SUED WEEKLY

OLUME XLV

Constructive Plan For State Highways Under Doughton-Connor Bill

BROAD SCOPE OF ACTIVITY MAPPED **OUT FOR SYSTEM**

Proposes State Take Over and Maintain 5,500 Miles of Modern Roads

WILL CONNECT COUNTY SEATS AND CHIEF TOWNS

mission Provided For —Financ Phases of Undertaking Fully Worked Out

Establishment of Commissi

That a State highway commission is hereby created to consist of a chair man from the State at large, who sha be a practical business man and who shall be known as the State Highway Commission; and nine commissioner one from each construction district in hereinafter designated, three of who shall be up the minority political parts a commistrict a And the set the first three terms, in the appointed by the governor, such ap-pointments to be confirmed by the senate. The State highway commissioners sioner of the existing highway commissioners mission and all other commissioners whose terms do not expire on April 1621, shall hold office during their maintaining the entire system of said highways in the most approved he maintaining the most approved he maintaining in the system of said highways system of state system of said highways system of state system of said highways system of state system of state system of said highways system of state system of stat

reasonable through the same shall be borne, one-half by the State highway commission and one-half by the town or city: Provided, however, in extraordinary cases, or when the cost of apology for saying anything and it three and it to the opinion of the State highway commission justify it, said commission may in its discretion or said road through said city or town, or may make such arrangements with the construction of said road, as in its discretion of said road as i

follow: The report of the budget con-sion should be considered as walk and suggestive, but not control Suggests that finance and appro-tions committees get together "determine now" North Carolina come, 'not by past history." "We are able to go forward cause we have the smallest deb any state when our quick asset

WEEKLY RALEIGH LEDITER

(By Maxwell Gorman.)

Raleigh, Jan. 81 .-- No mer

surfaced roads. Ad valoram fax is for road building

Stop maintaining the mud holes we call dirt roads.

That the purpose and intant of this Incor act is to establish a system of state inated. highways for the state, surfacing said Income tax ought not to be grad-

Self-Perpetuating Boards.

The governor as the law stands now as on his hands for the first three

Governor Morrison's Interesting Story of Building of Historic Old Road Which Passes Through **Randolph County**

THE GLD PLANK ROAD

(By a High Point School Girl.)

PRINCIPLES, NOT MEN

Ashebaro, North Carolina, Thursday February 3, 1921

did

A High Point school girl writing in The Enterprise, tells the story of the old Plank Road from Fayetteville up through the state to Winston-Salem. The old road passes through Randolph county and for almost a century has

been a main thoroughfare. Before writing her story, Hamilton interviewed severa. High Point's oldest citizenr, new something of the history of

Miss Hamilton's essay follows: "The biggest undertaking in North upon one of the subjects discussed in Carolina about the year 1848 or 1850 my inaugural address, of which I was the construction of a plank road gave notice on that occasion.

road here were places known as pay stations. They were placed anywhere from six to eight miles apart.

"For a carriage and one-horse wagon a toll of three cents a mile was charged and four-horse wagons five cents. One pay station was at Union Cross, another at the corner of Howell and Main streets, where the Luth-

Governor Morrison in his message certainly there should be most conomy in the administration of to the General Assembly said: government, not only at these in

Opening Message to

To the members of the General Asembly:

tutions, but in every department it. No set of men had any right Having called your attention to the Carolina would be through taxa

has larger problems of the state in my for the next two years. The pro-sives of tention to them in a manner which I progress. We had amended our who believe the people have authorized me constitution upon the subject of to the as their spokesman to do, I now de tion. We had cleared away the sire your indulgence for some further stacles and made ready to take stacles and made ready to take of this state's unfortunates and make our institutions for

