

The Sun

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THE SCALES BILL

It is very important just now that the good citizens of the county do all that they can for the passage of the road bill which is pending in the Legislature, known as the Scales-Stevens bill. The Federal Government will possibly offer North Carolina \$2,280,000 annually for the next ten years to construct highways, provided the State returns dollar for dollar. Rutherford county will get \$66,000 a year for ten years from this fund and the State fund combined. This county will doubtless receive more from the State than it will pay as we have no large cities in our county and fewer motor propelled vehicles than many of the counties of the State. A tax of 75c per horse power on motor propelled vehicles has been proposed as a means of raising the State's part of this fund. This small levy will not equal the wear and tear of tires and car in one year's time, besides the satisfaction of having a good road to travel over. Much time and worry will be saved.

If the county and State fails to get the State and Federal aid it may be years before our roads will be in much better condition than many of them are now. It is time now that every progressive citizen who wants better roads, write his senator and representative at Washington and Raleigh. The time has come when we must do something. Our roads are in a deplorable condition in many sections of the county.

It has been estimated that concrete roads as proposed by the Scales-Stevens bill will save automobile owners about \$100 a year in wear of tires, use of gasoline, etc. It will benefit them more than any other one class of folks.

South Carolina is proposing a \$25,000,000 bond issue now for good roads and an assessment of \$12.50 to \$20.00 per car. It will mean much for the Palmetto State and will doubtless be a law soon.

Pennsylvania, Illinois, Maryland and many other States of the union are considering large expenditures of money this year for good roads. We must see that North Carolina and Rutherford county are not behind in this all important progressive move.

ELLENBORO'S PROJECT

The progressive town of Ellenboro and Colfax township propose a memorial high school to the boys of that township who rendered service in the war. No better or more fitting memorial could be erected than a good school. Such an organization will serve two purposes in one, namely: Give the boys proper credit which they deserve and give that section a school which it deserves. The section under discussion is one of the most thickly populated and growing parts of the Piedmont section. It needs a good farm life school.

The time has come at last when the world is beginning to rightly realize that a farmer or house keeper needs training as well as the lawyer, doctor or dentist and the sooner we all believe such the better will the world be for such conviction. It takes as much brain and skill to be a good farmer or cook as it does to plead law or practice medicine. Are they not as important vocations?

Colfax's plan will succeed sooner or later for it is founded upon the right principles and right never fails. The "flu" may rage, the wind may blow, the conditions may seem discouraging but the plan must and will succeed. Help to educate your children at your door, rather than spend three or four hundred dollars a year to send them off somewhere. They are crying for your help. Don't be a stingy, grouchy money fiend, but have pride and help your own county and community.

GOOD DOG LAW NEEDED

"Any dog law which does not provide for the licensing of the dog, its identification by a tag and a central State control for enforcement of the law, will not be found satisfactory," said Mr. R. S. Curtis in an interview recently on the question of a dog control law for North Carolina.

Mr. Curtis has charge of the sheep work of the Animal Industry Division, and has been very much interested in the dog law bills which have been presented to the General Assembly. He has tried to show the different committees that there is an unqualified demand on the part of the livestock growers and the public generally for a law which will both protect the good dog, and promote the prosperity of the State by encouraging livestock development.

The license fee is absolutely necessary in that it will provide for reimbursement when stock is killed. The tag is absolutely necessary as a means of identification, and the central control is absolutely necessary in that it assures a proper enforcement of the law.

Experience has proven that when this is left to the discretion of local officials that there is unsatisfactory enforcement. This was brought out strikingly in laws recently passed in Ohio, West Virginia, New York, Illinois, Kentucky, Massachusetts, and Pennsylvania. Here, the Board of Agriculture or Secretary of the Board, which corresponds to our Commissioner in this State, has charge of the enforcement of the dog law. Some of these states passed laws at first, leaving the matter to the local officials, but these have all been changed in the last few years, and the enforcement of the law put in the hands of a central designated authority.

There is hardly any argument against a dog control law, as the people of the State are unanimous in their desire for one, but, according to Mr. Curtis, the question now is to see that the best law possible is secured.

