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DOINGS OF LEGISLATURE DURING PAST WEEK

Gov. McLean Delivers Address and Makes Recommendations—Members Visit State University—Many Proposed Bills Are Introduced.

(By M. L. Shipman.)

Raleigh, Jan. 26.—The outstanding feature of the week in legislative circles was the message of Governor McLean to a joint session of the Assembly on Wednesday in the Hall of the House. The address was a comprehensive survey of the State's business, accompanied with important and valuable recommendations looking to the application of needed remedies to meet the urgent needs of the hour. The Governor would not retard the progress of the commonwealth in any sense, but he wants to proceed on a "safe and sane" basis. Enlargement of public institutions, to an extent that will enable them to keep pace with the State's steady and solid development, meets the Governor's approval, yet he would have all garments "cut to fit the cloth."

The Governor's suggestions were received with the closest attention by the solons and a crowd which packed the lobbies and galleries of the Hall. The need for an economical administration was one of the points in the message which received the "glad hand." The speaker wanted the financial condition of the State disclosed in its entirety and will be satisfied with nothing less. The Governor covered a number of subjects in his address, viz: Training in Agriculture, Health, Economy in Administration, the Budget System, Reforms in Judicial Procedure, Freight Rates, Development of Water Transportation, Highways, Treatment of the Afflicted, the Pardoning Power, Blue Sky Law, Conservation and Development, Our Natural Resources, Industrial Development, Development of Coastal Plains, Treatment of Labor Workmen's compensation, Treatment of Prisoners, The State's Prison, Commercial Traffic on the Highways, Fish and Oysters, etc.

The question of deficit, or no deficit, has passed the debatable stage. It is here, and the size is yet to be determined. The most authentic information available fixes the amount, as of June 30, 1924, at \$6,900,000. The Budget commission estimates that a couple of millions more may as well be added to the shortage reported by the Auditor. Governor McLean insists that "all the cards be laid on the table" so that the General Assembly and the public may know "the truth, the whole truth, and nothing but the truth." It is the Governor's purpose to get the State's expenditures back in line with its deficient revenues, and members of the General Assembly appear to be in accord with the views of the Executive.

The proposed 35-million bond bill for the further extension of the State's highway system was trotted out for the inspection of both houses on Thursday. It was introduced in the House by Representative Bowie, of Ashe; in the Senate by Senator Heath, of Union. It will not take the course of the Port Terminals measure which the voters of the State rejoiced in November. The Legislature is either to accept or reject it. If it passes, the gasoline tax will be increased to four cents a gallon, and short term notes issued to take care of expenditures for road purposes until the bonds are issued and sold. It will likely "pass muster," for good roads are the subject of general and polite conversation with most everybody in the State these days. So long as those who use the public highways most are willing to pay for the privilege will the State risk its credit in further extending the system.

The request of Governor McLean for a Pardon Commissioner is to be seriously considered. Representative Womble, of Forsyth, has offered a bill which would authorize the appointment of an official to assist the Governor in connection with applications for pardons and commutations. He would be paid a salary of \$4,000 a year, and allowed to employ a stenographer at a salary not exceeding \$150 a month. The commissioner would be under the immediate direction of the Governor, the final arbiter in all pardon cases. It is the purpose of Governor McLean to devote his entire time to the weightier matters of state,

instead of wearing himself out in the consideration of petty affairs. It is not in the mind of the Governor to shirk any duty, but to discharge every obligation to the best of his ability. A capable man as Commissioner of Pardons, one who could prepare all cases in a proper way, would relieve the Executive of no little worry and detail.

The General Assembly "took a day off" and visited the State University in a body on Friday to witness the formal dedication of the new law building. Owing to pressing official duties Governor McLean could not attend and Lieutenant Governor J. Elmer Long presented Manning Hall to that institution, while the acceptance speech was made by Mr. Josephus Daniels on behalf of the board of trustees.

Special seats were provided for the wives of the legislators and other invited guests who were also handed tickets to the luncheon at New Carolina Inn following the exercises. State officials, members of the Supreme Court and distinguished personages from afar graced the occasion with their presence. Developments at the University were given the "emce over" by many members of the Legislature during their visit to the Hill and first hand information may be helpful to some when the appropriation bill comes up for consideration later on.

