

GOOD ROADS RESOLUTIONS

Resolutions Adopted at Meeting of North Carolina Good Roads Association at Wrightsville Beach

At the closing sessions Friday of the North Carolina Good Roads Convention at Wrightsville Beach the following resolutions were adopted:

Automobile Tax

"Whereas the automobile tax which is paid into the State Treasury 80 per cent of which is returned to the counties for use on the public roads, the law stating that said tax may be used for the construction of roads; and,

"Whereas in view of the fact that when each county receives its prorated part of this tax the amount is too small to be used effectively for construction purposes; and,

"Whereas travel in automobiles has become inter-county and State-wide in character; and,

"Whereas this Association favors the construction and maintenance of continuous roads beginning somewhere and ending somewhere; and,

"Whereas the Federal government will in all probability, at the present session of Congress make appropriation for Federal aid to States which will be conditioned: first, upon the State's appropriating dollar for every dollar of Federal money expended in that State; second, upon the expenditure of this money being through the office of the State Highway Commission; third, upon the construction of roads, the location, construction and maintenance of which are approved conjointly by the State and Federal Departments, and fourth, upon the guarantee from the State, county or sub-division of government that the roads so constructed shall be maintained under the direction of and to the satisfaction of the Secretary of Agriculture; and,

"Whereas it is a frequent occurrence of a system of highways, we therefore favor the maintenance of that system of highways and, in order to do this, it is necessary that funds be made available to be expended under the direction of a central authority such as the State Highway Commission and the Federal government; and,

"Whereas automobile traffic is not of a local nature, the fund derived from this tax is the most logical one for beginning such a State system of maintenance;

"Therefore, be it resolved, that the North Carolina Good Roads Association in convention assembled, go on record as favoring such action on the part of the General Assembly of North Carolina as will make the funds received from said automobile tax or an equivalent amount therefrom from the general funds, except a sufficient sum to cover the cost of issuing the license tags, available for the maintenance of a system of State or inter-county highways, to be apportioned and spent under the direction of the State Highway Commission."

"Whereas it is frequent occurrence for counties and townships in the State to issue bonds for road construction without providing funds for the maintenance of these roads when constructed;

Be it resolved by the convention that we recommend the passage of a law by the next General Assembly providing that in issuing bonds for road construction by counties or townships adequate provision shall be made for a fund sufficient to efficiently maintain the roads constructed under the bond issue."

Favors Road Signs

"Resolved that the North Carolina Good Roads Association favors the placing of road signs at every point on the public roads of the State where such signs would be of value to the traveling public."

"Whereas we recognize that the narrow tires so commonly used on the roads of the State are doing incalculable injury to these roads, we recommend the passage of a State law by the next Legislature to regulate the width of tires that may be used on the public highways of the State."

"Resolved, that the Association expresses its appreciation of the co-operation received from the U. S. Office of Public Roads and Rural Engineering in detailing two of its officials to address this convention."

"Whereas, we, the members of the North Carolina Good Roads Association, have observed closely the work of the North Carolina State Highway Commission for the past year and a half and are convinced and confident that it has been of great service to the State even greater than the most optimistic and hopeful could have looked for under the small appropriation allotted by the last Legislature; and,

"Whereas we believe and know that the last Legislature in establishing a Highway Commission passed a most important piece of constructive legislation; and,

"Whereas the work of the State Highway Commission will be very much handicapped if sufficient funds are not made available by the next Legislature;

"Therefore, be it resolved, that we, the members of the North Carolina Good Roads Association, do most heartily recommend and favor an increased appropriation for the work of the State Highway Commission."

Geographical Survey

"Whereas the North Carolina Geological and Economic Survey has always taken a leading part in impressing upon the people of the State of North Carolina the importance of better roads; and,

"Whereas the North Carolina Geological and Economic Survey has lent its heartiest support to all efforts for the betterment of road and other conditions in North Carolina; and,

"Therefore be it resolved that we,

CUT THIS OUT—IT IS WORTH MONEY

DON'T MISS THIS. Cut out this slip, inclose with 5c to Foley & Co., Chicago, Ill., writing your name and address clearly. You will receive in return a trial package containing Foley's Honey and Tar Compound for bronchial coughs, colds and croup; Foley Kidney Pills, and Foley Cathartic Tablets. Specially comforting to stout persons. Sold everywhere.

the members of the North Carolina Good Roads Association, do most heartily endorse the work of this department."

Endorse Institute

"Whereas the North Carolina Good Roads Institute held regularly at Chapel Hill, North Carolina, under the auspices and direction of the State Highway Commission, the University of North Carolina and the North Carolina Geological and Economic Survey, is doing a great work in instructing and disseminating knowledge among the road officials of the State;

"Therefore be it resolved that we, the North Carolina Good Roads Association, most heartily endorse the work of the North Carolina Roads Institute and earnestly recommend that all the road officials of the State attend the sessions of this institute."

