

## Better County Government Is Provided In Bill

### MR. LAWRENCE TO CHANGE MANY LAWS

Act Would Reduce Expenses of County and Eliminate County Road Superintendent

### AUTHOR OF LEGISLATION EXPLAINS ITS FEATURES

#### DIGEST OF BETTER GOVERNMENT ACT

1. Provides that each township shall be represented on board of commissioners.
2. Eliminates county road superintendent; abolishes county unit in road work; and gives commissioners right to use own discretion in working roads.
3. Reduces per capita road tax from \$6 to \$4.
4. Provides that main county roads shall be 30 feet wide, and reduces width of lateral roads to 24 feet.
5. Extends time limit in presenting claims for material taken from lands, from 6 to 12 months.
6. Extends time limit on filing claims against road board for damages in laying out new roads, etc.
7. Increases monthly license tax on non-residents hauling logs or other heavy material over the roads from \$3 to \$15; also provides that license tax may be levied on residents engaged in same business during months of December, January, February, and March, tax not to exceed \$10 per month.
8. Separates per capita and property taxes, allowing the latter to be devoted to road purposes.
9. Provides for publication in newspaper proceedings and minutes of road board and commissioners.
10. Requires assessors and list takers to give in their list to Register of Deeds.
11. Reduces commissions of tax collectors to 2% on first \$20,000, and 1% thereafter.
12. Provides for election of tax collectors by popular vote.
13. Increases sheriff's salary to \$2100.
14. Limits compensation of office of Superintendent of Schools to \$2900.

As promised in the last issue of the HERALD, the provisions of a bill entitled "AN ACT RELATED TO THE BETTER GOVERNMENT OF HERTFORD COUNTY AND REDUCING THE EXPENSES THEREOF" are given in detail, with explanations of each provision of the bill by Representative Lloyd J. Lawrence, who framed the act, and will engineer it through the present session of the General Assembly.

Due to the great length of the original bill, it will not be published in full, since the explanations given and the outline printed at the top of this column clearly define each section of the act.

#### Explanations By Mr. Lawrence

SEC. 1. This section guarantees to the county six commissioners, and one commissioner from each township. The nomination, and also the election, is made by the county and not by townships; and in order that no township may impose upon the county a commissioner that the county as a whole is not satisfied with, the provision is inserted requiring the commissioner to obtain a majority vote in the county. Should any commissioner be acceptable when nominated, and not acceptable at the time of election, a remedy would even then be provided to defeat him and still not let in a Republican; in such event he would not receive a majority vote from the county, and in that event the County Board of Elections would declare a vacancy, and appoint a commissioner from the township of the defeated commissioner.

SEC. 2. This relates to the road act. It does not require the road commissioners to work the roads un-

### CHAMBER OF COMMERCE WILL EMPLOY SECRETARY

Ahoskie Will Send A Young Lady "Queen" To Exposition At Wilson, March 22

In the first meeting since accepting the resignation of C. O. Harris secretary, the board of directors of Ahoskie's Chamber of Commerce Tuesday night voted unanimously to secure the services of a secretary at once and begin to function in a way that will bring some real results. The session was held Tuesday night with all but two of the eight directors present. It was the sense of the directors that the organization should function in "high gear" so long as funds were available, and there were any signs of accomplishment.

Prospects of employing a competent and highly recommended secretary are bright. N. G. Bartlett, secretary of the Eastern Carolina Chamber of Commerce, has recommended a young man whom, he says, would fill the bill here acceptably. Some definite word is expected from him this week, in response to inquiries made by the local organization. V. D. Strickland, president of the chamber, is also in communication with Norman Y. Chambliss of Rocky Mount, president of the State Secretarial Association, who also writes that he thinks he can place a good man here. By the next regular meeting night, the directors hope to fill the place acceptably.

The hotel proposition has been held up pending advice from the architects, Benton & Benton of Wilson. However, the hotel will be one of the largest projects for which the chamber will work. Correspondence relative to other proposed additions to the town has been handled by Mr. Strickland since the chamber has been without a secretary.

No definite action marked the meeting Monday night, except the secretaryship, and a motion unanimously passed to pay the expenses of an "Ahoskie Queen" to the Eastern Carolina Exposition in Wilson March 19 to 26.

