

# Lincoln County News

ESTABLISHED 1876

LINCOLN, N. C., MONDAY AFTERNOON, FEBRUARY 5, 1923.

5 Cents Per Copy.—\$2.00 Per Year.

## FAVOR LINCOLN COUNTY COMMISSIONERS ISSUING HALF MILLION FOR ROADS

### Sentiment of A Number of Citizens is That Lincoln Should Keep Up With Sister Counties in Permanent Road Progress by Cooperating with State Highway Commission — Commissioner Wilkinson Speaks on Roads.

That the commissioners of Lincoln County should cooperate with the State Highway Commission in building permanent roads in Lincoln County was the almost unanimous sentiment expressed by about 150 citizens gathered from all parts of town and county for the Kiwanis luncheon and good roads program Friday night at Kiwanis hall. It was the sentiment of this gathering of good roads enthusiasts, also that after cooperating with the state in its program of through roads, that Lincoln should take a step further, a long stride, and build some permanent roads itself independent of the state projects; it was the sentiment of the good roads boosters that Lincoln commissioners go ahead and accept the proposition of the State Commissioner; then in addition that the Commissioners arrange to build a permanent road from Lincoln east to the Catawba river, and from Lincoln to the Western borders of Lincoln county; that Lincoln county really do something worth while in road building, connecting all parts of the County by permanent roads by issuing any where from \$125,000 to half million dollars worth of bonds for permanent roads.

The regular business session was presided over by President Love, who after a brief session turned the meeting over to J. M. Reinhardt who presided over the good roads program, which lasted two hours. There were many speakers on the good roads program. The principal address was by W. C. Wilkinson, of Charlotte, State Highway Commissioner of this district. Mr. Wilkinson discussed road progress in North Carolina, which he considered, next to religion and education, of supreme importance; that the county with the most good roads was the most progressive county. He said the reason Lincoln County's permanent road program was behind other counties was because Lincoln County had not advanced money to the state for road building. He said the counties of Iredell, Gaston, Catawba and Mecklenburg had loaned the state more than 4 million in order that roads might be built in these counties at once. He told how Lincoln might assist in advancing the through-state road program in Lincoln County. He said that if Lincoln Commissioners would turn over to the state highway commission as much as \$125,000 that he would guarantee a 16-foot hard-surfaced road from Lincoln to High Shoals, via Pisgah connecting with the state road to Gastonia, and a hard-surfaced road from Lincoln via Iron Station to near Alexis, connecting with the state road to Stanley and Mt. Holly. He said he could use state and federal funds on these two roads if this county would supplement his fund with the sum of \$125,000. His proposition was that for every dollar Lincoln would put up building these two roads approximately three dollars would be spent from the state and federal funds. After hearing various local speakers Mr. Wilkinson arose a second time and declared that of the 40 or 50 good roads meetings he had attended in his district, he had never faced a more enthusiastic gathering for good roads than the one here. He said the state engineer, Mr. Upton would advise with Lincoln officials as to the best way to proceed in their road building program if the county commissioners decided to build more roads here. He brought out the fact that where the soil was of the right kind that a top soil road was as good as a hard-surfaced road, but that in sections where soil was not of the proper grade nothing but a top soil road would ever stand up the year around. Mr. Wilkinson advised that if Lincoln undertook an extensive road building program on its own hook that experts in road building should be consulted, and that he would be glad to cooperating with the state engineer consult and advise with Lincoln commissioners.

Following Mr. Wilkinson last speech President Love called on the gathering to express confidence in the Lincoln commissioners, and that all who desired the Lincoln Board to take favorable action in cooperating with the state and building also permanent County roads to the

extent of from 200,000 to 400,000 to attend. Nearly the entire citizenship present expressed themselves favorably. Many local citizens made brief talks favoring permanent roads. Three of the county commissioners expressed favorable sentiment, these being R. C. Goode, D. A. Troutman and O. F. Howard, Chairman Goode said he was enthusiastically in favor of Lincoln taking advantage of the offer made by Mr. Wilkinson, and in addition building a permanent road east and west in the middle of the county so that all will be on or near a permanent road; he thought this county a loser if the state proposition was not taken advantage of. The other two commissioners were of the same opinion and they favored the larger county program, as well.