\$2.00 A YEAR IN ADVANCE

NUMBER

General Assembly

The trial features of the Dongster, framework of the construction of state freed, as in the construction of the state freed, as in the construction of the state freed, as in the state freed, as The and thirteen.' The horses pulled lect in equipty and justice and that it is also the most expensive to collect; asleep and does not realize that it is no longer necessary for inches wide and three state purposes and that the counties government strong for the protect and upbuilding of our people. The stringers were about 16 feet that it is no longer necessary for inches thick. The planks were about and towns and special tax districts of the stringers were covered on the state require all the revenue three inches thick. The planks were which can be justly and constitution-laid on the stringers were covered on tion upon the property of the state. We must not only take care the state covered on the property of the state.

these noble institutions, but if we a true servants of the people, we build a system of hand-surfaced

The people demand that this with which to pa ments and the current expense the government? There is no some years has been levying and would be most unwise and I w for one moment advise some of taxation levied by the United Sta government, but we could levy besides, tax other sources not t by the United States. The committees of the General A ought to ascertain what re ies of the state larger revenue. State Can Raise Enough Revenue. But because we are about to adopt cational and charitable insti

The state highway commission shall use every endeavor to avoid grade messings on railroads, and shall eith-er go under or over the railroad tracks when practicable. Maintenance, Upkeep and Control In second constituting the state highway system, the commission state highway system, the commission ahall assume as soon as practicable the maintenance and upkee, of said roads, and shall as soon as practicable. The main who whispers, 'Go slow we haven't got the money, is asten, is and does not realize that we should the state to take. The maintenance and upkee, of said roads, and shall as soon as practicable. The state highway system, the commission ahall assume as soon as practicable. The maintenance and upkee, of said roads, and shall as soon as practicable. The main who whispers, 'Go slow we haven't got the money, is asten, is and does not realize that we should the state to take the ergenance to the state to take the argumance to more and upkee, of said roads, and shall as soon as practicable. The maintenance to more and upkee, of said tracks when as produced to all road, but on level ground each had to give half the roads. The maintenance to more and upkee, of said tracks when had to give half the road. Along the maintenance to more and upkeed to add.

Tax Upon Principal Property.

I do not deem it wise to occupy highways in this state and co your time with arguments and discus-sion, because I feel sure that this The people demand that this

destion has been thoroughness that long and with such thoroughness that anything I could say would largely be repetition. We now know that ad va-lorem taxation is a tar upon the prin-cipal property of the people and that when levied by uniform rule it fre-quently hears most burdensomely and ell and Main streets, where the Luth-eran church is being erected and a third beyond Springfield. These pay stations were built out over the road reaches those who by reason of age. Stations were built out over the road reaches those who by reason of age. and the collectors and their families infirmity, youth or sex have little the interest for the public impression of although noslived in them. The women were in earning capacity and although pos-"The men who drove the teams on sessing some property, need all the income to be derived from it upon the government? There is no d which to live. These non-earning classes although small property hold-from the idea that the only thing "The people from Forsyth, Surry, ors may have such small property hold-Stokes, Wilkes, Davie and Yadkin that they are utterly unable to bear weakling and the widow, and reaction has been been that the modern sense of justice heavy taxation and the state must either tax them oppressively or de-line to do must be privated by the private less of the burden cline to do many things which the upon the principal property of state ought to do and is fully able to people and more upon annual do, rather than oppress the weak and profits and business. non-earning property owners with ad-ditional taxation. The tax which the some years has been levying an counties, towns and cities and other lecting the largest tax bills ever le communities will levy upon the prin- and collected on earth, and not a cipal poperty of the people, will re- dollar of it is upon an ad value quire all of the taxation which it is basis. It collected from North Ca either wise or just to levy upon prop- lina last year more than one has erty in this state. Government is be- and sixty millions of dollars, coming more and more expensive be- every source of taxation used cause it is property doing more and United States government is a more to improve and protect the peo- ble to the people of this mata ple. The necessary county and town course, as state 'axation, expenses are great, but the people would be most unwise and from this local government obtain for one moment advise a more benefit than in the past, and more than is received in any other country in the world. It is, therefore, necessary, unless we are going to re-tard the progress of our people, to allow the towns and cities and counties of the state larger revenue.

and receive as compensation and salary therefor \$5,500. per . annum, payable monthly, and his actual*travhighway commissioner shall be vest-ed with all the authority of said commission when same is not in ses The members of the State highway commission, other than the chairman of the commission, shall each receive \$10 per day while engaged in the dis-charge of the duties of their office, and their actual traveling expenses.

