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Ship Line Would Save Union County Over \$50,000 a Year

R. A. MORROW ENDORSES GOV. MORRISON'S SCHEME

Local Wholesaler Says That Saving to This Section in Freight Rate on Salmon Would Be 17 Cts.

MAJOR HEATH ALSO SEES POSSIBILITIES IN PLAN

Idea is to Have State Invest Money in a Ship Line That Would Ply From North Carolina Ports to Northern Centers—Boston Is Greatly Interested in the Line.

The plan of Governor Morrison for the state to buy and operate a ship line from North Carolina ports to Northern cities has received the enthusiastic endorsement of several local shippers, among them being Mr. R. A. Morrow, president and general manager of the Heath-Morrow Company, one of the largest wholesale grocery concerns in this section.

"Of course," said Mr. Morrow in speaking of the Governor's latest scheme for the advancement of the state, "there is no way of estimating the amount of freight from northern points to Monroe, but I will risk the statement that a ship line to our state ports will save the people of Union county \$50,000 a year in freight rates. This is a conservative

estimate; the saving, I believe, will exceed this sum."

Freight rates are based on a competitive basis with water rates; so, although about a third of our freight could come by water, rail rates would be reduced in proportion. Such items as sugar, coffee and hardware would be the principal commodities that could be routed by water to Wilmington, thence by rail to Monroe.

Freight on Salmon

"Take the item of salmon," said Mr. Morrow. "The water rate from San Francisco to Norfolk, Va., a distance of three thousand miles, is but 30 cents a hundred, while the freight rate on this same commodity from Norfolk to Monroe, in car lots, is 52 cents a hundred, or nearly double the water rate from San Francisco to Norfolk."

"With a ship line to Wilmington, local jobbers, and ultimately the consumers, would save about 17 cents the hundred in freight. This is but one of a few items that I could name. Mr. Stewart or Mr. Carpenter, at the hardware, could possibly name a hundred items on which material savings would be made by virtue of a ship line to Wilmington."

Major W. C. Heath, who will represent this district in the state senate, and an experienced shipper, also sees great possibilities in a state-owned line to Wilmington. He believes the line could be operated at a loss and yet save the people of the state thou-

sands and thousands of dollars in freight rates.

The Governor's Plan

"I have always boosted the Clyde line," he said, "that used to touch at Wilmington. But every time the Clyde line would become a serious competitor of the railroads, some of the big companies would buy it out and deprive the state of water rates."

The governor's plan is for the state to assume controlling ownership of a corporation that would purchase the number of freighters needed and put them into immediate operation. The growing commerce of Eastern North Carolina, supplemented by freight for all sections of the state that could be more conveniently and cheaply handled by water, would make the proposition a paying one, it is believed. The state's financial support would induce private capital within the state to join in the formation of a corporation that would not be susceptible to the influence of the railroads or other boat lines. Little companies heretofore attempting the operation of lines from Carolina ports have been bought out, it is claimed, to kill the competition of water rates.

The plan, it is understood, would follow somewhat the scheme of organization of the North Carolina railroad. After full development the steamship corporation could be released, as the state's railroad has been, or handled by the company with the state maintaining the controlling ownership.

Boston Interested

The city of Boston, having learned of this project, seems all enthusiasm, according to a dispatch from that city dated the 24th. We quote from the Boston Dispatch:

Considerable interest is being taken in this vicinity in the plans for the organization of a company, with the State of North Carolina as the principal stockholder, to operate a fleet of steamships between North Carolina and north Atlantic ports, as proposed by Governor Morrison, of the southern commonwealth.

The plan, which it is reported will be laid before the North Carolina legislature after it convenes in January, was highly praised by officials of the Boston government, the chamber of commerce, the New England Maritime association, and distinguished men who not only have the interest of New England at heart but who have sought long and necessarily against freight differentials and "extortionate" rates.

The proposition of Governor Morrison is of special interest to Massachusetts at this time. Ex-Mayor John F. Fitzgerald, democratic candidate for governor, is basing his campaign on just this issue. The republican administration in this state, as well as Senator Lodge, have been bitterly criticised for the present deplorable condition of the port of Boston. The White Star line as well as the Cunard are preparing to abandon this port after 50 years of service.

Extortionate Freight Rates

"Extortionate freight rates have ruined not only the port of Boston but New England as well," stated Mayor Curley this afternoon. "Only recently I was forced to go into the south to purchase coke for our municipal coal yards. Freight rates were such that we could not even attempt to haul 50,000 tons over the road."

"I spent two days in search of ships and two days more arguing with the secretary of the navy before I could get government ships to bring the coke here."

"Philadelphia, Baltimore and southern rates are impossible and it's high time that some action was taken. Governor Morrison, of North Carolina, can depend on Massachusetts and

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Boston for any possible assistance and co-operation."

"Governor Morrison is to be commended most highly for advancing this plan," declared ex-Mayor Fitzgerald. "For years and years I have fought these miserable freight rates. We have just completed weeks of hearings before a commission from Washington in an attempt to secure some reasonable adjustment, some justice, but what was accomplished? Nothing."

"New England business and shipping has been imposed upon by unjust freight rates until the port of Boston and New York as a trade center have been commercially ruined."

"This is the one issue I am basing my campaign for governor upon and naturally the plan of Governor Morrison interests me very much. New England interests will greet the North Carolina plan with intense satisfaction. There is not the slightest doubt of that."

"No section of the United States has suffered more through extortionate freight rates than has New England," stated an official of the chamber of commerce.

"Long have we sought some solution without success. The North Car-

olina plan will meet with intense approval here, and hearty co-operation whenever and wherever possible."

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Those Foolish Questions.

A big powerful motor slowed up as the occupants perceived a car of very modest proportions standing by the

roadside in a rather battered condition. The owner of the car was on his knees, endeavoring to straighten out some of the parts.

"Have an accident?" queried the man in the big car.
"No, thank you," grimly returned the other, "just had one."—Pittsburg Chronicle-Telegraph.

IT'S A MISTAKE

To think training isn't a factor—a very important factor—in taking proper care of one's future. Many people have money left to them but lack the special training needed to properly care for it—it gets away. IF YOU expect to have money left to you later on in life you will need training in order to be able to give your interests the vigilant care they will demand if you are to hold your own or build for a larger success. This training is only acquired by actual practice. No other method for gaining it is so good, so business-like, so safe as the Bank Account method. Start Your training NOW by coming in and opening an account with us—one dollar will get you started—add to it as you can.

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TO MOST WOMEN BUSINESS MEANS WORRY— WE HELP YOU

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FINAL PAVING NOTICE

The paving accounts have been made out and are ready to be turned over to the City Tax Collector and advertised for sale as previously stated, on November 1st, 1922.

We have given you ample notice. If your property is advertised for sale, don't blame us; these amounts must be collected.

Last word before advertising.

Respectfully,

J. H. BOYTE, City Treasurer.

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