

DOUGHTON ON ROAD BUILDING

CONGRESSMAN DOUGHTON ON HIGHWAY BUILDING

Gives Many Interesting Facts in an Address Before the House of Representatives; Tells How it is Done in North Carolina.

Washington, April 26.—The following address was made in the house of representatives last Saturday by the Hon. R. L. Doughton member of congress from the eighth district of North Carolina. His subject was roads.

Mr. Chairman and gentlemen of the committee: I appreciate very much this opportunity of calling the attention of congress and the country to what I deem some significant facts in connection with the building of public roads in the United States in the recent past.

It was not until during the sixty-third congress in June 1913 that the rules of the house were changed providing for the forming or creating of a committee on roads. Prior to that time little had been done by congress or by the federal government by way of giving encouragement to the building of public highways. Before the committee on roads was formed such bills as were introduced on the subject of road legislation were referred to different committees of the house and usually received slight consideration. The original or first committee on roads consisted of the following members:

Shackleford of Missouri, Chairman; Saunders of Virginia, Barnhart of Indiana, Davenport of Oklahoma, Byrnes of South Carolina, Connelly of Kansas, Stephens of Mississippi, Whitener of Ohio, Doughton of North Carolina, Keating of Colorado, Tamm of Illinois, Ten Eyck of New York, Aswell of Louisiana, Dershem of Pennsylvania, Sloop of Virginia, Frantz of Iowa, Dunn of New York, Sutherland of West Virginia, Shreve of Pennsylvania, Blawie of Wisconsin and Woodruff of Michigan.

The first act of congress carrying appropriations to be used in connection with public highways was approved August 4, 1912, sixty-second congress. This providing for the appointment of a joint committee on post offices and post roads consisting of five members of the senate and five members of the house. The duties of this committee were to make inquiry into the subject of federal aid in the construction of post roads, and report at the earliest practicable date. This bill appropriated \$25,000 for the purpose of inquiry and investigations and \$500,000 to be expended by the secretary of agriculture in cooperation with the postmaster general, in improving certain roads to be selected by them over which rural delivery mail was being carried or might be carried. The postmaster general and the secretary of agriculture were directed to report to congress within one year after the ratification of the act the number of miles of roads improved, cost of same and such other information as they had acquired. They were also directed to make recommendations as to them seemed wise for formulating a general plan of national aid for the improvement of post roads in cooperation with the state and counties.

The next act providing that the United States should aid the states in the construction of rural post road was passed by the sixty-fourth congress. This provided that the secretary of agriculture was authorized to cooperate with the states through the respective state highway departments in the construction of rural post road. This act also provided that no money appropriated under its provisions to any state should be expended therein until its state legislature should have assented to the provisions of the act. This act appropriated for the year ending June 30, 1917, the sum of \$5,000,000. For the year ending June 30, 1918 the sum of \$10,000,000; for the fiscal year ending June 30, 1919, the sum of \$15,000,000; for the fiscal year ending June 30, 1920 the sum of \$20,000,000; for the fiscal year ending June 30, 1921 the sum of \$25,000,000. This act was approved July 11, 1916.

In the sixty-fifth congress the act of July 11, 1916, was amended and appropriations authorized as follows:

For the fiscal year ending June 30, 1919 \$50,000,000; for the fiscal year ending June 30, 1920, \$75,000,000; for the year ending June 30, 1921 \$75,000,000. These amounts were in addition to the appropriations authorized in the act of July 11, 1916, which made a total of \$65,000,000 for the fiscal year 1919; \$95,000,000 for the fiscal year 1920;

\$100,000,000 for the fiscal year 1921. In addition to these amounts, appropriations were also made for the survey, construction and maintenance of the roads in the national forests. This act was approved February 28, 1919.

The act of July 11, 1916, was again amended in the sixty-seventh congress in many vital respects, and for the purpose of carrying out the act thus amended \$75,000,000 was appropriated. So it will be seen by these acts that the last appropriation for public roads, not including the forests, made by a democratic congress was \$100,000,000 while the first appropriation made by a republican congress was \$75,000,000 for the year 1922, or a falling back of \$25,000,000. This act was approved November 9, 1921.