Approxmately 5,500 Miles

Fifty-five hundred miles shall be the proximate maximum limit of mile-es of the State highway system. The cation of all roads comprising the ate highway system as proposed l, and there shall be at the courthouse state, a map of all county in the state. aloners or county road gover y of each county in the state notified of the routes that are acted and made a part of the tem of highways.

Commission Assuming Control

Within sixty days after the ra a of this act the State Hig amission shall common to

shall be of such a character as will lead to hard-surfaced construction as rapidly as money, labor and materials administration and would not co-oppayable monthly, and his actual trav-eling expenses when engaged in the discharge of his duties. Said State roads, connecting the various county this is a Morrison administration and bichurge of his duties. not a Bickett or Craig or Kitchin or seats, principal towns and cities.

Construction Districts

That with the special view of an equitable distribution of the construction funds throughout all portions of the state, the state shall be divided into nine construction districts, same being designated and indicated on the map hereto attached to this bill, and work in each of the construction dis-tricts shall be started as simultaneously as practicable and continued so in each district.

Apportionment of Funds.

The state highway commission shall apportion among the various con-struction districts as nearly as possi-ble an equal amount of the construc-tion fund on the basis of one-third in the ratio of area of each district to the entire area of the state, one-third in the ratio of population of the dis-trict, as determined by the last cen-sus, to the entire population of the state and one-third in the ratio of the state highway mileage of the district in proportion to the total mileage of state highways: Provided however, if all the work in any one district as

As usual the demagogue is here and making patent efforts to impress his constituency, and the voters of a larger field—with an eye to windward Congress or some other scaport. I have been watching his kind every session for twenty years and that kind of material rarely lands safely. From now on the proceedings of the general assembly will be alled with interest and many matters of great importance. Governor Morrison has started out to keep some of them ex-ceedingly busy because a minority here do not quite "approve" of Mor-rison methods and the new govern or's straightforwardness. MEN OF POMONA MILL yn: Provided hou in any one co ning all the function of the state of the st all be a

logistration, Licensing, Permit For

That the fees for the registration

d shall be an

years of his official life a tot of selfperpetuating boards who nave control of the state institutions. They may charge of the toll gates. not be in sympathy with the present

the road received \$2 for a drive of one hundred miles.

Glenn or Aycock administration, and Faustice their products to Morrison is held responsible for what

Morrison is held responsible for what these boards (some of which date back to the Aycock regime) do, good, bad, or indifferent, and he is powerless to remove one of them. When one dies, the remainder elect his successor of their own choosing, and thus they have been self-perpetuating for the last twenty years. It is wrong and some times rotten, and a bill has just been presented in the Senate to was the row as only a small village. "It is said that having the plank road through here caused the rail-road company to contract a railroad into High Point. The original survey last twenty years. It is wrong and some times rotten, and a bill has just been presented in the Senate to was then governor of North Carolina. some times rotten, and a bill has just been presented in the Senate to change the feal. It ought to be pass-ed unanimously. The Senate leader, Senator Varser, is making a decided impression on his colleagues. Although a "new man" (they all are this time except about tive or six) he is master of the situa-tion and works with a force and clear-ness that marks him as one of the ablest men in the Senate in many years.

P. C. Thom an, of T

But because we are about to adopt a new system of taxation under upon a sound and wise basis, which ad valorem taxation will be re-leased to the counties and the towns and cities, we must not conclude that the state will be unable to raise by constitutional and just taxation all can tax every business and the the revenue which it may need for the purpose of sustaining the institu-tions established for the care and defective people; to support its in-discharge all of the duties of a great commonwealth. We can tax the peo-ple of the state noly as much without ad valorem taxation as with it, but with greater justice to all classes. There is absolutely no res-

dged Report Sk

MEN OF POMONA MILL CHARGED WITH ASSAULT P. C. THOMAS, OF THOMASVILLE, DEAD

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