Both branches of the Assembly were in action again on Friday evening, but neither had a "full house." The third week of the session has practically expired, with no bills ratified except a few of routine character. The fourth week will start with prospects of accomplishment. Governor McLean has shown himself a man of action and makes plain his conviction that he is not one of those who is content with "making promises to the ear to be broken to the hope." He finds fault with the State's fiscal policy and wants the system changed. He stands for progress, but does not look with favor upon extravagance in any form. It is his conviction that the State is a big business institution and he believes that sound business methods and prudent business management should be applied in the handling of its fiscal affairs.

A number of legislators were heavy losers in a disastrous fire which destroyed the Motor Service Storage building near the Sir Walter Hotel on Thursday morning, in which more than 200 automobiles and trucks were burned. Serving as a member of the General Assembly this winter will, to them be an expensive experiment. Few of them carried insurance on their cars. They will have to take total losses and make the best of the misfortune.

A bill by Senator Sams, of Forsyth, would change the constitutional requirement relative to the canvass of the vote for Governor and other State officers by committees of the General Assembly. The Senator thinks this should be attended to not later than January 1st, before the Legislature convenes. With the submission of this amendment goes, for the third time the proposal to increase the compensation of members of the General Assembly which has twice been rejected, the last time by a very close margin.

Several administration measures are "in the making" and will soon be ready for presentation. The Governor will insist upon the budget system of handling the affairs of all state department, and revision in the judicial system. The claim of congested dockets has reached the ear of the Executive. Whether the Legislature is in accord with his views on this particular proposition remains to be ascertained. His Excellency plainly indicates the desire to evolve a plan for the expansion of the Geological and Economic Survey, as outlined in his message to the General Assembly, rather than the creation of an additional department for the purpose of collecting and collating information touching the industrial progress of the State.

The legislative mill began to operate with a greater degree of regularity and the lobbyist is no stranger these days around the hotel lobbies

(Continued on page 4.)

WHY MARCH 4 IS INAUGURATION DAY

Chosen By Congress Of The Confederacy In New York City—Last Session In July, 1788.

How did it happen that March 4 was the date selected for the inauguration of the President of the United States?

It came about that it was in the City of New York that the old "Congress of the Confederacy" held its final session. It had led a peripatetic life, holding sessions in no less than eight different cities and towns, Philadelphia, Baltimore, Lancaster, Pa.; York, Pa.; Princeton, N. J.; Annapolis, Md.; Trenton, N. J., and then New York, where sessions began in 1785.

During its last session, in July, 1788, it received official notice that the new Constitution, framed by a Constitutional Convention held at Philadelphia, in 1787, had been ratified by the necessary number of states, and it immediately adopted a resolution providing that the selection of presidential electors by the various states as provided in the new Constitution should occur on the "first Wednesday in January, 1792;" that the electors should cast their votes for President on the "first Wednesday in February;" and that the President thus elected should be inaugurated on the "first Wednesday in March."

And as it happened that the "first Wednesday in March" of that year occurred on the fourth day of the month, the date for the beginning of the presidential term was thus fixed for the historic date, the "Fourth of March." And while it happened that in the absence of railway, telegraphs, long distance telephones, wireless telegraphy and the radio, George Washington, seated at his comfortable home at Mount Vernon, Va., did not receive official notice of his election in time to reach New York by March 4, and was, in fact, inaugurated on April 30, the date fixed for the inauguration by the act of the expiring Congress of the Confederacy, March 4, has always been observed as the beginning of the presidential term. "Curiously," says the *Pratt Record* of the National City Bank, which recalls these incidents, "while the new government with its Congress and Chief Executive were thus established in the City of New York, the actual seat of the government only remained here for a comparatively short time. All the sections of the country, New England, the middle states and South, were respectively clamoring for the establishment of a permanent capital, and the matter was finally settled in favor of the South by a compromise by which certain Southern members withdrew their objections to a bill providing that the government of the United States should assume the \$26,000,000 of debts which the various states had incurred during the Revolutionary war, and a measure establishing the permanent seat of government on the Potomac river" was adopted, the necessary buildings for its occupancy to be ready by the year 1800, and the sessions of Congress meantime to be held in the City of Philadelphia.

"This establishment in the wilderness of a new seat of government at a point distant from any great business center marked a new era in capital making, and is now being followed in Australia where the new City of Canberra is being established as the future capital of the Commonwealth of Australia."

NEW COURT BILL PRESENTED TODAY

Provides For Three Federal Judicial Districts in State Instead of Two.

Washington, Jan. 24.—North Carolina would be divided into eastern, western and middle judicial districts under a bill introduced by Senator Overman, with terms of court provided for the eastern at Raleigh, Elizabeth City, Wilson, Washington, New Bern and Wilmington; for middle at Laurinburg, Fayetteville, Salisbury, Winston-Salem and Wilkesboro, and for western at Charlotte, Shelby, Statesville. The cities of Wilson, Salisbury, Winston-Salem and Shelby would be required to furnish facilities at their own expense for holding court.

