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CAPITAL REPORTER

Scott Summers

RALEIGH, N. C.—The so-called Powell Bill—designed to hand cities and towns $5,000,000 for use on their streets — has been railroaded through Senate committees faster than any piece of major legislation in many a year.

Its introduction and committe clearance has been accompanied by more deals and mis-statements, to say the least, than any promotion since Esau sold his birthright to Jacob for a mess of pottage.

Senator Junius Powell of Columbus, chairman of the Senate Roads Committee, tossed the bill in the hopper Tuesday, January 30. His name headed a list of 39 co-signers.

Eight days later the Roads Committee gave the bill a favorable report, and the following day —last Thursday—the Appropriations Committee added its approval. Senator Powell told newsmen when the bill was introduced that it was his own idea, that he had not talked to anyone about it. However, it was common knowledge around Raleigh more than two months ago that such a bill would be introduced.

The League of Municipalities told Governor Scott that it wanted and asked his backing for a bill putting city streets under the State Highway Commission, asking an extra one-half cent gas tax and an extra $5 per automobile license tag to finance the changeover. At a press conference some two weeks ago, Mayor Dan Edwards of Durham heard Governor Scott tell newsman that such an agreement had been made. Edwards, the representative of the League, told reporters that the governor's statement was correct.

Then, suddenly, when the Powell bill was up for a public hearing—and without the League's own bill even being introduced—League officials appeared in behalf of the Powell bill. This brought a charge from the governor that the League had "broken faith," that it had "run out on its agreement" with Kerr Scott.

The bulldozing tactics of the Powell bill's backers brought condemnation from the governor, as well as a number of legislators.

"It almost looks as though they don't want either us or the public to find out what's in the bill," one senator said.

And—although the bill probably will pass the Senate—opposition to it is growing in the upper chamber as the senators study the measure.

Four of five of the co-signers have asked oldtimers how they could get their names withdrawn as sponsors. One had his name withdrawn because of the railroading tactics of the backers.

In getting signers of the bill, its backers told one and all that it merely gave cities and towns $5,000,000 from a $16,000,000 highway fund "surplus." In the first place, that $16,000,000 is not a surplus, it is a reserve. It is used to match Federal highway funds. when they amount to more than the matching amount set aside under the budget. It is used for emergency rebuilding or repair, such as a bridge collapsing or being washed away in a flash flood. It is used to build needed by-passes, and in the current emergency would be used to match federal money in building military roads. And it is used for needed work on primary highways, other than that specified under the budget.

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In other words, that 16 million is an emergency reserve—without which no big business would be caught, and highway building is big business.

One question being asked is: "If this $5,000,000 is taken away, what will it mean to the primary roads in my district or county."

Well, it means simply that this $5,000,000 a year—and it is five million dollars for each year—will not be available for primary road use. In ten years that amounts to $50,000,000—a lot of money in anybody's league.

There's a little section at the beginning of the measure which puts all city and town streets that are a connecting part of the highway system under the Highway Commission. Backers of the bill say that it merely adds $5,000,000 a year to the $2,500,000 already earmarked for city and town street-building. But the bill says that the Highway Commission shall assume all responsibility for these connecting links and continuations of the State's highways, with the money to come from the Highway Fund. In other words, the bill makes the State liable to pave every city and town street that is a part of, or connecting link to, the highway system no matter what the cost—even if it's $10,000,000 a year or more.

It's in addition to this, that the cities and towns get $5,000,000 a year to spend as they see fit on streets.

That's another thing. If a city or town saw fit it could pave a 60-foot boulevard through an undeveloped sub-division. There are no strings attached to the city's share of that $5,000,000, except that it shall be spent on streets. The opportunities for graft by city officials are limited only by the amount of money the city or town receives.

Meantime, over in the House, Rep. Fred Royster of Vance and twenty other signers introduced a little bill that would call for a State referendum on whether or not the Highway Commission should take over construction and maintenance of city and town streets.

It is in much the same fashion as the $200,000,000 bond issue voted some two years ago.