Each town in Eastern Carolina has been invited to send one representative to take part in a "Queen's Contest," the individual towns selecting their best looking young lady by any method they choose. She will attend the Exposition Thursday of the Exposition, a vote being taken during the night's session on the "Queen" of the contestants from all of the towns. The winner will be presented with a \$500 diamond ring.

### THIS SECTION FEELS RESULTS OF STORMS

This town and entire county has felt with no slight degree of discomfort the results of the storm disturbances off the Eastern coast which has had the whole Atlantic seaboard in the grip of snow, sleet, and rain for several days. Following several days of unusually warm and bright days the sudden drop in temperature, and the accompanying rain, sleet, and snow flurries has caught many unawares and with little preparation for any such brand of weather.

First signs of the cold wave were felt here Saturday night. During that night, the temperature fell several degrees, and a cold rain set in. Throughout Sunday a slow, intermittent rain fell. On Monday it did a little of everything—it was regular "falling" weather. In snowed but little, rained bounteously, and sleeted some.

Monday night's rain and sleet froze fast and hard, and Ahoskie's sidewalks were as slippery as an eel Tuesday morning. Several minor casualties occasioned by a few individuals swapping places with feet and head resulted on Main street. It was also reported that a knee "cap" had been bursted on some farmer living near town.

It rained and sleeted all day Tuesday, and the temperature remained around the freezing point. Several phone wires snapped and fell to the ground here Tuesday, on account of the heavy sleet. Trees and shrubbery are both hanging low from the excess ice.

### NORFOLK CONCERNS ARE COMPLAINING

Will Open Branch Wholesale House in State Account High Freight Rates

### EASTERN CAROLINA EXTENDS A WELCOME

"Come on down, and be one amongst us; you'll eventually do it, anyway" is the message Eastern North Carolinians are sending to Norfolk wholesale concerns, who are complaining of high freight rates from their city to points in North Carolina. Articles recently appeared in Norfolk papers, quoting wholesalers of that city on the freight rate situation, and in one instance relating that the Southern Distributing Company of Norfolk would soon open a branch house in Rocky Mount, to serve this section of North Carolina.

The article referred to says further: "The inequality of freight rates was assigned by Mr. Herbert as one of the principal reasons for making this change. The Rocky Mount plant will receive goods direct from their source and distribute them throughout eastern North Carolina.... In many instances dealers here are threatened with being confined almost entirely to local business, being surrounded by an invisible freight rate boundary, which hedges them in with freight charges so high they are unable longer to compete at a profit with competitors in the North Carolina territory."

Local wholesalers can see no reason for complaint from the Norfolk firms, which for many years have enjoyed a monopoly of the eastern Carolina business. This monopoly was principally due to excessive intra-state freight rates within North Carolina, combined with the discrimination on through shipments from the West, in favor of the Virginia city. Recent reductions made in favor of North Carolina have placed this section on an equitable competitive basis with Norfolk firms, and eastern Carolina is now getting what has justly been its dues for many years past.

"Norfolk firms have enjoyed a monopoly on this business for years, and through discriminative freight rates in her favor it has almost been impossible for North Carolina firms to live, until the equalization in rates. Eastern Carolina has led Norfolk all these years, and now that she is coming into her just possession, the Virginia city's wholesalers are hollering unjust freight rates. Why, that is what we have been runing up against for years". That is what J. B. Barnes, manager of the Barnes-Sawyer Grocery Company thinks of this Norfolk propaganda.

Mr. Barnes and other prominent business men, who have been interviewed upon this matter, are very enthusiastic over the prospect of North Carolina cities and towns drawing branch houses from the Virginia city; and express the belief that sooner or later eastern Carolina will become the permanent home of the Norfolk wholesale houses.

There is no question about the Norfolk wholesalers having lived and prospered on the business coming out of this section. They have done it for years; and local business thinks it but a matter of business that they establish permanent business homes in the territory from which they derive a large per cent of revenue.

Eastern Carolina stands with open arms, and extends a welcome to the Norfolk firms to establish themselves in this territory, carry their stocks here, bank with us, enjoy our same freight rate, and add their taxes to the upkeep of one of the best systems of state roads in the Union.