An open forum of speech making was indulged in by many present and practically all talked favorably to a permanent road building program that would benefit the entire county by building through roads to the county seat from every section. There were road enthusiasts from the adjoining counties present and speaking. Among them Gordon Lyerly of Catawba; Solicitor Jno. Carpenter of Gaston; Geo. Mauney of the Catawba county highway commission; Osmond Barringer of Charlotte, who accompanied Mr. Wilkinson to Lincoln. All of the visitors spoke enthusiastically for permanent roads and stated that the way to get permanent roads was to build them.

There was a flood of local oratory, a large number of citizens from all sections expressing themselves favorable to permanent road building and the issuance of bonds up to near half million if found necessary by the commissioners, for permanent roads, including acceptance of the states offer. C. A. Jones was among the local speakers called on by Chairman Reinhardt. He saw no reasonable argument against this county accepting federal and state aid as proposed by Mr. Wilkinson, and favored also more permanent roads in the county. Other local speeches along the same line were made by J. W. Mullen, R. E. Proctor, of Denver; Wm. Carpenter, West Lincoln; Harris Burgin; Mrs. S. H. Hopkins; State Engineer Cromer, W. H. Sigmon, I. B. Grier, John Abernethy, of the county; S. C. Beatty H. W. Weidner, R. B. Gates.

This meeting was a most enjoyable one to all present. At its conclusion a rising vote of appreciation was extended to Mr. Wilkinson, at the suggestion of Rev. Mangum, for his presence and for his interest in Lincoln road building. This meeting went on record for permanent roads and more permanent roads, and if it represents the sentiment of Lincoln people as a whole there is a strong sentiment here for the county commissioners to co-operate with the state before some other county steps in ahead and secures the federal aid road fund allotment for this district for this year. There evidently is strong sentiment favoring also the building by the county of a permanent road from Catawba river through the middle of the county to the extreme west end of Lincoln and that at an early date.

### TWO ARE KILLED IN AIRPLANE ACCIDENT

Americus, Ga., Feb. 1.—Carroll J. Clark Jr., an Americus business man, and J. W. Morris, of Pittsburgh, Pa., were instantly killed in an airplane accident at Souther field this afternoon. The accident occurred within a few minutes after the two men took off at 5 o'clock this afternoon in Morris plane. The plane fell 500 feet and was on fire when it struck the ground. Those who saw the accident said that it appeared as if Morris was instructing Clark in flying when the accident occurred, the ship performing a number of gyrations said to characterize the movements of a plane under an inexperienced pilot.

At Souther field it was said that Morris was believed to be an aviation corps reserve officer. Morris came here only a few days ago and had been making observation flights over the city.

It would be wise if the Legislature would postpone the establishment of the medical school in connection with the university for at least two years. We have on our hands plenty of gigantic enterprises without launching another one.—Charity and Children.

### NEW POSTMASTER AT LINCOLN

Mr. Clyde G. Mullen on February 1st took charge of the Lincoln postoffice as postmaster, succeeding John K. Cline, who had filled this responsible position for 8 years and 10 months. Mr. Cline was appointed April 1, 1914, and served since continuously. The weight of responsibility being lifted, Lincoln's war period postmaster, was in a happy mood Thursday. He was checked out and Mr. Mullen checked in by Inspector W. B. Garrison on the 1st, and was talkative and pleased at a compliment paid him by the inspector who remarked that the affairs of the office were found in good shape. The balancing of books showed the ex-postmaster 95c to the good. The Lincoln office has grown greatly during Mr. Cline's postmaster ship. The yearly postal receipts were \$7,707 in 1914; last year's postal receipts were more than doubled, or \$16,000, this not including the money orders, etc.

The local office is now a second class postoffice, and if the next year's growth keeps pace with the past 8 years this city has some growing ahead, but it likely to more than do this.

### HONORS ARE ABOUT EVEN IN THE ECONOMIC BATTLE OF FRENCH AND GERMANS

Duesseldorf, Feb. 1.—Honors were about even on the twenty-second day of the gigantic economic battle now being waged between the French and Germans. Sober second thought is increasing and the scarcity of food and growing unemployment today caused a body of German workers to make their first appeal to the French for assistance since the troops entered the Ruhr.