COM. A. S. HANES ON ROAD BONDS

Anything Less Than \$35,000,000 Would Not Allow Highway Commission To Complete Road System.

Winston Journal.

"Anything less than a state bond issue of thirty-five million dollars will not allow the state highway commission to maintain its present standard of efficiency in the seventh district, but would only allow the commission to do touches here and there," declared Alex S. Hanes, state highway commissioner of the seventh district, when asked Friday for a statement on the fight that has been launched in the general assembly for an additional road bond issue.

When Mr. Hanes refers to the seventh district he means the following counties in northwestern North Carolina: Forsyth, Stokes, Davie, Yadkin, Surry, Wilkes, Ashe, Alleghany, Watauga and Caldwell.

Commissioner Hanes' statement follows: "A state bond issue of thirty-five million dollars will not allow the state highway commission to hard-surface all the roads in the seventh district, but it will enable the commission to put all the roads with a traffic census of 600 cars per day or more in the hard-surface class.

"Thirty-five million dollars divided among the nine highway districts in the state would give the seventh district about three million. This amount divided among the ten counties would give each county three hundred thousand dollars, which would allow seven miles of hard-surface road for each county, including grading and bridges.

"Anything less than thirty-five million will not allow the state highway commission to maintain the present standard of efficiency in the seventh district, but would only allow the commission to do touches here and there.

"Thirty-five million dollars divided among all the counties would make the amount for each county relatively small. To hard-surface all the roads in the state system, in all the counties, would cost something over \$150,000,000 in addition to the \$65,000,000 already spent."

Stokes Would Attend Billy Sunday Meeting

Billy Sunday is booked for a meeting at Winston-Salem, to begin in April. And this circumstance ought to be sufficient to pull at least one completed hard-surface section of highway to that town.—Charlotte Observer.

If Commissioner Hanes will tap the capitol of Stokes with a paved road this county will furnish it full quota of hearers at every service. If the meeting was in progress now our people couldn't possibly get there. The road has been impassable almost.

Funeral of Mr. Styers Held At Germanton

The funeral of John J. Styers, who died at a hospital in Winston-Salem at 5:30 Sunday afternoon, was conducted from the home of Rev. E. A. Long, in Germanton at 11 o'clock Tuesday morning by Rev. Fred N. Day, and interment was made in the graveyard at that place. Mr. Styers, who was 31 years of age, had been a resident of Winston-Salem for the past two years, and had recently been connected with the Texas Oil Company. His home was at 304 Woodland avenue. The deceased, who was the son of the late Mr. and Mrs. E. J. Styers, is survived by one son, John Styers; two sisters, Mrs. Sarah Long, of Germanton; Mrs. P. P. Jones, of News Ferry, Va.; three brothers, N. G. Styers, of Germanton, J. M. Styers, of Winston-Salem, and S. F. Styers, of Baltimore.

Dumb Dan in Sport

Friend: "How did you like the basket-ball game?"
Dumb Dan: "Nothing to it. I left after about ten minutes. There was all them young huskies trying to get the ball in the basket—and blame me if any of them noticed there wasn't a bottom in either basket."

It will soon be time to report the annual shortage of Easter Lillies.

1 CENT GALLON ON GASOLINE

This Is Sufficient To Take Care Of \$35,000,000 Bonds For Roads.

Raleigh, Jan. 22.—Bills calling for the issuance of \$35,000,000 state highway bonds to supplement the \$65,000,000 previously authorized and an increase of a cent a gallon in the gasoline tax making the total 4 cents instead of 3 were introduced in the senate and house today.

This proposed legislation immediately became the principal topic of conversation among members of both branches, although there was no public comment when the bills were introduced. The senate bill was introduced by Senator Heath of Monroe and the house bill by Representative Bowie of Ashe county.

Another measure that was deemed important as it bore upon one of the governor's recommendations in his message to the general assembly yesterday was that providing for the appointment of the pardon commissioner. This bill was introduced in the house by Representative Womble of Forsyth. It was the first bill introduced as the result of the governor's message and created no special comment, as was expected within a few days.

The introduction of highway bond bills had not been definitely forecast. Early in the session Representative Bowie declared that he favored the issuance of \$35,000,000 bonds to complete the state highway system. He was one of the fathers of the state highway bill introduced and passed at the 1921 session when an initial appropriation of \$50,000,000 was voted. Then in 1923 \$15,000,000 was added. The passage of the measures now before the senate and house would bring the grand total up to \$100,000,000.