On June 19, 1922, sixty-seventh congress the following authorizations were made:

Fifty million dollars for the fiscal year 1923, which shows another drop of \$25,000,000 from the year 1922, and \$50,000,000 drop as compared with the year 1921, the last appropriation authorized by a democratic congress; \$65,000,000 for the fiscal year 1924; \$75,000,000 for the fiscal year 1925, making a total of \$100,000,000 for the three years of 1923, 1924 and 1925.

Since the passage of the federal aid road act on July 11, 1916, federal aid appropriations and authorizations to all states have been as follows:

For the fiscal year 1917, \$4,850,000; for the fiscal year 1918, \$9,700,000; for the fiscal year 1919, \$63,050,000; for the fiscal year 1920, \$92,750,000; for the fiscal year 1921 \$97,000,000; for the fiscal year 1922 \$73,125,000; for the fiscal year 1923, \$48,750,000; for the fiscal year 1924, \$63,375,000; total appropriations for all the states 1917 to 1924 inclusive \$425,000,000. Of this amount authorized and appropriated the state of North Carolina received a total of \$10,597,004.84. While the amount received from the state of North Carolina from the federal government has been most helpful and is highly appreciated by the people of that state yet the amount received from the federal government has been but a small per centage of the amount actually expended in that state for highway construction. The general assembly of North Carolina in 1921 provided for the raising of \$50,000,000 for road construction and the general assembly of 1923 supplemented the amount by an additional authorization of \$15,000,000, making a total of \$65,000,000 for the state which added to the \$10,597,004.84 of federal funds, make a total of

both state and federal funds for North Carolina of \$75,597,004.84. In addition to this the counties of North Carolina are building county highways at the cost of many millions of dollars additional. It will be seen that our state is going forward in the construction of one of the most progressive and comprehensive highway systems of any state in the union.

I feel that no legislation enacted by the American congress during the last quarter of a century has brought such universal benefits to the entire people of the United States as has the legislation providing for the cooperation by the federal government with the several states and the appropriation of money for a uniform and comprehensive system of road building.

It is expected that this congress will provide for the continuing of the present program and will authorize the appropriations of adequate sums of money, which in my judgment should be at least \$100,000,000 per annum, and for not less than two years. The present authorization will expire with the fiscal year of 1925, and unless there is legislation before that time the splendid work that is now being done will be stopped. I have every reason to believe however, that congress will not fail to see the necessity of going forward with this work and of providing adequate funds, so that no delay will be caused in the continuation of what is being done and finally reaching the ultimate aim of those who started this movement—that is, a complete and uniform system of dependable highways throughout the entire United States.

Mr. Quin: Mr. Chairman will the gentleman yield?

Mr. Doughton: Yes.

Mr. Quin: Will the gentleman tell us how the state of North Carolina finances its road improvements?

Mr. Doughton: Yes; North Carolina finances its road system by a

bond issue. We have a license tax on motor vehicles and a gasoline tax and from the revenue derived from these two sources we receive sufficient funds to pay the interest on our bond and keep up our roads and also set aside a sinking fund to retire the bonds. We raised \$5,000,000 last year in this way. We have one of the best road systems in the United States.

Whereas it has pleased Almighty God to take from our midst our beloved darling boy, Archdale Greer aged three years, seven months and two weeks. He was a sweet kind darling, loved by all who knew him. We can no longer hear his sweet voice nor feel his warm embrace but we

all bow in submission to our Blessed Redeemer's will who doeth all things well. We hope to meet little Dale in that happy land where there will be no more sad partings and no more sad goodbyes.

He was laid to rest near the home of his mother the sixth of April 1924.

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OBITUARY

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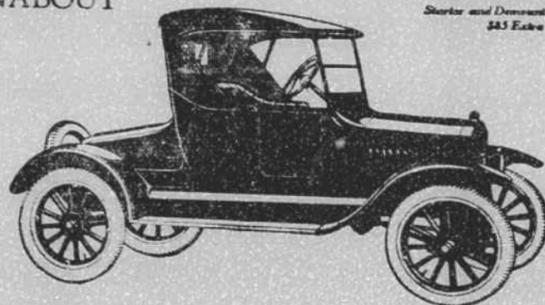
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