If voters go for the idea an additional one-cent gasoline tax would be levied to take care of the cost. This would bring in an estimated nine to ten million or more dollars annually. This is the amount estimated by a study as necessary to take over the streets.

The Royster bill was almost killed three hours after its introduction by the House Finance Committee, but a motion to adjourn staved that off.

This action brought a blast from Royster against the "unfair tactics" of the "no new tax" boys. He cornered Rep. Bob Lassiter of Mecklenburg, who made the motion to kill the bill, and told the Charlotte man how he felt.

The bill, however is expected to die in committee.

The pre-campaign jockeying for the 1952 gubernatorial race is taking some funny twists. Once-beaten Charley Johnson, a Charlotte resident less than a year and seeking nomination as a "westerner," is gaining favor with the Old Guard.

Capus Waynick, Governor Scott's campaign manager and a cat with nine lives, politically speaking, reportedly is trying to make up his mind which way to jump. He's made no secret of the fact that he would like to be governor. But he's been hearing stories about Scott losing favor and may decide to cut away from the Scott camp completely. In the past, he has always landed on his feet when he jumped the traces—and he was in town last week testing the wind to ses which way to jump.

Another opinion sampler, Secretary of State Thad Eure, reportedly getting ambitious, too, no longer is riding the bridge on the ship of state. He's out paddling his own canoe.

Meanwhile, State Treasurer Brandon Hodges is sitting on the sidelines watching it all. He ain't mad at nobody, and seems to have the faculty to keep both sides happy. Some of the political experts in these parts seem to think that Hodges is in the best position of the bunch.

You probably heard about Governor Scott recently fulfilling a childhood dream when he bought a bunch of Shetland ponies. They're down at his Haw River farm and he's planning to raise them.

One little nine-year-old girl—Gwendolyn Burgess of Bailey — heard about it, too. Last week she wrote the governor and wanted to know how long it would take her to buy a pony from him at the rate of 90 cents a week.

She said she got a dollar a week allowance, but gave a tenth of it to her church so 90 cents a week was all she could spare.

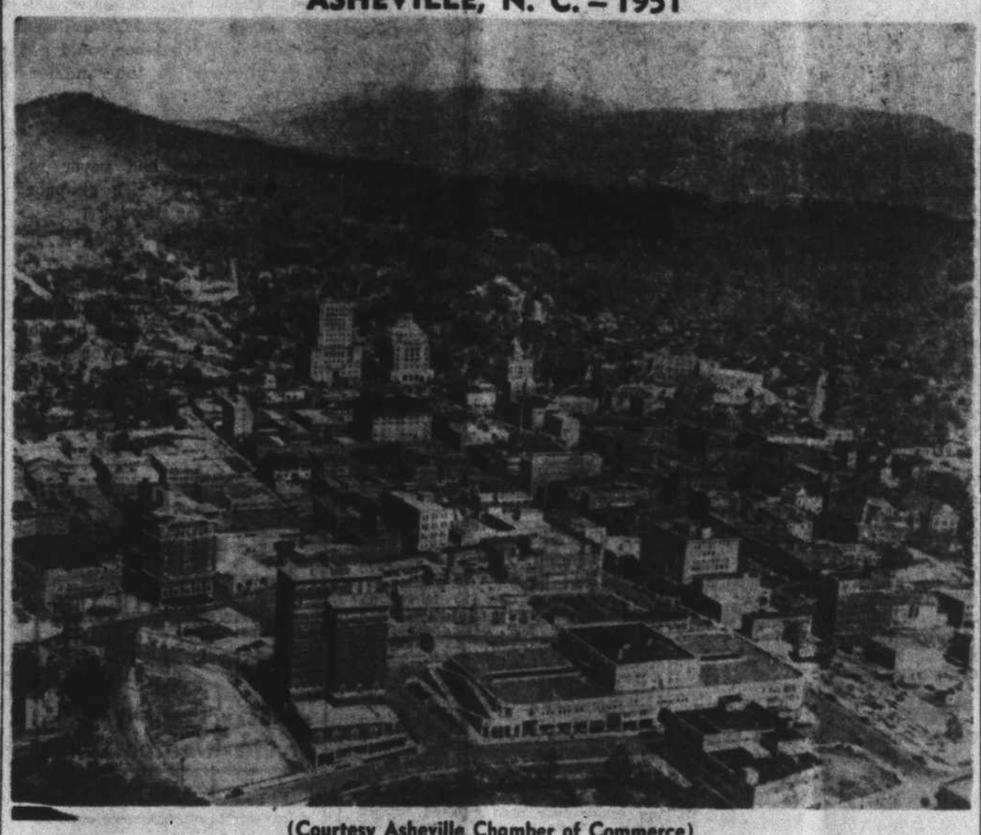
"I thought," she wrote, "by the time you had some ponies to sell, I might have enough money saved up to get one."

