

THE GOVERNOR'S MESSAGE

(Continued from page three)

cities stand, with the artificial wealth placed upon them in great buildings, etc. There is no other land in our state of as great value and from which so much wealth can be produced as that covered by these immense sounds, bays and rivers.

"We are neglecting this property. Before we placed and police powers over them, our friends to the North of us came down and in fleets of as many as seventy or eighty boats at a trip dredged our streams of the oysters. They took them north and planted them in Chesapeake Bay and elsewhere. We have stopped that, but we were too late about it.

"We have allowed most of the inlets to close up and shut the sea-fish from the sounds and rivers. Prosperous sections there have been almost prostrated by it.

"Our fishing industry can be revived with little expense. The oyster water can be replenished and an oyster culture started there that will tremendously contribute to the enrichment of the whole state, and produce a great state revenue. Oysters can be planted over wide parts of the area mentioned for eight or ten cents per bushel. They will yield in three years five bushels for each one planted. But when culled according to modern knowledge of the industry, and only the large ones taken out, they not only yield five bushels but form a culture which will never end, if properly looked after. This ought to be done.

"It has been done elsewhere, as well as here, with complete success. It is no longer an experiment. It has been tested out, and we ought to plant a million bushels of oysters annually for three years in these waters. It would take three hundred thousand dollars to do it, but no individual has an opportunity to make such an investment as that would be to North Carolina. We receive twelve thousand dollars in oyster fees last year at two cents a bushel, with the small area and sorry culture we now have there. We would not only get our money back, but in revenues to the state, an immense profit and an enlarged culture there on modern scientific and up-to-date lines that would yield for all time great riches to the people of that section.

"We ought to open the inlets and let the fish from the salt water into our sounds, and rivers in greater abundance. It can be done economically.

"Facts and figures have been placed before the budget commission about it, and will be placed before the appropriate committees of your body. Details and particulars cannot be easily dealt with here but in an orderly way they will be presented through your committees to you.

"These waters are not only valuable for oysters and fish, but for crabs, scallops, by the way, these scallops are now bringing three dollars a gallon, and the state receives eleven thousand dollars in revenue from the fees charged and received for gathering scallops there last year. The scallop crop gathered and sold from Morehead City was worth more than the cotton crop of Cherokee county last year.

"All North Carolina is interested in the proper conservation and improvement of the fish, oysters and other sea food waters which belong to the state. It will take about \$100,000 to open the inlets which ought to be opened, down there, including the waters in Onslow county which, while still open, are subject to obstructions which do not permit enough salt water to go up New river and are effecting one of the finest natural oyster homes in the world.

"We ought to raise fish in the non-navigable streams of the state, which, while not the property of North Carolina, yet call for the exercise of our police power and to which the state ought to give modern and up-to-date attention.

"We have the finest inland waterways in the republic, all things considered; both the navigable and non-navigable waters. They are diffused over such a wide area of the state and into almost every section. I call your attention to some maps which I have caused to be prepared by Dr. Joseph Hyde Pratt, state geologist, with the kind assistance in coloring and printing them of the state highway commission. If you will permit me, I am going to have one put in each house of your honorable body for your inspection. Please examine it. I think you will be proud of our waters.

"In these non-navigable rivers and in many of the navigable ones, we have allowed the game fish to become almost extinct. The other great states of the Union are filling their streams, navigable and non-navigable with game fish. The cost is small, and the pleasure and food value to the people immense. The unenlightened reactionary thinks this is all foolishness because he is not informed of the wonderful work being done in other states. In many of them 25 or 30 hatcheries are being operated.

"An ordinary game fish hatchery can be set up on any of our rivers for about four thousand dollars, each, and operated by a \$125 a month employee. We ought to move up-to-date, and abreast of the times, and put a little fish hatchery upon every river in the state. Let the man who runs it be a fish policeman for the waters around about, and look to the enforcing of the law. We ought to charge a tax of \$1.00 annually on fishing in North Carolina with hook and line off of ones own pre-

missis, to help finance it. Some of the states raise large sums of money from such a tax. Some of them charge more than a dollar.

"I most earnestly advise an investment of five hundred thousand dollars in the opening of our inlets, planting oysters, building and operating hatcheries, including hatcheries upon the streams of central and western North Carolina. The industry will easily finance itself, and carry the interest after we get under way.