None of the bills which have been offered the General Assembly, especially the Senate Bill which is now under consideration, proposes to exterminate dogs, but simply to control them, and if enacted into law, and properly enforced, will be a protection to good dogs, rather than a means of elimination. The bill which is before the Senate also does not mean that sheep alone are to be protected, but is founded on the fact that dog control is necessary for the greater production of all classes of livestock, and for the conservation of human health.

BUSINESS MEN SHOW CONFIDENCE

"Advertise," says Richard Spillane, the noted and gifted writer on business matters and business problems, in Commerce and Finance.

"At a luncheon the other day," continues Mr. Spillane, the editor of a monthly publication that has a circulation of 1,800,000 said that for one of his Spring issues he had \$892,000 net of advertising in hand. Net means with commissions deducted. He expects before the forms are closed he will have \$1,000,000 in that one issue.

"So far as known, this is the greatest amount of advertising ever booked in the history of the publishing business.

"What is of far more importance than the establishing of this record is the evidence it gives of the confidence of the American business man. Apparently the people who have articles to sell have no doubt about the immediate future in a trade way. If they had, they would not make such heavy investment in advertising.

"The publication with the \$892,000 booked is but one of the many to feel the impulse of broadening business.

"And why should not business broaden?

"America has more wealth, and a wider distribution of wealth, than ever before. The people have been on short allowance in respect to many of their needs for several years. There is a considerable shortage aside from the normal demand, to be met. In addition, the consumption of all classes of goods increases year by year, not only by growth of population, but because man requires more and more with the advance of time.

"If advertising is a safe index, and it would appear that there is no better, there is big business ahead.

"Advertise!"

WE will thresh case seed February 21-22. Lawing E. Camp, Gilkey.

GOOD ROADS COLUMN

The Many Advantages Of Better Roads And Highways

If you have any suggestions to make about good roads this column is open to you.—Editor.

Stevens-Scales Road Bill Now Pending Before Legislature

A bill to be entitled an act for the construction and maintenance of a State system of highways and to enable the State to secure the benefit of Federal aid and for other purposes.

The General Assembly of North Carolina do enact:

Section 1. That for the purpose of constructing and maintaining a system of State highways, the funds collected by the State as a license tax on automobiles, motor cars, motorcycles, motor trucks or other vehicles from which the State now does or may hereafter collect a license tax, shall, after the expense of collection has been deducted, be paid to the State Treasurer to be known as the "State Highway Fund;" to be expended by the State Highway Commission in the construction and maintenance of the system of State highways, which shall be constructed so as to form a system of modern hard-surfaced highways, connecting by the most practicable routes the county seats and other towns of every county of the State.

Sec. 2. That in so far as practicable the State Highway Commission is hereby directed to expend the State Fund heretofore provided within the county in which it originates. Allotments of the funds however, are to be made in such a way as, in the judgment of the State Highway Commission, will provide in the shortest possible time the completion of the system of highways contemplated by this act.

Sec. 3. That the State Highway Commission is authorized to work on this system of State highways, and on the production of material for such highways, all convicts, either State or county, that can be arranged for by agreement with the State Prison Board or with the county authorities.

Sec. 4. That the State Highway Commission is hereby authorized to use all Federal Aid funds that are now available, or which may hereafter become available to the State, due care being taken not to violate any of the agreements or contracts now in force with the Federal Government or any of the agreements or guaranties between the counties and the State Highway Commission.

Sec. 5. That for the purpose of enabling the State to avail itself to the fullest extent of all Federal Aid funds that are now or may hereafter become available for use in the State, the State Treasurer is hereby directed to ascertain the amount needed to make up the deficit, if any, between the fund available to said State Highway Commission and the amount needed to secure for the State the full allotment due the State from the Federal Government for the current year; and that upon such ascertainment being made, the State Treasurer shall pay such deficit out of the funds in his hands as State Treasurer not otherwise appropriated; and if there be no funds available for such purpose or not sufficient funds, then in such case the State Treasurer is hereby authorized and directed to issue bonds of the State of North Carolina, payable ten years after date, and not to exceed the amount needed as ascertained, as hereinafter provided, such bond issue, however, not to exceed in any one year the sum of one million dollars.

Sec. 6. That all of said bonds shall bear interest not exceeding four per cent per annum and are to be dated the first of January or July.

