

ASSES STATE SCHOOL BILL WITH NO FUNDS

LOW TAX BOYS HAVE THEIR DAY

Now Frantically Searching for Source of Revenue

(Special To The Herald) Raleigh, Feb. 5—Rarely has there been so much interest created and so many oratory turned loose in the General Assembly of North Carolina during the past week on the so-called act which fixes the policy of the legislative body as requiring the State to take over and operate the State school term, a measure which was adopted in both houses by healthy majorities. By it, di-

rection is given to provide a bill raising the necessary revenue from sources other than ad valorem taxes.

While the school measure held the spotlight and consumed three-fourths of the meeting time of both houses during the week, with three night sessions, aside skirmish, dealing with the reorganization of the State Highway Commission, taking over the County roads and raising the gasoline tax to six cents, was staged in committee and gives promise of taking the center of the stage this week when Governor Garner expects to bring it and the constitutional Convention matter before the General Assembly.

The appropriations committee have been and will continue active for weeks, hearing departments, institutions and agencies of the State which are seeking more funds for operation the next two years when the Advisory Budget Commission allowed its

recommendations in the Appropriation Bill. Finance Committees are considering the Budget Revenue Bill, which increases the revenue about \$3,000,000, and will soon take up the several sales tax bills which have been referred to it. From \$10,000,000 to \$12,000,000 in new revenue will be required to provide the State-operated schools, under the measures adopted.

Active proponents of the school measure are inclined toward a sales tax, at the same time saying power and tobacco companies should pay more taxes, income taxes should be increased and a tax placed on foreign corporations. They were successful in blocking amendments which would provide State operation of schools, when and if sufficient revenue could be found without placing undue burden on any of the taxpayers of the State.

Opponents of the measure, practically all of whom said they were not opposed to the State operating the schools, thought it sensible to make every effort to find the revenue before adopting a policy which they might not be able to carry through. Only one or two references were made to the loss of local self-government through State-operation of the schools, by which county and local officers would lose all authority in school matters. The distress from the economic depression is considered the main reason for such drastic measures.

Close on the heels of the enactment of the measure came a bill directing the State Superintendent of Public Instruction and State Board of Equalization to prescribe a minimum uniform scholastic standard for a six months term, fix uniform salaries for superintendents, principals and teachers and all costs, determine the number of High Schools in each county, create a central purchasing agent for the schools, start by May 1, 1932, to reassess and equalize the property values in all counties, and levy an ad valorem tax of 20 cents on the \$100 property valuation all over the State, the proceeds to be paid into the State Treasury and the State paying the balance of the cost. County Commissioners could add 20 cents for longer terms, higher salaries or other costs, and cities could supplement the term and pay teachers what they desire. The counties and districts would not be relieved of

their bond and debt service.

County government would be further improved and cities, towns and special tax districts brought under State financial control, as counties now are, by bills introduced, with administrative sanction. Uniform blanks for records and bookkeeping systems would be established in all counties by the County Government Advisory Commission and banks named as depositories would be required to furnish surety bonds or U. S., N. C., county or municipal bonds to cover the deposits, thus insuring safety of public money.

Justices of the Peace will be limited in number and restricted in activities if two bills introduced become law. One provides for election of two justices in each township and the resident judge may appoint one additional for each 20,000 population, all to take oath of office before the clerk of the court and serve for two years. Commissions of all justices now serving, appointed by the Governor or elected by General Assembly, would expire the first Monday in December, 1932. The other bill would require all justices to secure all blanks for processes, writs, warrants, bonds, affidavits, judgments, summonses, claim and delivery, attachment and ejectment papers, each numbered, from clerks of the court, and to account for each paper, making report of disposition of all actions to the clerk. They would have numbered, from clerks of the court, clerk before sending processes out of the county in which they reside.

Another bill would allow county commissioners in any of the counties to establish criminal county courts, meeting monthly at specified times, with original jurisdiction in cases below felonies, and binding over in felonies. The officers would be judge associate judge and clerk who shall be the clerk of Superior Court unless he declines, the court having county-wide jurisdiction. Jury trials would be provided on demand of either side, and appeals taken to Superior Court. The bill would not interfere with present county courts.

Passenger busses and motor truck lines would have hard sledding if a batch of bills introduced, admittedly sponsored by railroads, are enacted. One would require a return of all prop-

erty, tangible, intangible and otherwise, for taxation, including "rolling stock." Another fixes the method of securing franchises laying down rules as to baggage, separate compartments for the races, stations, drivers permits and complete regulation by the Corporation Commission. Still another limits the length, width, height and load of trucks permitting only one trailer or semi-trailer and requiring them to operate at all times within the lines of travel of the truck they follow. Speed of trucks if the capacity is more than two tons would be limited to 25 miles an hour.

Lawyers would be given greater leeway and fees, in Workmen's compensation cases by a bill introduced. It would let them and their clients agree on fees, without control by the Industrial Commission, and hearings would be held like those in Superior Court by services of summons and filing of pleadings by both sides, and the losing party would have to pay all the costs.