As Bob Phelps, representative of a foreign shoe wholesale house, says, "North Carolina is the place for all good things, and they'd just as well realize that thing right now, pack up, and pay the last bit of 'unjust' freight

### COMMISSIONERS SHIVERED DURING SESSION MONDAY

New Heating System Did Not Give Enough Warmth For Comfort

Last Monday's regular February session of the board of county commissioners was one of the shortest on record. With all members except one present and ready for business at half past ten o'clock, every item of business was attended to, and all bills against the county disposed of by one o'clock, and adjournment was taken until the first Monday in March.

The five commissioners shivered in the office of the Register of Deeds which has been lately divested of its coal stove, the new steam heating system having been turned on. When clerk John Northcott took a bill off the file for \$350, balance due on the steam heating system, the commissioners were in little mood to order its payment. It was the last bill taken up, and it was deferred for another month during which time the contractors are expected to add some more warmth to the system that has already cost the county \$1,500, besides the \$350 bill presented Monday.

One of the very first motions made and passed at the meeting was to defer further action on a Recorder's Court until first Monday in March. This will be no news to HERALD readers, as the status of the court in this county was given in detail in last week's issue. Nothing further will be done in creating the court, unless Representative Lawrence sends his bill through the legislature, which is not at all likely since the bill providing for more judicial districts stands an excellent chance of passing the legislature.

The commissioners also withdrew their instructions or request to the county representative to change the system of tax collection, by placing the duties upon the sheriff, and abolishing the office of tax collectors. This only carries out the plan as presented in these columns three weeks ago.

Little else of note was done by the commissioners Monday. The rest of the time was spent in approving bills against the county.

### WHO IS YOUR CHOICE FOR AHOSKIE QUEEN?

"Queen Ahoskie" is going to get a free trip, including expenses, to the great Eastern Carolina Exposition at Wilson, March 19-25. The young lady, married or single, who receives the largest number of votes from the date of issue of this paper until March 10th, will be crowned Ahoskie's Queen and will represent Ahoskie at Wilson.

The Chamber of Commerce has voted to defray the expenses of Ahoskie's "Queen", and the HERALD has been designated to take the votes and announce the winner. In another column there appears a voting coupon, which explains itself. Cut this out and mail or bring it to the office before March 10th.

Votes are restricted to any lady who receives her mail at the Ahoskie postoffice, including the young ladies of the town who are now away from home teaching or attending school. Every person, resident of the town or community, is entitled to one vote only; and every vote must be accompanied by the name of the person voting, as well as the young lady voted for.

Don't wait to turn in your vote. Send it along now; it will be tabulated and standing of contestants published in each issue of the paper up to March 12th.

Keep the young pigs growing continuously from the time of birth to maturity is an important item in successful hog raising.

### HERTFORD COUNTY ROADS WILL NOT HOLD UP WITHOUT PLENTY GRAVEL

Dependable Type Must Be Constructed in Order to Reap Any Benefits From Half Million Dollars

### STATE RECEIVES BIDS ON BALANCE OF SYSTEM

Many Favor Expending Money On Main Roads, Connecting Towns and Villages

Between the Ground Hog and his inevitable direction to the weatherworks to do its worst, and a lack of gravel on the roads so far constructed with the county's half a million dollar bond issue, those who would navigate over the highways in Hertford County have been and are forthwith served with an edict that there's nothing doing. In some cases, of course, exceptions have been noted—a few of the faithful Fords are still plodding the mud, fording the streams, and tearing their entrails out trying to get their chaffeurs from place to place.

Even the sinewy mule, with his years of training on the farm, and the more gentle species—the horse—are finding it increasingly distasteful to keep up the ordinary traffic needs of their masters. In at least one instance one man plodding through the mud on his buggy had to lift his vehicle across a dangerous stream, while a friend (stuck in the mire with his Ford) led the old mare across a narrow strip of land that threatened to give way beneath the horse's hoofs.

#### High Price Traveling

The fellows who, by the very nature of their business, have to do a little traveling even during the worst season of the year find automobiling an expensive business taking into account the gasoline and oil consumed, bearings wrung out, bodies made shakily, and many other odds and ends that help to make a "mud tax" the largest single item of taxes paid by the ordinary individual of Hertford County.

