

At the CAPITAL

By M. R. Dunnagan, The Pilot's Raleigh Correspondent

State operation and maintenance of the constitutional six months school term was unquestionably the most important proposal before the N. C. General Assembly the past week and gives promise of taking leading position this week, although numbers of important pieces of legislation have been placed before that body.

The proponents of the bill embodying the fixing of a State policy of operation of the term, legislation for which is to be proposed later, overwhelmingly won in the first skirmish before the joint sessions of House and Senate Education committees, and, unless signs fail, the bill will pass both houses, although some of the committee members voting for it voiced reservations.

Those supporting the measure, known as the Lindsey-Young bill, argue this is the most effective method of reducing taxes, since schools are more costly than all other county activities. If the State takes over the schools, taxes can be reduced and the burden largely removed, they state, referring to the supposed Constitutional provision requiring the State to operate the schools.

A bill that would cut teachers' salaries 10 per cent, already introduced, was the subject of an exchange of letters between State Supt. A. T. Allen and Governor Gardner, the former asking if the latter favors a 10 per cent cut for teachers. Governor Gardner replied that he did not favor a cut for teachers alone, but said he knew bills would be introduced cutting their salaries and concluded that if one group should be cut, all public employees should be treated alike. He estimates that \$4,000,000 will be saved the taxpayers and states that others have received cuts in salaries to that extent or more.

A break, or near break, between Governor Gardner and Lieutenant Governor R. T. Fountain, president of the Senate, has developed over President Fountain's appointments on the committee to consider Governor Gardner's administrative reorganization plan, including the "short ballot." Inference is that the committee was "stocked" with members opposed to the Governor's plan. Governor Gardner hopes, however, that the plan, including appointment of all officers created by statute by the Governor, will have fair consideration.

The Parker bill, not exactly the Governor's proposal, would abolish the present Highway Commission, creating a commission of five, named by the Governor, with legislative approval, who would create five districts, with the chairman of county boards, elected by the people, as members of the district commissions. It would have the State commission take over county roads and provides a six-cent gasoline tax to provide for their maintenance.

Sales tax bills, based on laws of four states, West Virginia, Kentucky, Tennessee and South Carolina, have now been introduced in one or both houses. However, the Budget Revenue Bill, introduced early in the week, has itself been dubbed a sales tax bill. In many of its license tax provisions a small flat tax is continued, but the

bulk of the tax would be raised from gross sales. The Finance committees have decided to consider the Revenue Bill first, beginning this week—with a sort of inference that if it will raise the needed revenue, then the sales tax bills will not be necessary.

Lobbyists are expected in avalanches for the Revenue Bill hearings this week. Taxes on insurance companies have been increased; a surtax has been added to the taxes paid by public service corporations; motor vehicles for hire, passenger and freight, as well as busses, will be taxed on a basis of net weight of the vehicles, the rate undisclosed. In addition to small annual taxes, gross sales taxes are imposed on many items, a few following: motion picture and vaudeville houses, 6 per cent, or 3 if the distributors' tax of 5 cents has been paid in the State; cash registers, adding machines, typewriters, and the like, 1 per cent; soft drink bottlers, 3 per cent, and wholesalers or jobbers, 3 per cent; packing houses, 1 per cent, plus county tax; soda fountains, 10 per cent of invoice cost of syrups; ice cream manufacturers, 1 per cent. The tax on Building and Loan associations is increased from 2 to 15 cents per \$100. Stocks in foreign corporations are not taxed, but a tax of 5 per cent is placed on income from such stocks.

Several bills have been introduced dealing with tax sales and foreclosures and a general policy will probably be adopted. Numbers of local bills would postpone foreclosure for specific counties; some would reduce the penalties from one to one-half of one per cent a month, increase, while others would eliminate the penalties altogether. Still another would permit payment of income and property taxes in two or four installments, depending on amount.

Two resolutions, one memorializing Congress to pay World War veterans the face value of their adjusted compensation certificates, the other asking that Congress provide legislation by which Federal Land Banks and Joint Stock Land Banks would not be required to foreclose mortgages on farm property, were fathered by Senator Murdoch Johnson of Aberdeen.

Other bills introduced and of general interest are:

Abolish the State Highway Patrol. Require a driver's license of all automobile operators, costing \$1 for two years for regulars drivers and \$2 for two years for chauffeurs.

Provide for women to serve as jurors.

Changing the State-wide primary day from the first Saturday in June to Tuesday after the first Monday in June.

Decrease of at least 40 per cent in the cost of licenses for farm trucks.

Eliminate requirements of a private examination and voluntary assent in acknowledgements of conveyances by married women.

Extend time of open seasons for squirrels, making it September 15 to January 15, and for raccoons, taken with dogs, making it October 15 to February 15.

Wicker's Map of Sandhills Is Nearing Completion

Interesting Possibilities Are Disclosed When Sandhills Are Viewed as a Whole

A few weeks ago The Pilot mentioned the task that Rassie Wicker had undertaken of making a map that would show the relation of much of the area of the Sandhill country in its individual holdings of various tracts of land. Recently the territory between Pinehurst, Knollwood and Southern Pines has been practically completed in the preliminary form, and the owners have instructed him to lay out on the map a series of roads that will indicate a plan for the development of the whole section on a broad basis that will have due regard for the future, and for the best advantage for every foot of ground from the Carolina to the Pine Needles and to Broad street in Southern Pines. The map in its outline, while not completed, is a remarkable production, for it tells what is very likely to be the plan that will be followed in handling this big scope of country which is the heart of the Sandhills resort development.

On the east the Mid-Pines and Knollwood Heights, already pretty well planned by the architects and engineers, afford the boundary. The northern boundary of the plan is the Barber property, which in itself has been rather advanced in its general designs. Proceeding westward the lines of the map follow the northern limit of the Midland Farms tract to Pinehurst which has been in its planning the work of Olmstead and Manning, and from the Pinehurst boundaries the map follows around the White tracts to the Watson development on Aberdeen Creek, and to Southern Pines between Southern Pines and Aberdeen, thence to Knollwood by way of Route 50 and the Seaboard railroad to the Midland double road to Pinehurst.

Extend Pennsylvania Ave.

Possibly the first striking proposition is the construction of Pennsylvania avenue, with the suggestion of perhaps 100 feet wide, from its present terminus near the creek at Southern Pines, along the line of its survey across the creek, in a straight line, either to a point on the Midland road near Elsie Keith's house, or the telephone line a thousand feet south of the Midland road, and there continuing it as another broad avenue to Pinehurst, getting into the Midland road perhaps in the vicinity of the McDonald place. Another road is then planned to cross from the Midland road, close by Pinehurst, down the west fork of the creek to the old road probably near the Charlie Williams place, and another road from the Midland road would be considered to follow the other valley farther east across the country to the old Pinehurst-Southern Pines road. The proposition is that some exchange of property be made to lead the property lines to conform to the roads as boundaries, that the roads may serve all the owners without cutting over intervening corners.

On the north side of the Midland road plans are for connection with the Barber property, probably much as the roads exist now, with consideration for the topography of the country that it may be cut with