"I most earnestly recommend that the general assembly provide, not for wasting money or burdening this state with an expense, but for making an investment in the conservation of North Carolina's valuable property which it will be shamefully wasted not to make. We allowed the most valuable inlet to the fisheries of western North Carolina to close up when if we had expended \$5,000 to prevent it five years ago, it could have been saved. It will now cost 50,000 dollars to open it. It ought to be done, and if it is done, wealth in fish and the salt water necessary to the life of the clam and oyster, and kindred industries would pour into our sounds and rivers that would more than pay for it the first year.

"Another great inlet is about to close which a few thousand dollars will save.

"I urge action by this general assembly, complete and sufficient not only for the protection and proper culture of the great commercial fish and sea food sounds and rivers of the east but which will replenish the streams all through western North Carolina with game fish, and furnish protection for them.

"The game fish will add immensely to the already wonderful attraction of our state to the tourist and pleasure seeker, and thereby increase our wealth. This applies to the east as well as the west.

"We ought to have three additional departments or agencies of state government:

"A department of commerce and industry.

"A department of banking.

"A department of water transportation, to be known as the 'North Carolina Ship and Port Commission.'

"With your kind indulgence we will consider them in the order named.

Department of Commerce and Industry.

"We ought to make every important group of our people feel that it was a part and a representative in the company of those who are directing the executive and administrative branch of the government. We have already set up the department of agriculture, the department of labor, and the fisheries commission. They have all justified their establishment. What these departments have done for agriculture, labor and the fish industry, a department of commerce and industry could do for our commerce, manufacturing and industries—other than farming.

"We wisely give first consideration to our farmers and our laboring people, but we should not longer appear to keep from our highest councils that great group of our people engaged in commerce, manufacturing and industries other than farming. This group now pay most of the growing expense of the state government.

"The department would not cost much. It would be paid for largely by the commercial and manufacturing classes. And it is necessary for the best and broadest development of our commercial and manufacturing life.

"It would gather data and information upon which our hundreds of patriotic chambers of commerce and other commercial organizations could advertise our state's advantages in commerce and manufacturing. It would gather data and find our weaknesses, and help lead to their remedies.

"It would co-ordinate the activities of our chambers of commerce and other commercial bodies throughout the state upon matters of state-wide importance to commerce and industry.

"It would be of very direct benefit to the whole state by the practical declaration its establishment would make that North Carolina is friendly to commerce and industry.

"The farmer and laborer would not complain of the small cost of the department because the know of the tremendous revenue derived from the manufacturing and commercial classes. The surest way to reduce tax on the farmer in any county is to bring in some big industry to help him pay the tax.

"May I very earnestly urge you, gentlemen of the general assembly to establish the department of commerce and industry, and let us place an able secretary at the head of it to give our commerce and manufacturing people the service which every enlightened and progressive government is now according them, and as a declaration to the world that North Carolina is hospitable to commerce, manufacturing and industry of every class, as well as to agriculture and labor.

A Banking Department

"We ought to establish, in my judgement, without delay, a banking department, and place an able commissioner at the head of it. It is of the very highest importance that we should have up to date competent supervision and inspection of the banks doing business in the state. It is most important to the people who furnish deposits. It is

important to the banks.

"This duty is now with the corporation commission. It does not cost the tax payers anything. The banks pay for it, and they ought to have such service as would give them the highest possible standing and credit. They are not getting it.

"The great mass of the people do not know we have bank supervision and control because it is under a commission not associated with this duty in the public mind. The corporation commission is composed of three splendid gentlemen, but without experience which would fit them for this work. Their other official duties are great enough for any three men.

"We ought to have a commissioner of banking in the state of such standing and experience that when he says a bank is all right, our people can put their money in it with confidence and security. This thing done right would tremendously increase the credit of our banks as the great money centers and enable our banks to give our people the benefit of their greater capacity to re-discount the credits to our people.

"I very earnestly hope that personal consideration will not be allowed to enter into this very vital matter. The gentlemen composing the corporation commission are very superior men, but if they keep the railroads doing business in the state under proper regulation and control, by exercise of their own power and by fighting our battles before the interstate commerce commission, and then regulate justly and intelligently the price of all public utilities, I am quite sure they will earn their salaries and the gratitude of the state.