Six thousand paper mill workers, threatened with closure of the Duesseldorf plant owing to lack of coal, sent a delegation to General Degoutte, requesting that the French supply fuel necessary for continuance of work. General Degoutte answered that the German railway men were responsible for the plight of the working people by failure to transport coal into Duesseldorf.

The French have never prevented their comrades from working, but, in the end, General Degoutte promised he would have coal brought to the paper mills.

The Germans scored when M. Frantzen, one of the leading engineers of the French economic mission, speaking officially to the correspondents, admitted that the work of the mission depended upon the return to the Ruhr of the coal syndicate and co-operation with the mission, virtually admitting that the French were powerless to work the Ruhr industries without the Germans.

The output of the mines is gradually dwindling, empty cars are nowhere to be found, but the food situation appears to be the greatest argument favoring surrender of the population to the French terms.

The French quartermaster's department has issued information that the supply service to the French army of occupation is operating normally, five trains of foodstuffs, sufficient for the army's needs, reaching the Ruhr today.

The French authorities have again informed the Germans they are unable to transport food to the Ruhr to feed the civilian population, their organization being able to meet only the army's requirements, adding that if the railwaymen continue their strike, causing their own compatriots to starve, the responsibility is theirs.

The Germans are resorting to acts of violence. Another attempt to burn the roundhouse at Mayence was partly successful today, while a German, caught in the act of trying to set fire to the Duisburg roundhouse and locomotive shops, was struck over the head with a rifle butt by a Belgian sentry and his skull fractured. The sentry reported that when ordered to throw up his hands, he rushed and tried to disarm him. The German was removed to a hospital and will probably die.

### Interchangeable Mileage Is To Be Restored on March 15

Washington, Jan. 31.—Railroads were ordered today by the Interstate Commerce commission to resume the practice of selling interchangeable mileage books good for 2,500 miles of travel at reductions of 20 per cent from the regular passenger rates.

Sale of the books must begin March 15, the commission decided. A number of small railroads were excluded from the requirements of the order because of their financial inability to meet the reduction. Practically all of the class one roads however, must establish the reductions.

### WITH THE LEGISLATURE BOWIE'S RAILROAD BILL TO REDEEM LOST PROVINCES STARTS IN HOUSE; THE JUDICIAL BILL PASSES SENATE.

Raleigh, Feb. 1.—Lost Provinces scored a rediscovery in the house today when Representative Bowie, of Ashe, presented a "bill to be entitled an act to redeem the countries in northwestern North Carolina without railroad facilities, known as 'the lost provinces' of North Carolina."

The caption of 10 lines pretty nearly gives the character of the bill. The plan of redeeming these forgotten countries is "by authorizing the construction by the state of a railroad, which, in connecting with the railroads from northwestern North Carolina to eastern North Carolina, and coal fields into western, central and eastern parts of North Carolina, and to aid in the completion and construction of certain roads in northwestern North Carolina, in which the state already has a pecuniary interest."

Mr. Bowie itemizes the state's "pecuniary interests" on the Elkin and Alleghany, from Elkin going toward Sparta, 15 miles of which is in operation and in addition to which the grading has been done on three miles, the state owns \$303,000 in stock resulting from convict labor.

In the Statesville Air Line running from Statesville toward Mount Airy, the state has an equity of \$132,400, the work of convict labor.

In the Watauga and Yadkin Valley going to Boone from North Wilkesboro 29 miles equipped for operation, the state has 552 shares of stock which cost \$55,200. And the turnpike from North Wilkesboro to Jefferson, in which the state gave convict labor amounting to \$63,810.

The bill prescribing the method of financing the road empowers any county, town, municipality or township through or near which "any of the proposed roads may be located and constructed under the provisions of chapter 67" to subscribe to and take stock in said company when so formed and in this manner raise the funds sufficient to take the stock required by this act to be furnished before the state subscribes its stock in said company, as hereinafter provided.

The state does not become a participant in this construction until at least 51 per cent of the stock has been raised by "person, firm or corporation, county, town or township." Upon evidence of good faith and the payment of this amount of money for construction of one or more roads, the state will subscribe to 49 per cent and issue serial bonds "payable in not less than 10 or more than 40 years from the date of issue." The bonds bear not exceeding 5 per cent and are in \$100, \$500 and \$1,000 denominations.

