

THE DAILY ENTERPRISE

J. J. FARRISS, Editor

Issued daily except Sunday, and delivered free of charge to city subscribers by carriers furnished by this office

TUESDAY, MARCH 7, 1911

PUTTING A CASH VALUE ON GLORY.

It has long been the custom of the state of North Carolina to practice financial economies upon those whom it elects to office, and the question is one that has reduced the office holding to a question as to whether a business man with any ability can afford to accept public office. The question of salaries is never a thrilling of uplifting one, but it is a practical one even in the question of public office. The present legislature did itself credit in raising the salary of the executioner.

Poor men with a high order of ability should be enabled to serve their states without a heavy money sacrifice. No state is so poverty-stricken that it is unable to reward its servants properly. This is a false economy. The essential and permanent connection between patriotism and patriotism is not in high offices, where ability and responsibility are essential. The principle of underpinning public office is putting a cash value on glory, not not.

CLAUDE KITCHIN

It seems to be generally conceded by the Democratic members of Congress that Claude Kitchin is backing a plan to force the next House declare for the popular election of senators, which if done will certainly put the matter right up to the Senate. As a leader in the house, charged with the responsibility of organizing the next house Mr. Kitchin will have an excellent chance to do this. But as he is on the ways and means committee, and has the job of running all new train legislation for the coming session, he is unable to have his hands full. And who we do not believe there is a more able member of Congress than Mr. Kitchin, so hope he will keep down populism.

The legislature, it is supposed will sing the long meter doxology sometime before midnight tonight, thus ending a six days session.

A call for a national Democratic caucus has been issued for April 2d. In the meantime the Democrats are getting ready to take the reins of government.

PLAN TRAINS DE LUXE FOR COLONIST TRAVEL.

A colonist train de luxe is the latest announcement of the Union Pacific, and this month when the colonist fares are put into effect travelers to the West who take advantage of them will find an innovation which will be most comforting for they will travel at express train speed and be fed in comfortable diners. This striking innovation of the Union Pacific lines is in direct line with the policy of the road made known when it announced the appropriation of \$75,000,000 for double tracking and other wise improving its service.

"It is the man who wants to get back to the land who is bringing about these changes," said Gerrit Fort, passenger traffic manager of the Union Pacific, recently. "He came in such numbers and was one of the most important individuals with whom we had to deal, and so we decided that these trains de luxe for colonist travel would just about suit him."

To Run at Express Speed.
"As a result these trains, equipped with the finest tourist sleeping cars built and equipped with practically every creature comfort, will be whirled across the country at express train speed and passengers who leave Omaha on them will reach San Francisco and other Western points on the morning of the third day, eight hours quicker than at present."

ent. These trains will only stop at the more important points en route, and in every respect except the fare they will be first class.

Meals Served at Low Cost.
"We shall not only see that the thousands whom we expect to take advantage of these trains are enabled to sleep and travel in the greatest comfort," said Mr. Fort recently, "but we also will see that they have every opportunity to secure first class meals, and at a price which will not cause discomfort to the pocket-book."

As a sample of what the colonist may expect here is a menu taken at random from one of the cards which we have had prepared.

Half portion Ham or bacon	Potatoes Butter.
Bread.	Coffee

And that costs just 35 cents. Then in addition to that, if the travelers wish to carry their own linens, we will give them coffee or tea or fruit at low cost. In our standard dining cars coffee is served at a less price than 25 cents, but in these special diners articles of food may be secured at 5 cents, and a full meal, including soup, may be had at no more than half a dollar.

Other Roads to Connect.

When Mr. Fort made known his plans for this train, other Western lines which will connect with it were announced. From March 10 to 15 it is arranged to place in service cars which will be run in tandem to connect with the new train, so that passengers may avoid these cars in their journey, and ride through to their destinations. Among the roads which will do this are the North Western, the Chicago and West, the Chicago, Milwaukee & St. Paul, the Rock Island and the Illinois Central.

TAX EQUALIZATION

(Winston Sentinel.)

A great deal has been said recently about pauper counties and the desirability of the legislature devising some plan for equalizing the burden of tax as now so unequally existing, and in this respect it is certainly to be hoped that both will not adjourn until something definite and practical has been done along that line. It is a source of regret that so much time has been consumed with matters of less importance, that there may be too little time and opportunity left to consider this really vital problem as carefully as it should be.

In discussing the subject of pauper counties and the methods of getting at the evil the Charlotte Chronicle says: "At the very opening of the legislature there was a good deal of important talk about the pauper counties by a system of equalization. Since then the list of pauper counties has increased and tax equalization is up in the air. Nothing has been done. General Julian S. Carr, representative from Durham, however, has drafted an equalization bill which would seem to meet the requirements. It is an elaborate document, but seems to provide a system of taxation from which the dodger could not escape. In private life General Carr is a wealthy business man; in public life he is a broad-minded statesman in every sense of the word. His idea is for the creation of the office of state tax commissioner and a state board of equalization with general supervisory powers over the listing and assessment of real and personal property in the several counties of the state, and whose duty it shall be to adjust as near as may be the valuation of real property among the several counties. The authority which General Carr's bill would give the commissioner and board would seem to be sufficient to get an approximately fair and just assessment of taxes all over the state. There is no politics in it. The bill is founded on business principles. We shall be interested to see how the legislature will handle it."

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