Asked upon what grounds he introduced his measure today Representative Bowie replied following adjournment of the house:

"Because I believe the people want it. I believe they want the present system completed and this is the only way to do it satisfactorily. I shall support the measure with all the vigor I possess and I believe it is going to pass."

Secretary Everett was asked this afternoon if he could give an estimate as to how much additional revenue the proposed revenue of a cent a gallon on gasoline would yield annually. He replied, that off-hand he would say \$1,250,000.

The house roads committee it was stated this afternoon will hold a hearing on the Bowie measure next Thursday.

"Collapse" of Top Soil

One hears much these days about the "collapse" of the top-soil roads. They are "failures" declare some of the "experts," who take into consideration only a few weeks of discomfort caused by unusual weather conditions.

Some sections of topsoil roads where the traffic is excessive have become almost impassable during the recent rains, which were mixed with a few freezes that also hindered dragging and drainage. This is but temporary and with the advent of a few days of sunshine and the operation of road drags the trouble should be largely forgotten until next winter.

A top-soil road is not as good as a hard road, but under all conditions it is a long shot ahead of the unimproved road. Maintenance is the all-important thing about a soil road, and when weather conditions stop maintenance the road fares badly for awhile. But there is no other type of road that responds so quickly to maintenance as does the topsoil road.

Last January we heard little about top-soil road troubles; but January 1925 has so far been a hounding and nothing short of concrete or asphalt will resist it fully.—Ex.

Two Cynics Talk

"She's a woman who has the courage of her convictions."
"Yes—and she stands up for her husband."
"Well—he's one of her convictions."
"Or—should we say—one of her victims?"

MAN AND CAR SEIZED THIS WEEK

Isom Owens Gives Bond For \$300 After Being Captured With Two Gallons of Whiskey.

Isom Owens was captured in the Smithtown section Saturday by officers P. L. Flinchum and W. H. Ashburn and when two gallons of whiskey was found in his car it was seized. A hearing was given Owens before U. S. Commissioner N. A. Martin and his bond was fixed at \$300, which he furnished on Monday. When the officers came up on the car—a Ford roadster—another man with Owens made his escape.

Owens will be tried in Federal court at Greensboro at the June term.

M'LEAN OPPOSES \$35,000,000 BONDS

Will Appear Before General Assembly Next Week and Make Recommendations.

Raleigh, Jan. 24.—Governor McLean will probably appear before the general assembly next week with a definite recommendation as to the amount the state should issue in new highway bonds and, it is authoritatively learned, he will express opposition to the proposed sum of \$35,000,000. The exact amount the executive will recommend for continuing the highway construction program has not been indicated directly or indirectly.

Mr. McLean himself authorized the statement that he probably would appear before the assembly next week with a definite recommendation concerning road financing. It is generally understood in legislative circles that the budget commission will submit its report about the middle of the week, and that the state board of assessments will follow with its revenue bill.

130 AUTOS AND 11 HORSES BURNED

In Addition Much Valuable Automobile Equipment Destroyed In Raleigh.

Raleigh, N. C., Jan. 22.—One hundred and thirty automobiles, eleven horses and considerable valuable automobile equipment was destroyed by fire here early today when the Raleigh Transfer Company's building was completely destroyed and the Raleigh Cornice and Reeding Company's plant adjacent badly damaged. The second floor of the transfer company's building was occupied by Motor Service Branch No. 2, where all of the automobiles are repaired.

Leo Perrin Goler, manager of the motor service company, and W. R. Smith, of the transfer company, estimated that the total loss would run between \$225,000 and \$250,000, partially covered by insurance.

NEW GOVERNOR IS CONSERVATIVE

Wants Highway Program Continued But Advises Caution In Marketing Bonds.

Governor McLean had the following to say on the continuation of the highway construction in his message to the legislature last week:

"As stated in my inaugural, I favor the continuation of highway construction until the entire system is completed. I am convinced that our highways are such a necessity that we cannot afford to withhold reasonable annual appropriations therefor. The only serious question now presented is what funds for additional construction can be provided by long term bonds, and this depends, under the conditions now existing, on our ability to market such bonds upon a reasonable and safe basis. I shall, within a very short time, give this phase of the situation the most careful consideration and make such recommendations as in my judgment will be for the best interests of the state. My natural inclination is to be as liberal as the general credit situation of the state will justify.