The bill meets the Interstate Commerce clause by completing a trunk line. The road or roads adopted would connect with the Winston-Salem division of the Southern somewhere near Mount Airy, or with the Southern at Statesville or Taylorsville, and would touch the Norfolk and Western at West Jefferson, or at some point on the Virginia and Tennessee line, to connect either with the Carolina, Clinchfield and Ohio or the Virginia and Southwestern, or the Louisville and Nashville, or any other railroad company that may be hereafter formed.

This was much the most important thing that the house had today. Representative Bowie regards the bill the most important measure which will come before the assembly. He has spent all of two years since he made a move in the house in working out some plan by which the redemption of the lost country may be compassed.

The following bills were passed on third reading:

Validating bond issue of Jonesboro school district, Lee county; authorizing the commissioners of Henderson county to issue bonds to refund floating indebtedness; authorizing the city of Hendersonville to issue water bonds; validating Edgecombe county bonds; amending the charter of Kings Mountain and abolishing the corporation of East Kings Mountain; enabling the commissioners of Madison county to provide funds for working roads; relating to public improvements in the town of Rockingham; authorize Sanford special school district, Lee county, to issue bonds to build school houses for negroes; validating construction bonds of Henderson county; authorizing the board of commissioners of Henderson county to refund outstanding bonded indebtedness.

Raleigh, Feb. 2.—The general road bill carrying the \$15,000,000 bond issue provision for continuation of the highway construction begun with the \$50,000,000 authorized by the general assembly of 1921, and raising the tax on motor fuel from one cent to three cents per gallon, is now the law, the signatures of Lieutenant Governor W. B. Cooper and John G. Dawson

### LOCAL ITEMS OF NEWS FROM STANLEY

Stanley, N. C., Feb. 2.—One of the most charming parties of the season was on Wednesday evening January 31, when Mrs. Allen Kale and Mrs. Reid Abernethy were joint hostesses at the home of Mrs. J. G. Rutledge.

Six tables were arranged for Hearts, the prize being won by Miss Louise Peay. This prize was a lovely hand made handkerchief.

The two hostesses served a delicious salad course, followed by mince. The attractive favors were suggestive of the Valentine season.

Those present were Mr. and Mrs. Earl Smith, Mr. and Mrs. Robert Wyckoff, Mr. and Mrs. Henry Whiteaker, Mr. and Mrs. Reid Abernethy, Dr. McKnow, Dr. F. M. Taylor, Misses Beulah Rhyne, Edith Mason, Louise Peay, Myrtle Hunter, Lottie Stroupe, Alma Rhyne, Messrs Tom Carpenter, Springs McCoy, Parr, Pascal Moore, Joe Rutledge Jr., Mr. and Mrs. Clyde Hager of Belmont Mr. and Mrs. Civie Bumgardner of Mt. Holly.

Miss Margaret Laws, Red Cross County nurse, of Gastonia, was at the school auditorium Monday morning, and presented certificates to those who finished the Junior Red Cross Course in a very creditable way.

Notwithstanding so much bad weather the road force is going along right well. To avoid two railroad crossings, the road is being built on the east side of the railroad from the Northern end of Stanley to Alexis. This grading is about finished. Also the concrete work in the town limits is nearly done. During the winter months it takes the concrete foundation 16 days to set sufficiently well to receive the hard surface finish. There fore it will be the middle of February before this short stretch is finished and it will be April or May before the entire project is completed.

### GOVERNOR ENTERTAINS FOR THE LEGISLATORS

Raleigh, Feb. 1.—Governor Morrison and his sisters, Miss Ida Morrison and Mrs. Ada Nuttall, entertained at the mansion tonight in honor of the members of the general assembly. Several hundred passed through the receiving line. Dancing followed.

Many of the legislators brought their wives to the city for the reception, and in addition many prominent men and women from Raleigh arrived over the state were present. The mansion was charmingly decorated.

The receptions for the general assembly have been among the crowning social events of the capital city, and Governor Morrison and his sisters have made those of this administration most delightful occasions for the lawmakers.

### RUSSIA REFUSES TO SIGN NEAR EAST PEACE TREATY

Lausanne, Feb. 1.—Although such action has been predicted, Bolshevik Russia's refusal today to sign the Near East peace treaty, setting forth conditions for the opening of the Dardanelles and the Bosphorus and the demilitarization of the straits zones, caused depression in Near East conference circles. M. Tchitcherin, the leading Russian delegate, urged that the whole question with regard to the straits be re-opened.

