

A COMMISSION FOR REPRESENTATIVE BOWIE

The state of North Carolina has no business owning stock in a going railroad if it can sell it and take the money and build another railroad somewhere else, where there is traffic to be developed. Suppose the Bowie scheme had been put into operation ten years ago. The two

roads, in the mountain section and in Iredell and Yadkin, would have been built and in operation and the state might have sold them, and built some more by this time.

That is assuming that railroads are marketable properties. They are immensely costly and immensely valuable to business; but they are not being produced, and actual ownership of them for purpose of profit through operation—that is a different matter. Whether anybody would have cared to buy a new railroad five years ago, and pay what it cost to build, is doubtful. Ten years ago anyone going into the market with a controlling interest in a well located road would have received plenty of offers. How about it today? That is the first thing for the commission, which Governor Morrison has not been in indecent haste to appoint, to find out.

Assuming that the state interests can be disposed of for enough money to build the connections contemplated, the benefits conferred will by no means be confined to the hitherto neglected sections in which the tracks will run. There would be created a traffic structure that would immediately begin to put money into pockets all over the central section of the state, and stimulate commerce from one end of it to the other. The advantage to Greensboro trade, of freight rates

reduced for decreased mileage, would run rapidly into the thousands—to say nothing of the increasing volume of trade. So of Winston-Salem; and similar direct profits would be felt by every town and village in this region. There are millions in it.

The citizen's share of the state railway properties now in existence is of little value to him at present. He has to pay a mite less tax than he would have without the railroad income; but the real value to the people of these railroads is the business facility they afford, which would be just as great if the railroads belonged actually to the Ahkmond of Swat, or Henry Ford. That's an idea; might sell them to Henry. He is about the only person that readily comes to mind who takes a cheerful enough view of things in general to consider buying railroads. He has bought one, and done well with it, and is credited with willingness to buy more.

Representative Tam induced the legislature to "direct" the Governor to appoint a commission to look into the feasibility of selling and re-investing; and the Governor, after taking a good, long year to think it over has given Representative Tam a feasible commission headed by Col. Cameron. Whether Mr. Bowie considers this a friendly succession of inaction and action, we have no means of knowing. We shall have

the question of feasibility answered in due time, no doubt. It is one of those things which if at all feasible, is very feasible indeed.—Greensboro Daily News.

IREDELL COUNTY CITIZENS WANT NORTHERN OUTLET

A call meeting of the members of the Chamber of Commerce and other interested citizens was held Tuesday afternoon at 4 o'clock in the Chamber of Commerce rooms, the object being to consider the matter of the distribution of the funds for construction of highways in Iredell. The consensus of opinion was that Iredell county has been grossly discriminated against by the state highway commission in the matter of road building, especially with regard to the northern outlet, and there was much interest manifested. A mass meeting to discuss the matter was called to meet in the court house next Tuesday night at 8 o'clock.

President C. H. Turner presided over the meeting and after a discussion of certain local matters with reference to improvements at the station, a committee being appointed to take the matter up with officials of the railway, the secretary called on W. A. Thomas to state the main object of the special road conference. Mr. Thomas said that the highway commission had left Iredell and Statesville out of the road building program for the immediate future, except the Statesville-Charlotte highway. No outlet to the north being planned and no information from headquarters can be secured that will give any encouragement for the future.

County attorney Z. L. Long made an enthusiastic address. He asserted that Iredell had been grossly and shamefully discriminated against and that it is high time for the whole country to rise in arms against such unjust treatment on the part of the highway commission. While the state highway commissioners are redeeming some section of the mountains they are leaving Iredell out of their considerations.

Clerk of Court J. A. Hartness told the story of his untiring efforts to get something for Iredell and that he and others had been waiting patiently for something to be done. He proposed an organized fight to be waged during the next session of the legislature for the opening up of permanent roads to Wilkesboro and connecting with the Boone Trail, opening up a rich section for Statesville. The Kiwanis, Rotary, Chamber of Commerce, Merchants Association and all local organizations will join the officials of the town and county and other counties interested in the fight for just treatment in the road building program. Alexander, Wilkes and Ashe counties, Mr. Hartness explained, would join Iredell in the effort to have more permanent road work done in this section.—Statesville Sentinel, March 29.

LARGE WHEAT CROP IN CATAWBA COUNTY

Hickory, April 1.—Farmers in this section of the state expect one of the largest wheat crops in years, judging by the condition of fields as of April 1. The mild, dry winter which followed one of the worst drouths in many years, enabled farmers to sow many acres to this grain and a good stand resulted. The outlook was never better for this season of the year and with favorable weather between now and harvest the yield will be good. Last year few farmers in this section made enough wheat to pay the cost of seed, fertilizer and threshing.

Isn't there a vacant place on the bench for Mr. Borah?—Boston Post.

If the coal miners are convinced their strike is lost in advance, they may yet find a way to preserve their dignity, with the emphasis on the "dig".—Seattle Times.

Uncle Sam shouldn't be unreasonable. He should remember that he took his own time to pay his debt to Lafayette.—Elmira Star-Gazette.

Our British friends are getting more and more troubled over the question what to do with Lloyd George. Evidently the only recourse is to be patient and wait until Old Age gradually wears him down.—New York Evening Post.

Mr. J. J. Gainer, of Statesville, spent Monday and Tuesday here.

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