

## C. Road System Is Largest Network In The Nation

### Road Embraces

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Public Relations  
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### Road Interest Grows

### Christmas Suggestions For The Entire Family. Gifts From The Book Store Will Be More Appreciated When Received And More Economical To Give.

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Score Pad \$1.00  
38c

Business Man—DESK LAMPS \$7.76 up  
RITERS—Portables—Smith, Corona and Underwood \$79.50 up, plus tax  
CASES—Genuine Leather from \$8.00 up  
CABINETS—Two and Four drawer \$28.60 up

## THE BOOK STORE

Trade At Home — Help The Town Grow

ly safeguards the management of a budget which reached \$85,201-1 539.79 during the 1948-49 fiscal year.

### Poor Roads of 1915

The North Carolina Highway Commission came into being in 1915, but the organization of that day was small and inconsequential. Along with the rest of the nation, North Carolina was emerging from the horse-drawn vehicle era into the automobile age. The State had a loosely-connected road system, but it provided poor facilities even for 1915 travel. It was totally inadequate for the revolutionary development of automotive transportation just ahead.

Prior to 1915 all road construction and maintenance in the State was handled on a county level. County officials collected road funds, mostly property tax levies, and county employes, contractors, and local prisoners, performed the actual roadbuilding work. Either landowners had the responsibility for building and maintaining roads running through their property. Landowners furnished the labor themselves or funds to hire it.

By 1915 the State had progressed sufficiently so that all its counties participated in roadbuilding activities to a degree, and some had fairly adequate roadbuilding organizations. Mecklenburg fell in this category. Roads there were considered among the best in the State by the second decade of the Twentieth Century.

In 1915 public sentiment brought about a widespread desire for a real State highway network adequate to meet the needs of the day. Taking heed of this sentiment, the 1915 General Assembly authorized an appropriation of \$10,000 and the appointment of a six-member State Highway Commission. The original members of the Commission were Governor Locke Craig, chairman, Dr. Joseph Hyde Pratt, secretary, Prof. W. C. Riddick, Prof. T. F. Hickerson, Col. Benahan Cameron, E. C. Duncan and Guy V. Roberts. Obviously, the limited funds provided by the State, coupled with other restrictions, forced the Commission to confine its activities to education and promotion.

The Legislature empowered the Commission to extend aid to counties in employing competent engineers and laying out a State-wide system of roads and highways. But the Commission actually did its biggest job in the promotional field. It succeeded in convincing the people of the State that they needed good roads.

The next step came in 1917 when the General Assembly enacted a measure authorizing the Highway Commission to administer all funds derived from motor vehicle registrations. (North Carolina levied no gasoline tax, but the number of automobiles was growing steadily.) The law also said that 70 per cent of all registration fees collected in the counties should go to the county road funds, and actual supervision of roadbuilding continued to be vested in the counties.

Meanwhile, Congress passed the first Federal Aid Highway Law which provided for the allocation of federal funds for highway purposes in the various states.