Sec. 7. That all bonds authorized and issued under this act shall be coupon bonds of the denominations of one (\$100) hundred and five (\$500) respectively, as the said State Treasurer may determine, and shall be signed by the Governor and the State Treasurer and sealed with the great seal of the State.

Sec. 8. That the said bonds and coupons shall be exempt from all State, county or municipal taxation or assessment, direct or indirect, special or general, whether imposed for purposes of general revenue or otherwise, and the interest paid thereon shall not be subject to taxation as for income, nor shall said bonds and coupons be subject to taxation when constituting a part of the surplus of any bank, trust company, or other corporation.

Sec. 9. That it shall be lawful for all executors, administrators, guardians and fiduciaries generally to invest in said bonds.

Sec. 10. That the following license fees or registration fees shall be charged and collected annually on motor vehicles registered under the provisions of this act: On each motor vehicle except motor trucks and motorcycles a license fee of seventy-five cents per horsepower, the method of computing the said horsepower

being the formula adopted by the Society of Automobile Engineers; on each motorcycle a license fee of five dollars; on each motor truck with a carrying capacity of one ton or less, twenty-five dollars; on each motor truck with a carrying capacity of more than one ton and less than two tons, a license fee of forty dollars; on each motor truck with a carrying capacity of not less than two nor more than three tons, sixty dollars; on each motor truck with a carrying capacity of not less than three nor more than four tons, a license fee of one hundred dollars; on each motor truck with a carrying capacity of not less than four nor more than five tons a license fee of one hundred and fifty dollars; on all trailers, ten dollars for the first ton-carrying capacity, and twenty dollars for each additional ton: Provided further, that any applicant for the registration of any motor vehicle on or after the first of March of each year shall be required to pay for said registration for the balance of the registration year ending June 30th, only one-half of the registration fee provided for in this section; Provided further, that no county, city or town shall charge any license or registration fee upon motor vehicles exceeding one dollar per annum: provided further, that no motor truck with a carrying capacity of more than five tons shall be licensed or allowed to be used upon the public roads of the State.

Sec. 11. That in those counties in which modern hard-surfaced roads of concrete, macadam, or similar types of surface, constructed at the county's expense or cooperatively by the county and the Federal Government, the State Highway Engineer at such time as authorized by the State Highway Commission, together with two engineers of the United States Office of Public Roads and Rural Engineering, shall assess the present value of said road and pay to the county an amount not to exceed one-half the value as assessed. The road will then be maintained by the State and become part of the State highway system as provided for in this act.

Sec. 12. That the State Highway Commission is hereby authorized to take charge or to cooperate with the county road officials in the construction of the State highway system and its maintenance.

Sec. 13. That rights of way for the construction of the system of State highways as provided for in this act, shall be provided free of all cost to the State.

Sec. 14. That a general scheme for the marking of all State highways with signs indicating general direction, names of near-by towns and cities and such other data as are considered necessary for the proper direction and information of the general public, shall be inaugurated and followed out by the State Highway Commission at the expense of the several counties.

Sec. 15. That the State Highway Commission and the State Forester shall cooperate with the county road authorities in the proper selection, planting and protection of roadside trees. The State Highway Commission is hereby empowered to make all necessary rules and regulations for the protection of the said State highways and of the roadside trees herein provided for.

Sec. 16. That all laws and clauses of laws in conflict with this act are hereby repealed.

Sec. 17. That this act shall be in force from and after its ratification.

County System Out Of Date

The following telegram appeared in the Asheville Citizen, January 29 from Mr. W. A. McGrit, of Wilmington, president of the North Carolina Good Roads Association to the Asheville Board of Trade and will be of interest to our readers:

"Your letter twenty-fourth; let's rally our forces immediately in support of the Scales-Stevens bill and bring powerful pressure to bear on legislature for system of state highways. The press of the state, all commercial organizations, county forces and municipalities should have a part in this grand and glorious enterprise, and your appeal should reach all of them. Members of the general assembly are progressive, wide-awake men, and there is a strong sentiment in favor of a state road tax or bond issue to meet federal aid dollar for dollar. May Asheville's voice ring clear from mountains to sea coast."

