

MARION PROGRESS

A WEEKLY NEWSPAPER DEVOTED TO THE BEST INTEREST OF THE PEOPLE OF McDOWELL COUNTY.

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GOOD ROADS AND THE CENTRAL HIGHWAY

Not An Automobile Road—Farmers Will Get Most Benefits from Good Roads.

It is said by a few that the Central Highway is to be an automobile road. This is not so. It is true some automobiles will, of course, pass over it after it is built, which is the case on every good road in the land—and on the roads we already have here, for that matter—but for every one owner of an automobile who is interested in this highway a thousand men who do not own one, are interested and enthusiastic for it.

It was not automobile people who first proposed the project and who passed the act of the General Assembly chartering this road. It is not automobile people who are working for this highway. I am the trustee for McDowell county (appointed by the Legislature upon the suggestion of our Representative or our Senator) and a member of the Central Committee (of six) for the highway as a whole. I own no automobile, and want none. They do not appeal to me.

Senator P. H. Mashburn, of the Republican party, who in the State Senate favored and assisted in passing the bill providing for this highway, has no automobile. T. W. Wilson, of the Democratic party, Representative from McDowell when this bill was passed, is a farmer, and a whole-souled and intelligent one, and he owns no automobile. Were these good men elected by a few automobile owners? Is there a man in the county who would for one moment dare to think that these men did not mean to serve the best interests of the farmers and masses of the people by their approval of this bill after they had heard it discussed and knew what its purpose was?

I draw my living as a lawyer, mainly, from the farmers and masses of the people—the class to which I belong by birth and by training, and in deep gratitude for their confidence and patronage I would do anything in my power to help them, and under no circumstances would I knowingly turn upon the "hand that feeds me" and betray their interests. I have not one cent to gain, not one single day's salary, (there is no pay in the position, not even expenses) by working for this highway. I want it to come this way because I believe it means so much to our section and to the farmers, who, as I see it, would get far more benefits from it than any other class of our citizenship. The ordinary business man living in a country town like ours who does not keep constantly before his eyes, and coupled with his efforts, the welfare of the farmers of his section is of little benefit to his town or his country, no matter how much money, as a sort of human parasite, he may be able to make, nor how much empty fame he may gain.

As a farmer's son I know what it means to not have a good road from the farm to market. I know every step of the farmers life from the clearing and breaking of the "new ground" to the curing of the tobacco, or the gathering of the corn on the frosty November

mornings.

Heretofore when good roads have been proposed the cry has gone up in opposition to "bonds for our children to have to pay." Then again by the same people, "we'll be broken up by taxes if we should build good roads, (and some of the wealthiest men in the county whose property is not on the tax books far above one-tenth of its real value talking this way). Then the excuse, by the same few, as leaders, that the mules and horses scare at the "automobiles." This used as an argument against good roads, as if the people, thousands and thousands of people, in McDowell or any other county should stop building good roads for themselves because a few, a half-dozen, people, spin about in automobiles, which the farmers have to meet anyhow as it is in practically every section of the country—unless it be a "roadless" section indeed.

After opposing both bonds and taxes, now they (but thank God there seems to be but few of these) say they're opposed to contributing time and labor of themselves and teams; opposed to bonds, opposed to taxes for roads, and opposed to voluntary labor, and still the last one of them claim they're in favor of good roads! Do they expect Carnegie to come down here and build roads for us?

No man is in favor of anything which he is unwilling to turn his hand to try to effect. He may try to make himself think he is, and to fool others, but "by their fruits ye shall know them" now just as in olden times.

"If the automobile people use the roads let them build them," we have heard it said. They use every road in the country that's fit for travel, of course. And they, as a rule, go where you will to look into it, pay more than their proportion of the taxes for roads, schools and all other purposes, in proportion to the use they make of the roads. Upon the most popular highway for automobilists in the country more than ten times as many wagons and vehicles travel the road as do automobiles. These nine-tenths are mostly farmers. In McDowell county the farmers pay approximately one-fourth of the taxes spent on roads. The people in the towns, the corporations, railroads, etc., pay the other three-fourths. For every dollar in road tax that the farmers of the county pay into the road funds two dollars is collected out of the railroads and other corporations in McDowell county for the same purpose. Had we thought seriously of that?