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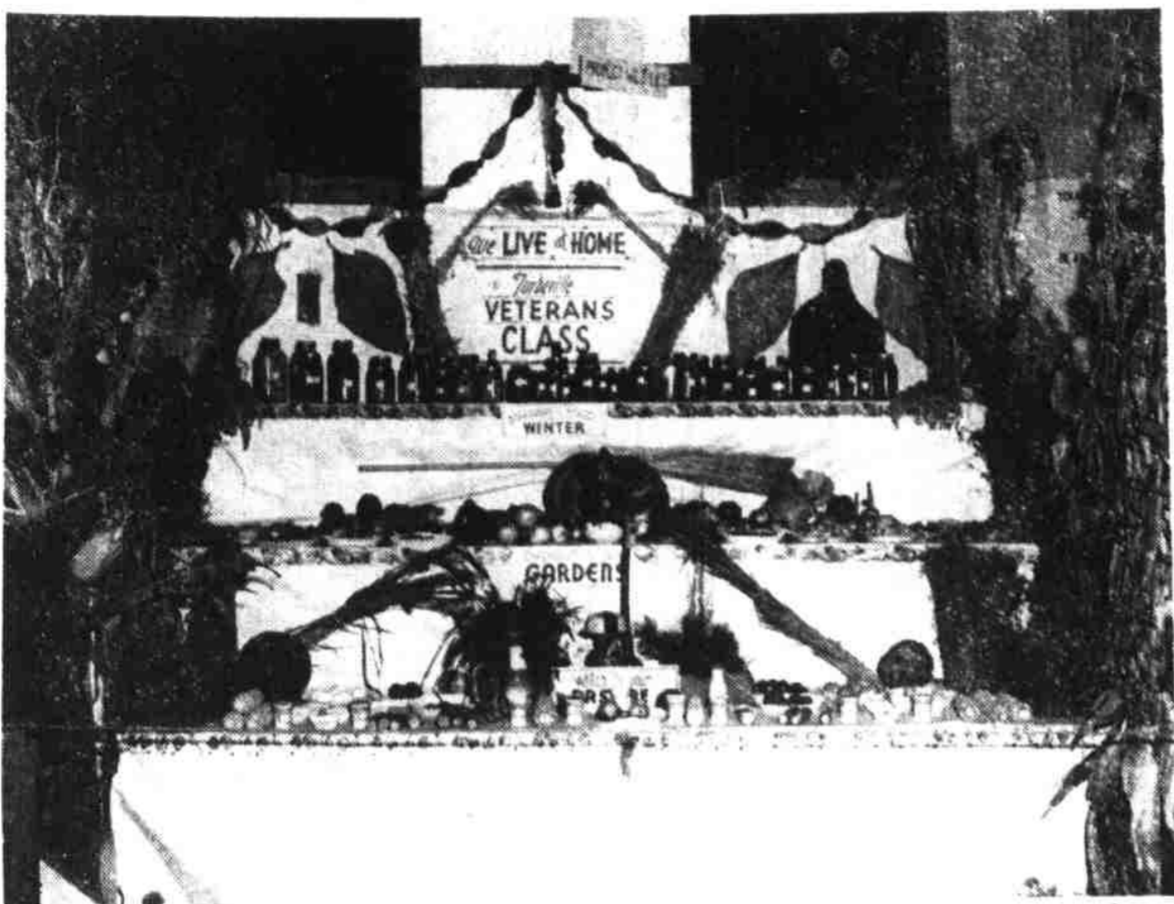
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### Haywood Man Leads Virginia Class To Win First Place



The General Assembly of 1919 passed North Carolina's first far-reaching Highway Act. It created a Highway Commission composed of a full-time chairman and three commissioners and provided that all motor vehicle registration fees collected in the State be used for the construction and maintenance of roads. The Legislature also decreed that road funds provided by the Federal government be matched one-fourth of the funds to come from the county where the work was done.

This significant legislation immediately stimulated roadbuilding. During 1919 and 1920 the Commission and the counties completed 200 miles of new roadway and placed 650 more under construction at a cost of more than \$12,000,000.

By 1921 the State pushed for even greater speed in roadbuilding and the result was the passage of the Doughton-Cannon-Bowie Act, probably North Carolina's most important piece of highway legislation. It provided for a nine-member Highway Commission headed by a full-time chairman and served by a full-time State Highway Engineer who would supervise all roadbuilding work in the State. It gave the new Commission direct jurisdiction over a State highway system of about 5,500 miles and provided for a serial bond issue of \$50,000,000, the proceeds from which were to be applied to road construction. The Legislature also levied a tax of one cent per gallon on gasoline, and gave the Highway Commission broad powers of determining which roads should comprise the highway system. It also instructed the Commission to build a system of roads connecting all the county seats and principal towns of North Carolina.

This was a big assignment and a radical departure in State policy. History shows that the issuance of bonds and the creation of a State road system paid off tremendous dividends. North Carolina became the "Good Roads State" by stepping out ahead of her neighbors. The part good roads played in the economic development of North Carolina during this period can never be measured, but it was sizeable.

Three months after the adjournment of the Legislature, the new Highway Commission had employed more than 3,000 men and bought one-million dollars worth of equipment. The roadbuilding era had begun in earnest.

Even as early as 1923 the results of the State's first major venture in roadbuilding seemed satisfactory. The General Assembly of that year voted to float an additional bond issue of \$15,000,000 and hiked the gasoline tax from one to three cents a gallon. In 1925 the Legislature floated a third serial bond issue of \$20,000,000 and added another cent to the gasoline tax. In 1927 it issued \$30,000,000 more bonds, raising the total outstanding to \$115,000,000.

These were the last road bonds issued until Governor Scott's \$200,000,000 secondary road bond issue of 1949. During the intervening period all road funds came from current revenue. In 1929 the Legislature raised the gasoline tax from four to five cents per gallon and set aside the revenue from the additional cent tax as a county road fund distributed on the basis of area and population.