"Three men, however able, cannot possibly properly discharge all the duties now placed upon the three men composing the corporation commission. I very earnestly recommend that all of their power over the banks be transferred to a bank commissioner, and that the banks be required to pay, as they do now, the entire cost of their supervision and control.

Ship and Port Commission Department of Water Transportation.

"Water transportation is cheaper than rail transportation. This is recognized by the interstate commerce commission, and most basic freight rate-points are water towns where rail meets water competition. From such basic points the freight rate is radiated to the interior points by a combination of the rate to the basic point plus the local rate from the basic point to the destination of the freight. Under the law the interstate rate cannot exceed the combination to the basic point plus the rate from there to the destination of the freight. So, water transportation is desirable to any state, not because of its own cheapness alone, but because it makes cheaper rail freight rates to all the towns with water transportation and to all towns nearer to them than to any other basic freight rate, or water transportation town.

"Our freight rates are nearly all based on the rates to the Virginia cities plus the rate from the Virginia cities to our towns. This results in a high freight rate from and to North Carolina, and our being commercially handicapped by Virginia cities, because we cannot get freight from or to anywhere without paying the rate to the Virginia cities plus the rate from such Virginia city to the North Carolina town to or from which the freight moves. We are allowed a certain reduction called a 'differential' that is a small crumb thrown to us in recognition of our enslaved condition. Through this system we have largely builded the Virginia cities and in commercial life they call us, and we are known as, 'their territory.'

"We have no basic freight rate points in North Carolina. All rates are hoisted to us from some other more fortunate state, so we must do business necessarily as the bondsmen of the states where the base of our freight rates is situated.

"We have no water transportation worthy of the name. So we have no basic freight rate towns, because there is no water competition.

"When we demand equality we are told conditions are different and that we have all we are entitled to under the law; that water transportation is merely potential and not actual; that there is no water transportation for the railroads to meet, and therefore, they have not asked for cheap rates to any North Carolina city; that the cheapest basic rates near us are the Virginia cities' rates, and wherefore, they base our rates on them, which is all we are entitled to. They give us a little 'tip' called a 'differential,' and tell us to get out.

"We are helpless, and will be forever unless we make our water competition actual instead of merely potential.

"What are we going to do about it? Remain Virginia territory or become free and independent? I am for freedom. The reactionary railroad lobbyist will whisper you cannot achieve it; you have always been slaves commercially and must remain so.

"The railroad doing business in North Carolina could not help us if they desired to, because they would be stopped as Henry Ford was by the interstate commerce commission when he tried to cut rates on his own railroad. But we can produce such a change in the basic condition that the railroads doing business in our state will beg the interstate commerce commission to let them reduce rates on the Hornet's Nest state to

save them from destruction, and they will tell the commission that conditions are such that they are entitled to relief. They will be, and they will get it.

"How can we do this? By establishing water competition in the towns and cities of our state situated where it can be established of a character so dangerous that railroads will ask the interstate commerce commission to let them meet it. This is exactly what made the cheap rates everywhere they exist. This is the way Virginia cities acquired rates with which they long 'handcuffed us.'

"Suppose we establish water transportation from Wilmington, Edenton, Fayetteville, New Bern, Washington, Elizabeth City, Belhaven, Morehead City, Beaufort, Southport, and other water towns, with barges and small boats feeding them from 25 counties situated on navigable water. What would happen? The water rates would be very much cheaper than railroad rates. The interstate commerce commission could not help it, would not desire to. The boats would take the freight cheap to water towns, and it would go out over our good roads on trucks for 75 miles around. The incoming freight would land on the cheap water rates in the town, and for a radius of 75 miles our people on our good roads with trucks would go and get it.

"About this time our railroad friends would commence to 'holler for help.' We need not worry about the freights. They would go to the interstate commerce commission with great lamentation, crying out that the good roads were ruining them, that they must be allowed to lower rates and treat their former slaves like freemen and the equal of Virginians and Marylanders. I hope the commission will have mercy on them and give them their legal right to meet competition and fight for their life. When the cheap rail rates have been established they will, as a matter of law, radiate to every point nearer to them than the Virginia cities.