Convicts for Roads

"Whereas the State of North Carolina has many able-bodied men in her penitentiary who could be made

available for the construction and maintenance of a road system; and,

"Whereas, the prisoners, if put on the public roads, would be a most valuable asset to the State; and,

"Whereas the prisoner has, in his action, committed a crime against society, full reparation for which may be made by his work for the public, where he will not come in competition with other labor; and,

"Whereas, such work as is required upon public roads is conducive to the health and comfort of the prisoners; and,

"Whereas, the duties assigned to prisoners at work on the construction of public roads more or less fits them for maintenance service after the expiration of their terms; and,

"Whereas, constant employment is

Dr. Goldberger, a Federal health officer, claims that pellagra is caused by a one-sided diet—too much syrup, cornbread and fat meat and not enough milk, eggs, lean meat, beans and peas.

a pre-requisite to good citizenship, and it is so difficult for an ex-convict to secure such employment:

"Therefore, be it resolved, that the North Carolina Good Roads Association favors the working of all the State's prisoners (having no reference to county convicts) on the construction and maintenance of a system of public roads; and we also favor a system such as is in operation in the State of Virginia where the superintendent of the penitentiary has entire charge of the conduct, feeding and clothing of prisoners and the State Highway Commission has charge of directing the work that they shall do."

INDIANA MAN'S EXPERIENCE
Frank Moseley, Moore's Hill, Ind., writes: "I was troubled with almost constant pains in my sides and back. Great relief was apparent after the first dose of Foley Kidney Pills and in 48 hours all pain left me." Foley Kidney Pills make kidneys active and healthful and stop sleep-disturbing



ABILITY

That's the one word that fully describes the 3400 r. p. m. Chalmers

A man came in to my place the other day and said:

"What! a 3400 r. p. m. Chalmers at \$1090. I never knew Chalmers built a car under \$2,000."

So many ask the same question. We never feature price in big type. We don't sell price. We sell a car first; then tell how much it costs afterwards.

I suppose we lose some sales that way. But, of course, we have a car of such decided quality, of such extraordinary ability, of such terrific power from an engine that you wonder where it all comes from—well, we just don't know how to talk price when so many other things bob up in our minds.

Now take power. Here it is rated at 25.3 H. P. when you buy your license. You get her out in mud, or sand, or on a hill—and bing, you can just double that figure.

You have got just about 100 per cent more power than we give her credit for.

Of course, lots of cars have great big power. But with most of them you've got to pay the piper every time you use it. Those big power cars have great big engines mostly, and great big engines have a terrific appetite for gas. You know, I don't need to tell you.

This 3400 r. p. m. Chalmers has an engine in her that's got the kick.

You step on the accelerator button, and zip! You never saw such spunk.

And not only power, but she gets away like a scared horse. I have to watch my foot when it is on the little button. First thing I know I am going too fast.

That's what the boys back at the Chalmers plant call "acceleration." I call it "pep." That's my language.

I used to sell a lot of cars in days gone by in simply stating the price.

Now it is all different.

People are buying cars more intelligently. They want what they call ability. There are too many cars that look alike and have the same price tag on them. The only thing that separates them is ability. There's all the difference in the wide world between cars when you look at them this way.

One car is sluggish like a ploughing horse. Another has got a light foot and gets under way without taking a quarter mile to get into high.

Why, with this 3400 r. p. m. Chalmers I forget once in a while and actually start her on high.

There aren't many cars that ever do that.

Then she runs so everlastingly quiet I am always a little bit suspicious of her—like a fellow who doesn't talk much, but usually delivers.

She's got anything in this town beat. So far I have yet to meet her equal in "pep." She's got everything from get-away to a twister on a hill.

Then when you come right down to look at her, you will have to admit she's got blue eyes. She's beautiful.

The big-town people have all fallen for her this year. I got a letter from the factory the other day telling me they had shipped 18,000 since December 1.

And there are thousand of orders unfilled.

Take a friendly tip and get your order on file now. I don't want to see you disappointed by delayed delivery right in the best part of the driving season.

You folks who have driven a lot will see the difference in a jiffy. Come on down and try her out. She's there.

A. H. McLEOD, Manager,
LUMBERTON MOTOR CAR CO.
LUMBERTON, N. C.

Fourth of July Excursion Fares

The Atlantic Coast Line announces reduced excursion fares from all stations on its lines to nearly all destinations within a radius of approximately 350 miles from starting point. Tickets will be sold for use on the going trip on all trains of July 2, 3 and 4, limited returning to reach original starting point by or before midnight of July 8, 1916.

For fares, schedules, tickets and any desired information, call on Ticket Agents of the

ATLANTIC COAST LINE

The Standard Railroad of the South