"The county unit system of road construction and maintenance is wholly out of date," he said, "which has been clearly indicated by the reactionary authorities of Cocke county, Tenn., and Rutherford county, N. C. In both these cases the county unit system is obstructing progress of Eastern Tennessee and Western North Carolina by the refusal of the authorities in Cocke county to build a six or eight-mile link of road on the familiar Dixie highway between Bridgeport and the North Carolina line, or even to make temporary repairs in the way of filling up a few mudholes and deep ruts from fifty to 200 feet in length, enabling auto-

mobiles to pass over this road, this bad stretch being only two or three miles in length. The repairs to the road could have been made to enable the passing of automobiles for \$300 to \$500.

"On the other hand, in Rutherford county," this official continued, "two bridges were washed away on the Asheville-Charlotte highway a few miles east of Chimney Rock by the heavy rains during the latter part of October. The county authorities had placed some of the material on the ground for replacing one old wooden bridge with a steel bridge at Uree, and with that bridge washed out no particular effort was made to hurry the replacement of the steel bridge, which required only three months to build. But the other bridge just below the Logan place was a low water wooden bridge. The cost to rebuild this bridge would not have exceeded \$300. The county commissioners were appealed to by the people in that section, by business interests from Asheville, Hendersonville, Charlotte and other points to replace the small wooden structure, but they declined, stating they hoped to build a steel bridge over the river at that point during the spring and summer. This prevented the opening of a through state highway from Wilmington by way of Charlotte, Shelby, Rutherfordton and Hickory Nut Gap to Asheville. The county commissioners at Rutherfordton have consistently refused to comply with the laws of the state to appropriate \$150 a year for the maintenance of the Asheville-Charlotte highway, as is required of Asheville and Buncombe county, nor will they co-operate with the state highway commission in the maintenance of this road through Rutherford county.

"These two cases are glaring examples of the out-of-dateness of the old county unit system of construction and maintenance of through trunk highways, and it is the hope of good roads enthusiasts and supporters throughout the state that the legislature will at this session endorse such legislation as will make trunk highway connection and maintenance possible through the state highway commission."

THE SUN ONLY \$1.50 A YEAR

BARACA-PHILATHEA STATE CONVENTION

Sunday School Workers Meet In Greensboro In May

I wish to announce to the Baraca and Philathea classes that our next meeting of the North Carolina Baraca-Philathea Union will convene in Greensboro May 16-18, closing Sunday night (the 18th) with a consecration service. The State executive committee had an interesting meeting in Greensboro last Friday the 7. A program committee was appointed and we are expecting one of the best programs ever. The Baracas and Philatheas and the people generally of Greensboro are already at work planning for the convention and I just want to urge that every class in this section be represented at the convention. It will mean much to the ones attending, and much to the classes who send the delegates for they will come back home enthused with a lot of new ideas and plans for class work.

Mr. Hudson has informed me that he has appointed me State organizer for the National Union, and has requested me to secure for Baraca-Philathea headquarters at Syracuse, N. Y., a correct list of classes with the names and addresses of the present officers. I shall be very glad if the secretaries, or some member of the classes will mail me a list of their class officers, name and denomination of class, etc.

We want to particularly emphasize the secret service work in the classes. It was decided last year in the convention that we stress this phase of the work this year, and make an effort to have a committee in every class. In fact, it takes this to make a "four-square" class. It is the most efficient method of developing workers in the church, and soul winning in the class. If at any time I can be of service to any class, I shall esteem it a favor for you to call on me. I shall be glad to send literature to any one desiring to build up the class activities or organize new ones.

Sincerely,
BROADUS E. ROACH,
Cliffside, N. C.

Big Type Poland China Pigs For Sale

Sired by Mountain Chief No. 108089, he by Long Giant. These are one of the best blood lines of the Poland China breed Dan Julia Buster, granddaughter of the famous Giant Buster of Indiana, grand champion 1916. Also have some other pigs sired by above boar, Dams Orange Bud 2nd No. 596098 and Black Bess No. 245058.

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Union Mills, N. C.

Important Announcement

TO THE PUBLIC:

We have purchased the C. C. Reid building on Main street and will sell Dodge Brothers Cars, Hupmobiles, Mitchell Sixes and Republic Trucks. Nothing better on the market for the price.

Will also handle full line of parts and accessories.

Motor Sales Co.

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Always a complete line of Coffins, Caskets and Burial Robes in stock. New Six Cylinder Motor Hearse, Michigan make. The newest and most up-to-date hearse going.

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