"I urge this general assembly to set up for all the people of the state water competition with the railroads. This is the way all cheap rail rates have been obtained. We can do it. We must do it, if we are to have an equal chance with the other seaboard states in commerce.

"We create on our farms and in our factories more tonnage than any state from Pennsylvania, going south, Texas. We move less of our tonnage to market from our own waters than any seaboard state. We have a long seaboard front, and more miles of navigable inland soundings and rivers than any other state in the Union. Why not use them?

"Along these waters are the finest farms in the Union, paying \$2.50 per bale to get cotton to Norfolk and \$5.45 to New York, from where it can be sent to France, Germany, or England for less than \$1.35 per bale. Capable of producing enough food-stuff to feed Massachusetts, but unable to move it on account of heavy freight rates and rail service.

"We must strike. The times are propitious for heroic action. The world for the first time, is full of cheap ships. The dangers of old Hatteras are destroyed by the completion of the inland canal from Boston to Morehead city. Our tonnage is immense, in spite of all our difficulties. The railroads are trying now to raise rates on us to an amount vaulting into the millions annually. The danger is ominous. Maxwell, and other members of the corporation commission with Judge Clark, formerly of the interstate commerce commission as chief counsel, are making a great fight, but the issue is in doubt. We are fortunate in having the brilliant Maxwell to lead the fight.

"Eastern North Carolina is an agricultural and commercial section. It is handcuffed commercially.

"Give me, gentlemen, \$2,000,000 to establish some North Carolina state owned terminal facilities, and to purchase a fleet of ships; then give me the authority to operate them, and I promise you to save the state more money annually than it cost to run the state government now, and to make it commercially free and independent.



"AIN'T NO USE, BILL, IT'S BURGULAR PROOF."

A repository in which you have your money deposited, and maybe your valuables stored, should be strong enough to resist the attacks of the burglar. Entrust them to us. They will be absolutely safe. With an account opened with us you can pay by check, thereby insuring accuracy and system in your methods of keeping accounts. There is no greater convenience and safe-guard for handling money than—

A BANK ACCOUNT

Bank of Blowing Rock

Blowing Rock, N. C.

"I appeal to you to create the North Carolina ship and port commission, with appropriate and ample powers to acquire terminals by lease or purchase, and to acquire and operate a fleet of passenger and commercial ships.

"We should act without delay. The cheap ships can be had now, and it is important to act promptly.

"Let me appoint the commission, and the senate confirm them. I promise you a great commission. Let the bonds issue when the commission say in writing to the governor and council of state that they are ready to proceed.

"If you think caution requires it, insert a provision that if the commission finds it cannot arrange the practical details in a way their judgement approves they may report their findings to the governor and council of state, and they may, if they think wise, suspend further action until the next meeting of your

honorable body.

"They say 'Give us details.' We are ready to place them before your committee, when appointed, through practical men acquainted with the situation, the waters, the ships and freight rates.

"Water transportation and good roads and truck transportation, competing with rail transportation will save the state more money before the first serial bond is due 10 years from their issue, than both the roads and ship company will cost the state, and in addition, build 10 large cities in the eastern and Cape Fear section of the state.

"You hazard little, and the possibilities are immense. The hazard is 2,000,000, and the prospects 10,000,000 profit annually. But we could not lose anything like two millions before we quit.

"I am satisfied the boat line would

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Are YOU a SAVER or are YOU a SPENDER?

There are two distinct roads in life, one is the road to success, by saving; the other is the road to downfall, by spending. The success you make in life depends upon which road you take from a financial standpoint. If you are a person who saves a little out of all you make, sooner or later you will realize the results. If you are a person who spends all you make you make what good have you done for yourself or your or your have done for yourself or your neighbor?

We offer the best saving proposition ever offered, and a lone dollar will start you. Call at our office and let us explain the matter to you.

Watauga Building and Loan Association

H. H. GREENE, Secy.

My Nice Line of Groceries

was never more complete than at this time. Everything fresh and of the best quality. I cater especially to the business of the discriminating people.—"If its to eat I have it."

WATCH REPAIRING

In connection with my grocery business I operate a modern watch and jewelry repairing place, and render the best of service in this line. Nothing but good material used and work done under guarantee. I also carry a most complete line of good jewelry at all times.

W. A. THOMAS