### State Takes Over County Roads

North Carolina stepped out ahead of the nation again in 1931 by placing the State's entire county road system—some 45,000 miles—under the exclusive jurisdiction of the Highway Commission. This was a revolutionary change in policy and

### North Carolina Health Department Is Kept Busy

By WILLIAM H. RICHARDSON  
N. C. State Board of Health

The North Carolina State Board of Health distributed 6,690,000 units of diphtheria antitoxin last month, which was more than two million units in excess of the amount distributed a year ago. The reason for this undoubtedly was partially due to the fact that there has been a sharp increase in the number of diphtheria cases reported to the State Board of Health.

### Tuberculosis Control

The State Board of Health's Division of Tuberculosis Control last month made 18,069 x-ray chest pictures in its case-finding program.

### Crippled Children's Work

The Crippled Children's Department of the State Board of Health,

recently. Antitoxin is the agent used to treat diphtheria, after it has developed. Toxoid is used to produce immunity.

In his report for the month, Dr. Cooper said that thirty-six casts were applied, removed, or adjusted. The number of braces involved in clinical work was fifty, while 163 pairs of corrective shoes were advised, applied, or adjusted.

The Crippled Children's Department has added two physical therapists to its staff, and these are now actively engaged in treating those who attend the clinics.

Since its organization, some years ago, the Crippled Children's Department has aided in the reclamation and rehabilitation of thousands.

(Continued on page three)

### N. C. October Traffic Mishaps Kill 79 People

A record number of traffic accidents killed 79 people in North Carolina during October. This was reported this week by the N. C. Department of Motor Vehicles.

The report said the October total of 2,285 accidents was the first time since the department started keeping records in 1927 that the number exceeded 2,000.

The October record represented an increase of 50 per cent over the number of accidents that occurred in the state during the same month in 1948.

The October death toll brought the number of persons killed for the year through that date to 679. It also represented a four per cent increase over October, 1948 fatalities.

During October, 1949, also, the accidents left 930 persons injured—30 per cent above the number injured in the same month last

### Robeson Named To New Term As Association Head

Edward J. Robeson, Jr., of Waynesville, has been re-elected president of the Virginia Manufacturers Association.

Mr. Robeson, who is vice-president and personnel manager of the Newport News Shipbuilding Company, was named for a new term during the Association's 27th annual meeting at Richmond.

Through October, 7,908 people have been injured in accidents in the state.

Of those killed in that month, 15 were pedestrians, 28 were riding in cars that collided with each other, two were riding bicycles, seven were riding in cars that turned over, and 23 lost their lives when their cars ran off the highways. Four of the victims died in collisions between their autos and trains.

Waywood was one of the 63 counties that did not have a single fatality during October.



### JOSH GOT RESULTS

Josh was bringing his last load of tobacco into town the other day and was all smiles when asked about the prices he had been getting. "They're good enough!" he grinned.

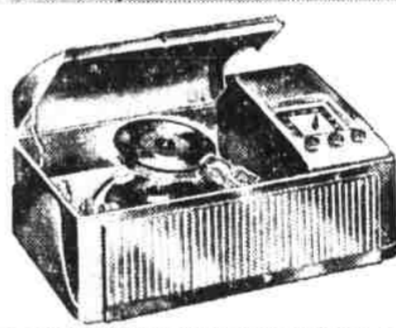
"And y'know why? I'll tell ya—because I put everything I had into making this my best crop, and I got results!"

Like Josh, the beer industry of our state knows it takes energetic planning and hard work to get results. That is why the job it is doing with the Malt Beverage Division of the North Carolina ABC Board is important to citizens who want to see North Carolina a better place in which to live.

NORTH CAROLINA DIVISION UNITED STATES BREWERS FOUNDATION, INC. Insurance Bldg., Raleigh, N. C.

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Amazing Value

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PHILCO 1422  
Plays any record automatically. Console tone. Powerful radio. Handsome modern cabinet in rich Mahogany plastic.

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Finest FM-AM performance ever achieved in a table radio at this low price. Plastic cabinet.

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PHILCO 520  
A sensation in beauty... plus unmatched performance at its price. Brown plastic cabinet.

ONLY \$17.95

### Peak-Performing Table Radios



PHILCO 920  
New beauty, new tuning ease, new peak performance and superb tone in a handsome plastic cabinet.

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Amazing value... peak performance on AC, DC or battery. Brown, teal green or maroon plastic.

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