The governor was out of town, but the pony-cost question was waiting his return.

The State Highway Commission won't start any new road paving come cold weather. There are two reasons: One is the need to keep all roads passable, and the second is the good chance of a hard winter—the last two having been extremely mild.

Main reason the Highway Commission okayed the uniform mailbox plan was a recent visit to Haywood county. Folks up there already have put up the uniform mailboxes, and it's plumb purty to ride along the highways there nowadays.

ASHEVILLE, N. C. – 1951



(Courtesy Asheville Chamber of Commerce)

UNION LABEL IS LAUDED BY MOTION PICTURE HEAD

The "symbol of democratic idealism and democratic ideology," is how Eric Johnston, president of the Motion Picture Association of America, Inc., (Mr. Big of the Movies") described the union label in a message to Matthew Woll, president of the Union Label Trades Dept. Mr. Johnston says that the clash between democratic and communist ideologies demands that the importance of the individual be emphasized as never before. "In this, the union plays its silent but powerful role," he said.

"SEAGRAM" SERVES U. S. FOREIGN RELATIONS JOB

New York—A program in international good - will building that proved most successful after nine years of trial, is being expanded by the "Seagram" Company. The company extends invitations to qualified young scientists from all parts of the world to study, observe and do research at the Seagram plant in Louisville, Ky.

Fayetteville, N. C.

(See picture on Page 3)

Fayetteville, "The Friendly City," where yesterday's romance and tomorrow's progress meet today in unique charm and distinction, was the first town in the United States to be named for the Marquis de LaFayette.

The village was first called Campbellton, then Cross Creek, but in 1783 the name was changed to Fayetteville in honor of the French General who aided the American cause so valuably during the Revolutionary War. Forty-two years later, on March 4 and 5, 1852, LaFayette was a special guest of this city.

Cumberland County was named for William Augustus, Duke of Cumberland, called the "Bloody Duke," who commanded the English forces at the Battle of Cul-

Center of Fayetteville's historic life, the State House, was originally built about 1780. The General Assembly met there in 1788, 1789, 1790 and 1793. There the Federal Constitution was adopted and the University of North Carolina was chartered in 1789. The great fire of 1831 destroyed the building, and the present structure was erected about 1838. It has also been called the Town House or Town Hall. After the War Between the States it came to be known as the Market House, because meat and produce were sold there under its Moorish arches. Slaves were also sold there "incidental to the disposal of estates for taxes and indebtedness. On the first of each year household slaves were hired." The historic landmark has been leased for ninety-nine years by the City to the Woman's Club and is now used as a public library.

Many other outstanding historic spots in and around Fayetteville will appeal to visitors, as well as numerous sites of modern progress. Myrtle Hill on which the new Veterans' Hospital is located was once the estate of Judge Robert Strange. Remnants of the old Confederate breastworks thrown up during the War Between the States are still visible on the grounds, and also a part of the old canal running along the Cape Fear River.

Besides its military, religious, industrial, political, civic and social priorities, Fayetteville has long ranked high in the educational world. One of the first graded schools in North Carolina was started here by Dr. Alexander Graham, father of Dr. Frank P. Graham, and for whom the Junior High School is now named. The handsome new high school building is one of the finest in the State.

The oldest State Normal School for Negroes in the United States is still located at Fayetteville. Founded in 1877, it has seen phenomenal growth. It is now called the State Teachers College.

