

COL. KIRKPATRICK TELLS GEORGIA OF STATE'S PROGRESS

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drew from the political entity, which she had helped to construct by sacrificial atonement, and gave one hundred and twenty thousand noble, brave and patriotic sons to do and die for you and the Confederacy and the right of local self-government, and to keep inviolate the Constitution of America.

Your history and traditions have been replete with noble achievements since the day that James Oglethorpe laid your foundation. The pages of history have been emblazoned by heroic leaders in the religious, political and scientific world; your writers and statesmen and philanthropists and men and women of letters and art have added to the lustre of the American fame.

America and the world is grateful to Georgia for the contribution of religious leaders like the Wesleys and George Whitefield. We are not unmindful of your statesmen, Alexander H. Stephens, Howell Cobb, General Robert Toombs and others renowned. Too, we would not forget the discoverer of anaesthesia, Dr. Long, and your constitutional prohibition of slavery and rum. The military genius of General James B. Gordon is a heritage of which any people might well be proud. In letters and art, we pay homage to Joel Chandler Harris and Corra Harris, and last but not least, Georgia's greatest contribution to the South, America and the world was the immortal Henry W. Grady, who literally loved again the North and the South into inseparable bonds of fraternalism and good-will, whose thoughts, words and acts impelled a reunion of severed ties and broken hearts, and gave to the world a reunited people and a nation that has become the hopes of the peoples of the earth.

Primarily your legislative delegation has requested me to give you some facts and data with reference to North Carolina's struggle and achievements in the matter of her state system of hard-surfaced highways. Our commonwealth, like the other states of the South, at the close of the Civil War was greatly impoverished, having nothing left on which to build, save a conscience void of offense and an indomitable and unconquerable spirit that would never say "die." The manhood and womanhood of the State, led by the immortal Zebulon Baird Vance and Charles B. Aycock, determined to rebuild a greater North Carolina.

The two predominant obstacles were the pall of ignorance and mud roads. My native county, Mecklenburg, under the leadership of the lamented Capt. S. B. Alexander, in 1885 enacted the first good road bill in the state, and the Mecklenburg people, led by the farmers, and by direct taxation soon constructed a system of macadam roads, which materially increased the price of land, encouraged the building of rural schools, rural churches, and enhanced farm values, induced the building of factories and industrial plants and secured new capital, thereby making Mecklenburg county the then premier county of the state.

A good roads organization was formed under the leadership of the State Geologist, Professor J. A. Holmes, about 1900 for the express purpose of agitating and urging road building. Under the leadership of patriotic and unselfish men and women an educational propaganda for good roads was systematically carried on for a period of twenty years. In 1920 the Citizens Highway Association was organized, calling for a definite program and expenditure of fifty million (\$50,000,000) dollars for the building of a State system of modern highways, and the then governor of the state, T. W. Bickett, was requested to include in his call to the special legislature of 1920 the question of passing by the legislature fifty millions (\$50,000,000) dollars to be used for roads. This the governor refused to do. Immediately thereafter a vigorous campaign was launched by the citizenship of the state. Under the leadership of the North Carolina Good Roads Association and the Citizens Highway Association, to enforce and demand their will, an inten-

sive educational campaign was carried on during the year 1920; the endorsement of other organized units in the state was had, and the net result was the enactment of a state highway bill in 1921 providing for the issuance of fifty million (\$50,000,000) dollars to build a state controlled and state maintained highway system interconnecting the one hundred county seats one with the other, comprising approximately six thousand miles.

North Carolina's state road law is a very composite but simple one. Briefly, it provides for the construction and state maintenance and state control system of hard-surfaced and dependable roads connecting the most practicable routes the various county seats and other principal towns of every county in the state, and to secure benefits of federal aid therefor. Its ultimate purpose is to hard-surface as rapidly as money, labor and material will permit an entire state system of hard-surfaced roads.

The bill further provides for a State Highway Commission, consisting of a chairman at large and nine commissioners, one from each construction district, three of the commissioners to be of the minority political party and six of the majority; the governor making the appointment, his appointees to be affirmed by the senate. The state chairman is required to devote his entire time, and is paid a salary of \$5,500 per annum and his actual traveling expenses. The other members of the commission receive \$10 per day while engaged in the duties of their office, and their traveling expenses. The headquarters of the State Highway Commission is located at the capital. The commission is authorized to employ a practical engineer for a term not exceeding four years, salary to be fixed by the commission and approved by the governor. The best engineering talent possible is employed.

The members of the Highway Commission are required to give a justified bond for the faithful performance of their duties. The bill further provides if any commissioner, contractor, material man, or any other person connected with the state road system, shall be guilty knowingly of bad faith with the state, upon conviction, shall be punished from one to five years in the penitentiary and civilly liable for any loss incurred.