By doing this, the Bolshevik foreign minister declared, the Allies would repair their fault of seeking to impose upon Russia a treaty which Russia had not suitable opportunity to discuss. His request was refused by the Allies.

New York, Feb. 1.—George M. Shutt, president of the New York Cotton Exchange, characterized as "unworthy of the gentleman who voiced it," the statement today of Senator Heflin that cotton prices were being held down until all stocks should be out of the hands of the producers. "I believe," said Mr. Shutt, "that the cotton market has done remarkably well this season, considering the conditions prevailing abroad."

speaker of the house, having been affixed to it in formal ratification. The Mendenhall bill also passed the house with a provision that \$5,000 will be appropriated yearly for the purpose of appointing an expert to investigate the alleged slow movement of intrastate freight in less than carload lots. The investigations are provided for two years.

All that remains for the garnishment bill is the official killing, according to legislators who attended the hearing today. Action of the committee was deferred until a later date so that further discussion may be held before the full committee.

Proponents of the Parker state-wide game law were heard by the senate game committee and it was deferred until a further meeting to be held on February 14.

### MORRISON DENOUNCES SHORT NEWS ITEMS MAXWELL'S STATEMENT

Raleigh, Feb. 2.—Vigorously denouncing corporation commissioner A. J. Maxwell for the publication of a treatise on the financial condition of the state which he characterized as "untrue" and asserting that its publication was motivated by vindictive attitude toward administration and its "constructive program," Governor Cameron Morrison in a half hour address to a joint session of the general assembly today, demanded a complete investigation of the actual condition of state finances.

"It isn't the truth, it isn't the truth" the governor declared in an impassioned conclusion, "and I demand this matter be investigated and this man exposed in that slander of the state whose bread he eats."

The governor opened the address at a session which he called especially to hear him, by saying that Maxwell had made the assault on the financial condition of the state and treasury which must be given attention and added that "that part of the press is so hostile to present administration that fairness could not be expected of it," had sought to have assembly believe that "I have given false and misleading" information about state's affairs.

In urging a "prompt and fearless investigation" the governor declared if Maxwell's figures were correct then the state treasurer had given an untrue report.

After hearing Governor Morrison's charges against commissioner Maxwell's statement as to finances, both houses of the assembly adopted a resolution calling for a joint investigation of the house and senate finance and appropriations committee.

Charlotte, Jan. 30.—What is said by local real estate men to be the largest single transaction in real estate which has taken place in Charlotte occurred here when J. B. Ivory & Co., purchased property at the corner of North Tryon and Fifth streets, known as the Wittowsky estate, for a consideration said to be \$25,000, approximately \$6,300 a front foot. The property has a frontage of 80 feet and a depth of 396 feet. It is stated that the firm plans erection on the site of a department store which will be the most up to date in the State.

### INCOME TAX FACTS. NO. 1

Revenue officers are visiting every County in the United States to aid taxpayers in the preparation of their income tax returns for the year 1922. Information concerning the date of their arrival and the location of their offices may be obtained by writing the collector of internal revenue for the district in which the taxpayer lives.

Forms for filing returns of individual net income for the year 1922 are being sent to taxpayers who filed returns for the year 1921. Failure to receive a form, however, does not relieve the taxpayer of his obligation to file a return and pay the tax on time, or before March 15, 1923. The forms, 1040A for filing returns of net income \$5,000 and less and 1040 for filing returns of net incomes in excess of \$5,000, may be obtained from collectors of internal revenue and deputy collectors.

Returns are required of every single person whose net income for 1922 was \$1,000 or more or whose gross income for \$5,000 or more and of every married person whose net income was \$2,000 or more or whose gross income was \$5,000 or more. Careful study of the instructions on the forms will greatly aid in making a correct return.