Costs of foreclosure sales for taxes would be greatly reduced by the bill which would limit attorney's fees or allowances for such fees for attorneys regularly employed by the counties, to \$8 each when not more than 10 actions are brought; \$6 when not more than 20, and \$4 each, when more than 20 are brought.

Increase State Highway Patrol from 37 to about 125 and provide funds for its operation by license tax on drivers of \$1.25 for the first and \$1 a year for renewals, and \$5 a year for chauffeurs.

Raise maximum rate of tax on incomes from 6 to 10 per cent, remove the constitutional exemption and leave exception to the legislature.

Provide ready methods of abolishing special taxes in special tax districts.

Require quarterly reports by State Highway Commission to all county commissioners of apportionments and expenditures of highway funds in their respective counties.

Increase pensions of disabled Confederate veterans from \$365 to \$600 a year, payable monthly.

Reimburse counties from State Highway fund county allotments, on basis of area and population, cash, donations, loans and amounts spent by the counties on highways of the

county system.

Refund proportionate part of license fees paid for plates for automobiles burned or otherwise rendered useless.

Prevent erection of electrical or mechanical signals on State Highway system, except as approved by the motor vehicle commissioner.

Provide that certificates from the

owner of an automobile with specified license number and involved in damage or injury be prima facie evidence of ownership of the car and that it was operated by or at the direction of the owner.

Big increase in license fees charged peddlers and including those engaged in selling bankrupt or fire stocks of goods.



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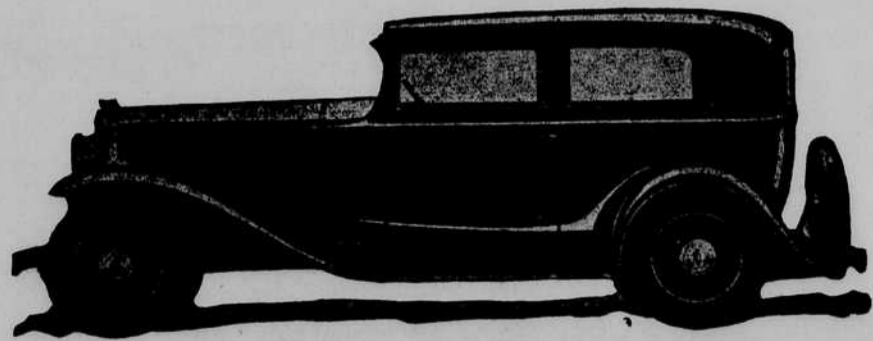
Saturday night, Feb. 7th, ends the LAST big vote offer on \$30 "Clubs" of subscriptions that will be made during the campaign. All subscriptions turned in this week will count 7,000 extra votes to every dollar turned in by Saturday, or 210,000 to each \$30 worth. After this week subscriptions will take the biggest drop in vote value of any time during the remainder of the drive.

Without a doubt, the member who is fortunate enough to have a commanding lead at the end of this week, will have a decided advantage to win first prize, for they would be hard to pass by a competitor after vote value on subscriptions has been reduced such an extent as will take place after this week.

All members who expect to win one of the best prizes should exert tremendous efforts this week, and get in every promised subscription before this LAST big vote opportunity expires.

FIRST GRAND PRIZE

NEW 1931 PONTIAC TWO DOOR SEDAN CASH VALUE \$790.00

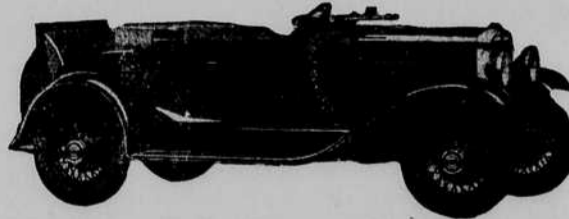


Purchased From and On Display At—

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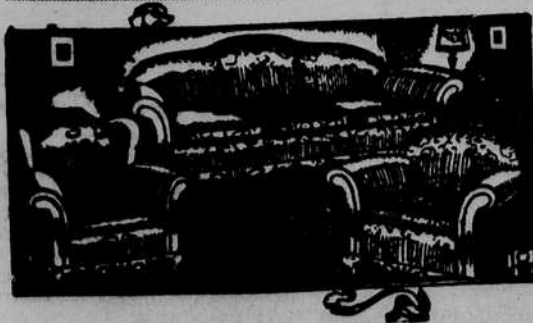
SECOND GRAND PRIZE

NEW 1930 CHEVROLET SPORT ROADSTER CASH VALUE \$592.50



Purchased from and On Display At Joyner Motor Co.

THIRD PRIZE Living Room Suite



Purchased From W. C. WILLIAMS

4th - 5th - 6th - 7th PRIZES



15 Jeweled Bulova Wrist Watches

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EIGHTH PRIZE Fancy Silk Shade

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