The idea that only automobile people want good roads I have no patience with. I say the farmer, who drives his oxen, mules, horses, wagons, or buggies, needs, and is as much entitled to good roads—the best of roads—as the richest automobile owner in the land. It is the farmer who is the lord of land. He owns his home and lands around him; has his year's provisions laid up, and more growing upon his fields. Every farmer, farmer's son, and farmer's friend, ought to resent the slightest idea or intimation that the farmer's wife and daughters are not as good as anybody living and as much entitled to good roads to drive over

to town, to church, or wherever they go, and that the farmer does not as much need good roads and a mudless roadbed to haul his products over as any millionaire in his automobile traveling with his wife and daughters for pleasure.

I want it understood, too, that I, and those of us in this county who are working for the Central Highway, are not only anxious to see that road built, but stand ready at any time to advocate and work just as hard for any other main road through any other portion of the county.

McDowell county is as good as Buncombe or Mecklenburg or another county when we make for ourselves good roads which has made these counties what they are.

I appeal to every man in each neighborhood through which it may pass to help on with all his might this great Central Highway which would go so far toward making of our community which God intended it to be—one of the most attractive garden spots, for all purposes and all classes, on the earth.

W. T. MORGAN,

Trustee for McDowell Co.

Resolution In Regard To Working The Central Highway.

At the regular meeting of the Board of County Commissioners last week the following resolution was adopted:

"Whereas, the trustees of the Central Highway, a highway authorized by the General Assembly of 1911, have requested that each of the counties through which this highway passes shall designate July 4th as Good Roads Day, and the week beginning July 5th as Good Roads Week to be used in stimulating interest and enthusiasm in the Central Highway and in the actual construction of the highway; and as it is a well-known fact that the people of Iowa built by concerted action a highway across that State in one day, and that the State of Tennessee is contemplating the construction of a highway from Bristol to Nashville in one day.

"We, the Board of County Commissioners of McDowell county, in regular session, June 5th, 1911, do herewith declare July 4th, 1911, Good Roads Day for McDowell county, the object of which shall be to stimulate interest and enthusiasm in the construction of the portion of the Central Highway that passes through this county. We request that good roads meetings shall be held in every town along the Central Highway, at which there shall be addresses on subjects pertinent to good roads.

"We further declare that the week beginning July 5th shall be known as Good Roads Week, during which time we earnestly request and urge all those who are interested in the construction of the Central Highway to donate their services for the week, or an amount of money equal to the value of their time to be used during this week in constructing the county's portion of the Central Highway.

"We herewith appoint the following men to have supervision of the work on that portion of the Central Highway allotted to them.

H. A. TATE,
Ch'm. Bd. Co. Coms."

ACCIDENT AT HANKINS

Young Gaither Hemphill Killed by a Falling Tree—Other Local Happenings.

Hankins, June 12.—Gaither Hemphill, a grandson of James C. Hemphill, was killed instantly on last Friday morning near Hankins. The boy was 12 years of age. He was out hunting with his grandfather when the accident occurred. Mr. Hemphill cut a tree down for a squirrel and the boy ran underneath the falling tree; he was struck by a limb and his skull crushed in, dying instantly. The remains were taken to Nebo where interment was made Saturday.

James Barnes returned home last week from Atlanta, Ga., and is very low with typhoid fever.

Miss Arden Burnett, who has under treatment at Grace Hospital of Morganton for some time, has returned home but is still in poor health.

Mrs. J. Y. Finley of Marion was the guest of Mrs. J. C. Burnett, Sunday.

R. D. Barnes tells us he killed a large serpent on Ball mountain recently. The snake measured 7 feet and weighed 6½ pounds.

A yard of lumber one mile east of Hankins belonging to the Drexel Furniture company was destroyed by fire last Sunday. It is supposed that the lumber caught fire from a pile of burning saw dust near by.

Thomas Gowan of Garden City was a visitor here Sunday.

Born, to Mr. and Mrs. J. N. Morgan, June 9, a son.

The farmers of this section will begin to reap their harvest the latter part of this week.

Grady Craig, who has been in Little Rock, Ark., for the past year, is with homefolks here.

HUSTER.

Bridgewater News.

Bridgewater, June 12.—Mr. and Mrs. A. P. Hunter spent Sunday near Marion with their son, F. K. Hunter.

