall Service Station dispensing petroleum products of the Standard Oil Company of New Jersey.

A deposit of ten percent of the bid price will be required of the purchaser immediately after close of sale.

NOTICE OF ADMINISTRATION

Having qualified as Administratrix of the estate of Thomas L. Felton, deceased, late of Perquimans County, North Carolina, this is to notify all persons having claims against the estate of said deceased to exhibit them to the undersigned at Box 237, Amityville, N. Y., on or before the 10 day of January, 1939, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make immediate payment.

This 10 day of January, 1938. LAURONA FELTON HUNTER, Administratrix of Thomas L. Felton. Jan. 21, 28, Feb. 4, 11, 18, 25

NOTICE OF SALE

By virtue of the authority contained in that certain mortgage deed executed on the 19th day January, 1931, by J. B. Winslow to Elizabeth Winslow, and recorded in the office of the Register of Deeds for Perquimans County, N. C. in M. D. Book 17, page 511, default having been made in the conditions of said mortgage deed, the undersigned mortgagee will, on the 26th day of February, 1938, at 12:00 o'clock, Noon, at the Courthouse door of Perquimans County, N. C., offer for sale at Public auction, to the highest bidder for cash, the following described property: Bounded on north by land of J. F. Elliott and Corson Howell, east by land of Luther Winslow, south by land of Martha E. Rogerson, west by Public Road, being the same land conveyed to J. B. Winslow in the division of J. N. Winslow estate, containing — acres, more or less.

This 24 day of January, 1938. ELIZABETH WINSLOW, Mortgagee. By: Chas. E. Johnson, Attorney. Jan. 28, Feb. 4, 11, 18.

666 SALVE for COLDS price 10c & 25c
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