### DEPUTY COLLECTOR TO VISIT LINCOLN

A. H. Williams, Deputy Collector, will be at the following towns on dates listed below to assist taxpayers in the preparation of their income tax returns for the year 1922:

Hickory, N. C., February 15th, and 13th, 1923; March 1st, 2nd, 3rd, 13th, 14th and 15th, 1923.  
Newton, N. C., February 17th, 1923; March 5th and 6th.  
Morganton, N. C., February 20th, 1923; March 7th and 8th, 1923.  
Maiden, N. C., February 24th, 1923.  
Shelby, N. C., February 26th, 27th, 28th, 1923.  
Lincolnton, N. C., February 21st, 22nd; March 9th, 10, 1923.  
Cherryville, N. C., February 23rd, 1923; March 12th 1923.

Every Forty Minutes an automobile kills somebody on America's highways. That means thirty-five persons a day. In addition, so many are injured that, while you are reading this article, at least two persons will be hurt in minor accidents. In the year 1922 more Americans were killed or injured by automobiles than were killed in the World War.

### SHORT NEWS ITEMS

Washington, Feb. 1.—Foreshadowing the fight in prospect in Congress over acceptance of the British debt settlement, Senator McKellar, Democrat, Tennessee, speaking late today in the senate, declared Congress as the representative of the American people had no right to "grant such a bonus or subsidy" to the British government as contained in the settlement approved yesterday by the British cabinet. The Tennessee senator said that propaganda was being sent out to influence Congress into acceptance of the proposed settlement, but added that he thought it would be "some time before Congress agrees to any such proposition."

Raleigh, Feb. 1.—One person was killed and five slightly injured early today when Seaboard Air Line train No. 1, en route from New York to Jacksonville, crashed into the rear of train No. 301 near Hagood, Va., according to an announcement by officials of the railroad here. J. H. Fields, Raleigh, engineer of No. 1, was killed, and his fireman, T. E. Feltz, injured slightly. The others hurt were passengers, cut by flying glass, it was stated. The cause of the wreck appeared to have been due to "mishandling of the block at Hagood" by a telegraph operator, officials stated.

Florence, S. C., Feb. 1.—John Wise, a soldier from Fort Bragg, N. C., was killed and John Mitchell, another soldier was critically injured near here today in a collision between a wagon and an automobile in which they were riding.

Asheville, Feb. 1.—Eight people were injured as the result of a head-on collision early this morning between passenger train No. 16 and a freight train on the Asheville division of the southern railway at Marion, according to an official report received today by local officials of the railway. None of the injuries was serious, officials reported, and passengers and members of the crews were able to proceed on their journey after the collision.

Charlotte, N. C.—Plans are being considered by the Anchor Mills Co., J. Leake Spencer, representative, for the construction of a building on S. Tryon street in this city. No decision has been reached as to details, but it is understood that the company has requested Lockwood, Greens & Co., to prepare estimates for the erection of a building of not less than 15 stories. The location is the Academy of Music site, which burned some weeks ago.

Mr. Borah is making a powerful noise about the French occupying the Ruhr, and the great danger in which the movement means to the peace of the world. Mr. Borah is the last man to criticize anybody as he was one of the strongest and most effective opponents of the League of Nations, whose principles he now praises. If he had not stood in the way the United States might be now in the League and in position to restrain France and promote the world peace.—Charity and Children.

A little more than \$38,400 has been raised by the Baptist of the South since they launched their 75 million dollar campaign three years ago, so Dr. L. R. Scarborough, Fort Worth, Texas, general director of the campaign, announced last week in Nashville, Tenn., at a meeting of the conservation commission of the Southern Baptist convention to consider the future conduct of the campaign. At this meeting of the commission it was agreed that all States included in the convention would put on a vigorous round-up campaign during March and April, laying special street upon missions.

High Point, Feb. 1.—Young Jack Blackwelder hit a dynamite cap with a hammer late today, not knowing that the thing was hitting was explosive, and parts of the cap hit his mother, Mrs. L. W. Blackwelder, on the foot. Mrs. Blackwelder was taken to a hospital and it was found that several bones of her foot had been fractured. However, she is not believed to have been hurt seriously.

The German federations of labor unions call the attention of the American Congress "to the condition of servitude" imposed by the Ruhr occupation and the Versailles treaty, and declare that "American honor asserted at this time can save Europe and the world from inevitable disaster."

Henderson, Feb. 1.—The second bond issue for schools, amounting to \$150,000 was carried in each of the four wards here Tuesday by a good majority. There were 820 voters registered and 532 visited the polls and cast their vote for the issue.