Mrs. J. C. Luck and daughter, Annie, of Rutherford College, spent a few days at the home of Mr. and Mrs. M. F. Tate last week.

Miss Mabel Boyd, of Nebo, is spending a week here with her aunt, Mrs. A. P. Hunter.

Rev. G. H. Weaver, of Nebo, will preach at the Baptist church here the third Sunday at 11 o'clock. He will hold services here regularly every third Sunday.

Rev. D. Monroe, who has been pastor here at the Presbyterian church for the past four years, has accepted a call to a church near Salisbury. We regret very much to give him up. This leaves our church without a pastor.

Born, to Mr. and Mrs. S. M. Gibson, a son last Tuesday, the 6th.

Our young people here went on a fishing party down the river several miles from Bridgewater Thursday. There was much fishing and more lunch eating, but no fish caught ("just as we expected" and "I told you so") but they all had a most enjoyable day and after returning to Bridgewater, and to the Rye-field spring for a rest, they all seemed anxious to try their "fishing luck" again in the near future. Those of the party were Misses Kary and Pearl Tate, Hattie, Cecelia and Norah Ballew, Myrtle and Florence Hemphill, Sadye Seals, and Julia Rust; Messrs. Abner, Ben and Robert Seals, chaperoned by Mr. and Mrs. M. L. Hildebrand.

We are especially glad to have Dr. R. Mosser, of Hickory, with us this summer and hope him all success in his practice and trust he will like our community here so much that he will locate here permanently after completing his medical course next spring.

—BETTIE.

The first watermelons for the season were received here during the week.

PEOPLE'S FORUM.

[This department is reserved for letters from the people on various topics. THE PROGRESS is not responsible for the views of its correspondents. All communications must be originally signed for our protection though the name may be withheld in publication.]

Advocates County Booklet.

TO EDITOR PROGRESS:

While I am in favor of good roads in McDowell county and Western North Carolina and know that good roads is one of the best assets any county can have, yet it must be remembered that it takes money to build roads, and lots of it. Don't you think that it would benefit the town and county a little more to do a little advertising—such as issuing a county booklet describing the lay of the lands, the products, cattle, horses, mules, sheep and hogs, with cuts of some of the best farm lands and some of the lands not now in cultivation, and giving estimates of what Western North Carolina lands can now be purchased at and telling all about the seasons.

A booklet outlined as above would cost say from \$25.00 to \$50.00 per thousand and there is not a farmer in McDowell county who would not willingly give from 50c to \$1.00 to make up the necessary amount for this purpose. I have received letters from Maine to California asking about different bi-products of Western North Carolina. A letter just received from a party in Haxie, Kansas, reads as follows:

"McDowell Realty Co.,
Marion, N. C.

Thank you for your letter. I am decidedly interested. What do horses average in price and weight with you? Are your cattle mostly scrubs, or have you a good quality of cattle and stock? Are your hogs razor-backs or well bred up? I represent at least two dozen families who wish to make a change. They will be influenced largely by my report of the country I look over. I want to spend a year in a country to try the climate as to healthfulness, etc. What amount of means can a man start with in your county? It takes \$2000 or more here."

"Don't you think that the people of Marion and McDowell county ought to do something as a whole to better advertise what we have to offer. (It paid the little boy to advertise; it will pay us.)

SUBSCRIBER.

In Memoriam.

Resolutions adopted by Mt. Ida Lodge No. 58, K. of P.—Castle Hall.

Whereas it has pleased the Supreme Ruler of the Universe to remove from our midst D. N. Lonon, and call him from labor on earth to refreshment in realms above not fashioned with hands, eternal in the heavens;

Therefore resolved, that in the death of Brother Lonon a leading citizen, gentleman and an exemplary K. of P. has departed. In the passing of Brother Lonon we lose one of the most faithful members that the Lodge has ever possessed. He was ever true to his allegiance, and he never forgot his obligations nor allowed his interest in the fraternity to wane.

Further resolved, that in memory of him as a member of the Lodge the Hall be draped in mourning for the period of 30 days after the adoption of these resolutions.

Further resolved, that this lodge tender its deepest sympathy to the surviving wife and members of the family. That a copy of these resolutions be given them; a copy be furnished The Marion Progress for publication and that the resolutions be spread upon the records.

Fraternally,

B. P. DAVIS,
ED. P. FOY,
C. B. McBRAYER } Com.