Thus blending past achievement with present progressiveness, the historic Valley City of the Cape Fear looks with confidence to an even greater community of expanding usefulness and leadership.

Fort Bragg—Located nine miles northwest of Fayetteville, on State Highway No. 87, is Fort Bragg, the largest artillery range in the world, embracing approximately 130,000 acres of land. The Government has spent recently an enormous sum for new buildings and other improvements. A total of 2,650 new buildings have been built, including three hospitals—one of 250 beds, one of 1,000 beds and one of 2,000 beds; four large cold storage plants; and two huge water tanks—one of 300,000-gallon capacity and one of 1,000,000-gallon capacity. The personnel reached 66,000 on July 1, 1941. This institution is a very valuable asset to Fayetteville and to the State of North Carolina, and its personnel is especially appreciated since it is of the highest type and most co-operative in every way.

While Israel's agriculture has always been more variegated than that of other countries of comparable size, a special effort is now being made to increase that variety, and at the same time to increase mechanization. Funds realized through the $500,000,000 Israel Government bond issue will help achieve this purpose. Crops planted during the past year include peanuts and sunflowers, which are used mainly for the production of edible oils, and tobacco, based on a Turkish blend with a small quantity of Virginia tobacco. There has also been a large increase in the production of non-citrus fruits.

ROMMEL AND CHIVALRY

"Rommel, The Desert Fox" is a biography of the Nazi commander of the "Africa Corps," and later of the "Fortress Europa." The book was written by the British Brigadier Desmond Young, and published by Harper & Bros. ($3.50). Brigadier Young tries to make out a case for General Rommel, as a great general and as an anti-Nazi, but the author does not stay too long on the fact that Rommell's distaste for Hitler came at a time when it appeared even to a dolt that the Nazi jig was up. All of this is written in the interest of "chivalry," and in a foreword, another British general bemoans the fact that "chivalry" seems to be dying out. A good book on any German general of the Hitlerian period would be on the "chivalry" of pulling gold fillings out of the mouths of men, women, and children, before taking them to the incinerators, or having thousands of human beings dig their own graves and then shoot them in such a way so that they'd fall right into the opening, and save the time of German burial squads. I expect that one day some chivalrous Brigadier will kidnap the testimony taken at the Nuremberg trials where all of this is recorded with photographs.

Brief History Of Asheville

Asheville was founded by John Burton in the year 1794. It was called Morristown for a while. John Burton was, in fact, a city planner. He laid out a part of the grant which he secured from the State into forty-two (42) lots of one-half acre each, established streets thrity-three feet wide, and sold many of these lots for $2.50 each. (On the 2nd day of June, 1922, one of Asheville's streets was named for John Burton, and is known as Burton Street). This new town was sometimes called Buncombe Courthouse. In the year 1797, it was incorporated, and called Asheville, named for Samuel Ashe, an eminent jurist.

For the next fifty years the growth of Asheville was exceedingly slow, and but little is known of the activities of the little municipality. From the time Asheville was incorporated up and until the year 1849, the town was governed by Commissioners elected from time to time, probably at irregular intervals.

The Legislature in 1849 passed an Act extending the corporate limits of Asheville. At this time, there were not more than twenty-five residences and five brick buildings in Asheville.

In 1850, the white population of Asheville did not exceed three hundred, with probably one hundred seventy-five Negro slaves.

In 1851, the Legislature incorporated the Asheville and Greenville Plark Road Company. This plank road was between Asheville and Greenville, S. C., and contributed much toward Asheville's growth. At the close of the war between the States, this plank road was in very bad condition, and in the year 1866 the Charter of the Plank Road Company was repealed.

After the building of this turnpike, Asheville became a health resort, and people came to Asheville from all parts of the South. At about the same time the town began to attract visitors who were charmed by the scenery and the climate.

In 1883, the town of Asheville expanded and made the City of Asheville. The circle boundary was discarded, additional territory being annexed at the northeast and west. At the same time, a strip of territory in the shape of a half moon, lying east of Beaucatcher Mountain was dropped from the corporate limits.