But, when the fellow living by the side of the road, or the fellow traveler with horse or mule says three to five "bucks" as his toll for pulling an automobile out of the mire, there comes to the traveler a stern realization that not all the profiteers are confined to the "big bug" class. More than one person has told of having paid from \$3 to \$5 for being pulled a few yards out of a hole in the road.

On the other hand, numerous instances of playing the "Good Samaritan" act have been recited to the writer and, in fact, this class outnumbers the gouging kind.

#### Relief In Sight

When the State Highway Commission received bids on the construction of the Aulander-Winton highway last Thursday persons interested in better roads in Hertford experienced a slight vanishing of morose feeling that this county would not get anything at all in the way of a state highway. Approximately \$109,300 will be spent on building the 17.6 miles from Aulander to Winton, the highway coming through Ahoskie. The road will be of gravel type, \$73,573.50 being spent on the drainage, grading and graveling, and \$35,933 for bridge construction. Nello L. Teer submitted the lowest bid for road construction, and E. T. Galloway the lowest for the bridges.

The letting of this contract for a gravel road, costing a fraction above \$4,000 a mile, exclusive of bridges, precludes the probability of the county getting any hard surfaced roads out of the \$65,000,000 bond issue. However, great relief will come to this county if a dependable gravel road is built, and that is what

it looks like will be done.

It is presumed that work will begin on the road as soon as weather-conditions permit. Hertford County is hoping that it will be ready for travel before next winter comes around, for its people are tired and sick of traveling over such roads as this county has had for many winters. With the construction of this road and the completion of the Winton-Murfreesboro road, intra-county travel between the three principal towns of the county will be possible the year round. This will be accomplished through the State System.

What further work the State Highway Commission will do in Hertford County yet remains unknown to persons in the county. Mr. Hart, district commissioner, says he is working on the largest project yet undertaken in any county. This statement, coupled with his expressed desire to build a bridge across the Chowan river at Winton, leads to the belief that this is the project which Hertford County will receive from the big state bond issues.

#### County Roads Bad

Notwithstanding the half million dollar bond issue and the repeated efforts to build some dependable all-the-year-round roads in the county, outside the State System, present conditions of the county roads are evidences of but little real accomplishment. Roads have been straightened, drainage has been attempted, the road bed widened, and many placed in shape for surfacing with gravel. A few stretches have been graveled—but only a few.

The principal county roads, two of them leading out of Harrellsville, and the other out of Ahoskie are still piling up a mud tax on all travelers. The county road to Murfreesboro is also an example of what construction without gravel really amounts to. Only those portions of these roads that have been thoroughly graveled are pretending to hold up this winter.

The old-type "corduroy" or "poled" roads have been resorted to during the winter months. It was the only way traffic could move, and then it could hardly get along. The vast majority of mileage of county roads is still a sea of mud; and opinion sounded out rather thoroughly by a representative of the HERALD is practically unanimous that there will be but little benefit derived from the big bond issue unless radical changes are made in the construction policy.

#### "Let Me Gravel Them"

"Will you please hammer it into the heads of the people that I must have gravel and plenty of it, if I am to build any lasting roads in Hertford County. I cannot build roads without gravel. All the work on building road beds goes to naught, unless there is gravel to hold it there in wet weather; and there is no hope of any permanency in roads so long as a plentiful supply of approved gravel is withheld from the road force."

That is the gist of a statement made but Superintendent of Roads F. G. Hines. He says wherever he has used gravel on the roads, that is, good gravel, travel has not been in the least hindered by the wet weather. Mr. Hines stated that for less than \$1,000 a mile he can put the roads in shape for the gravel. The gravel will cost in the neighborhood of \$3000 per mile, to use the best available which is none too good for this county.

#### Say System Wrong

Here and there among the citizens and taxpayers in the county the inquirer finds some who say the roads should have been let on contract and built of approved types. But, since the county is equipped to the extent of about \$100,000 for road building, there seems to be little hope of doing contract work now.

Others seem to think, and they are positive in their convictions, that it would be far better for the remainder of the bond issue to be used in constructing approved gravel roads over the main county thoroughfares, including the Harrellsville - Ahoskie road, Harrellsville-Winton road, and Ahoskie-St. Johns road, the latter

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