The commissioners are given full power and authority in the matter of securing material, designating the kind of work to be done and carrying on the general work. However, the roads must be constructed from county seat to county seat and the funds must be appropriated to the several counties comprising the several construction districts on a basis of area, through mileage and population, as the several districts bear relation to the state as a whole, thus insuring an impartial and equitable distribution of the bond issues and road funds.

The bill provides that no town with a population of three thousand or less shall be required to bear the expense of building a highway through it. Another splendid feature is that where towns refuse to build connecting links with highways, that the commissioners are authorized to do the work and tax the cities and towns therewith. The bill also provides for the working of the state and county convicts, the elimination of grade crossings and for general maintenance, upkeep and control.

The Highway Commission is further required to make a detail report ten days before the meeting of the regular General Assembly of all moneys expended and of all proceedings done and had.

The bill further provides for registration and licensing and permit fees based on a horse-power rate for automobiles and capacity rates for trucks. The state road bonds shall not bear a charge to exceed 5 per cent annual interest rate.

It is very gratifying to say that in the expenditure of these enormous funds placed in the hands of our highway commission, we have received a dollar's worth of roads for a dollar's worth of money, and that the men composing the commission represent the highest type of our citizenship, business, financially and morally. So judiciously and economically has the money been expended by the governor, the council of the state and the members of the commission that the legislature of 1923 on their own motion issued an addi-

tional sum of \$15,000,000, and we predict that the incoming legislature of 1925 will issue \$35,000,000 more of bonds, making a total of \$100,000,000 of state bonds.

What good roads have done for North Carolina, they will do for Georgia. However, it is not my prerogative to tell you what to do. I am informed by members of your legislature that you contemplate the issuance of \$40,000,000 of bonds. Assuming that you issue this denomination of bonds, and assuming that your population, as I understand it, is approximately 2,900,000 people, by a little mathematical calculation arrived at by dividing the number of inhabitants through the bonds proposed, and the life of the bond being twenty years, we find that to return the principal on the total sum the first year would cost you \$14 per capita, and the interest at 5 per cent would cost you the first year \$2,000,000 or approximately 70 cents per capi-

ta. The annual principal plus the annual interest in twenty annual installments would cost you approximately \$1.40 per capita. We are reliably informed that your peaches sell for \$2.18 per bushel, your apples for \$1.56, hence your total road tax per capita per annum would be 78 cents less than the price of a bushel of peaches and 16 cents less than the price of a bushel of apples.

It is estimated that the mud tax costs the tax payers of the American nation annually \$504,000,000. There are forty-eight states in the union, and we presume you pay one-forty-eighth of this mud tax, which means that a Georgia tax payer pays in mud tax per annum \$10,500,000. In twenty years a Georgia tax payer pays a mud tax of \$210,000,000—which is the most expensive good roads or mud tax?

The time has come when the Georgia farmer, like the North Carolina farmer, has a right to

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demand the same community advantages that the urban have. A farmer must have good roads, good schools, good church buildings, running water, electric lights, excellent sanitation and modern appliances if his boy and girl are to be kept on the farm.

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A Little Talk On Lights and Lighting

The Southern Public Utilities Company is glad to announce to its lighting customers a further reduction in prices of Buckeye Mazda lamps, this making a total reduction of 35 per cent in the average price of electric lamps of various types within the past year.

An aggregate of \$620,000,000 was spent for electric light in the United States last year. The amount of light purchased for this sum would have cost \$2,250,000,000, nearly four times as much, in 1907, before the modern tungsten-filament lamp had been perfected.

In 1907 electricity for lighting cost \$175,000,000. For a little more than three times that amount more than thirteen times as much light was purchased last year, a ratio of four to one.

Rates for electric lighting current have remained approximately stationary in the country as a whole during this period in spite of steadily rising costs of material entering into the production and distribution of electricity. During this period the maximum rate in the territory served by the Southern Public Utilities Company has been substantially reduced.

As a result, the entire benefit of improved lamps has accrued to the user of electric light. This benefit on the 1907 basis amounts to yearly saving of more than \$1,500,000, while the increased cost has produced higher lighting standards, larger industrial output and greater human comfort.

In 1907 the total sale of electric lamps in the United States was 65,500,000, nearly all of the carbon-filament type. The sales for 1923 were 341,000,000. Of this number, two-thirds were standard size tungsten-filament lamps, the remaining third being chiefly miniature lamps for automobile headlights, torches, Christmas trees and similar uses.

Southern Public Utilities Co.