In 1886, the City of Asheville secured its water supply from the old pumping station on the Swannanoa River, near where the present Asheville Recreation Park is located. In the year 1902, the present North Fork sixteen inch main was built and in 1920-21 the Bee Tree line was built. The city owns a water-shed of 19,000 virgin acres. Reservoirs and standpipe capacity 685,000,000,000 gallons. The supply main extends 38 miles, with gravity flow. The water is exceptionally soft and pure.

In 1905 the corporate limits of Asheville were again extended, making the city's area 5.60 square miles, or the same as the city's present area lying on the east side of the French Broad River.

In the year 1915, the Commission form of government was adopted and in 1917, West Asheville was included in the corporate limits. West Asheville at that time was incorporated, so the move in 1917 people, the city limits were again extended giving a total area to the City of Asheville of 17.2 square miles. In the 1935 session of the Legislature, by special bills, a portion of the annexed area was removed from the city limits, giving the city in 1935 a total area of 14.7 square miles.

Industrially, Asheville has been particularly cautious in its development and has not over reached itself. The result is that the industries here have grown steadily and all on a solid footing. In 1928, Asheville obtained the finest industrial plant that had been located in the South in a decade, involving an investment in the community of nearly fifteen million dollars. In 1933, the industrial plans in the Asheville area, according to the United Statec report, numbered 45.

SEEK 5,000 LOCALS

Washington.—The AFL National Federation of Post Office Clerks began its annual Bring-a-Brother Campaign January 15 with a goal of 125,000 new members and 5,000 locals by May 15. The clerks now have 4,796 locals.

AFLers Urged To Buy Bonds With Raises

WASHINGTON.—Wages must be raised to compensate for higher cost of living and increased productivity.

The AFL Labor's Monthly Survey says "union members, however, have immediate personal responsibilities in fighting inflation" by not rushing to buy scarce consumer goods and by putting higher wages in U.S . Savings Bonds. The survey said:

Millions of workers will have more money to spend in 1951. Overtime pay will increase, more will be employed, and wages are rising. Business income will increase, too, but more of this will be taken in taxes and much of the rest must be spent for plant expansion.

This new income, earned by workers and management in manufacturing military equipment for Uncle Sam, will cost at least $20 billion per year under the present program, even after today's higher taxes have been paid out of it.

Most of the new income will be paid to workers. This means that workers will have more money to spend for consumer goods, at a time when there will be fewer goods on the market to buy with it. For production of many consumer items, especially metal goods, is being cut back to save materials and plant capacity for defense work.

So when workers' families go out to buy in 1951, they will find many kinds of goods scarcer—appliances, furniture, autos, etc. All of us must meet this new scarcity in a sane and sensible way if we want to avoid serious losses. We must recognize that if people rush to buy scarce goods regardless of cost, they will bid up prices to exorbitant new peaks, robbing themselves and everyone else.

The best policy for union members is to: watch prices. If they have risen unreasonably, save your money and buy U. S. Savings Bonds. This will help your country and you, because (1) You will help to prevent price rises; (2) You will not waste your own money but save it at interest for future use; (3) Your savings will help Uncle Sam to pay military costs without causing inflation.

Wage increases are the worker's only means of advancing his living standards. When higher pay is earned by economies in production, cuts in costs, improvements in the work process, wage increases cannot cause inflation by forcing employers to raise prices. Those who would link wages and prices without considering increased productivity only bring confusion and do injustice to workers.

During the early postwar years and again in 1950, prices have often risen without relation to wages or other costs, bringing huge profits to American corporations. In 1947 a new all-time profit peak was reached, only to be exceeded in 1948, and in 1950 profits have even surpassed the 1948 high.

The sacrifices necessary to combat our present inflationary danger must be equally shared by all. The federation proposes first the establishment of voluntary control measures, with agreement by all to share sacrifices jointly and equitably. Until this is done we have no choice but to protect ourselves by securing the largest possible wage increases. Business men have advanced their prices rapidly since the Korean war; the index for basic commodities has risen 36 per cent from June 3 to December 15, wholesale prices 10 per cent.