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Schools and Roads Go Hand in Hand

Three weeks from tomorrow the citizens of North Carolina will go to the polls to decide whether there should be issuance of \$200 million State of North Carolina secondary road bonds and whether there should be issuance of \$25 million school plant construction and repair bonds.

There is little doubt that Carteret countians will approve the school bond issue. For more than three years we in this county have watched fearfully as our children trudged or rode off to school buildings that are held together mainly with a prayer.

Although many of us believe that the figures should be reversed, \$200 million for schools and \$25 million for roads, actually, an improved road system will make possible in future years one of the major recommendations of the State Education commission: consolidated schools. What would be the sense in building large schools with music departments, manual arts departments, home economics and commercial departments, and a large gymnasium and auditorium if there were nothing but muddy, impassable roads over which busses could go to carry children to the schools?

North Carolina in 1921, like North Carolina in 1949, had to decide whether it should pay the price to get ahead.

Then, as now, the State was faced with a choice between piecemeal building of roads on a cash basis and planned road building on a pay-as-you-ride basis. Only then, the decision rested entirely with the General Assembly, while now it's up to all the people of North Carolina.

In 1921, the General Assembly decided to issue bonds in the then unheard of amount of \$50 million in order to launch a road building program that was nothing short of radical for its day.

In fact, during the period between 1921 and 1930, the State issued a total of \$115 million in special highway bonds and set up a tax on gasoline and motor vehicle registration levy to liquidate them.

In many respects the arguments used against the road bond issues of the 20's are identical with those being used against the present proposed road bonds.

Then as now the opponents said that by issuing road bonds the State would be recklessly gambling the future of its highway system by encumbering itself with unwarranted debt and unnecessary taxes, and that the road building program was impracticable and unjustified.

Then as now proponents of the road bonds said the bonds would be an investment that would more than pay for itself in increased revenue and countless other benefits to the State and its people.

Which group - proponents or opponents - did history prove to be correct?

According to figures compiled by the Bureau of Public Roads for the year 1927, near the close of the State's first great road-building era, North Carolina led the entire country in percentage increase in automobile registration over the previous year. The same figure showed that states having bond issues had a greater increase in automobile registration than states which stuck to a pay-as-you-go basis.

Several years prior to 1944 (long before Governor Scott proposed his \$200 million bond issue) financing methods in Georgia, Virginia, and North Carolina were reviewed. The first two states had financed from current revenue and North Carolina on a pay-as-you-go basis.

The advantages of the immediate construction of a connecting system of highways to meet a pressing demand was proved in North Carolina. The completion of the primary highway reacted immediately on automobile registration. In 1919, just prior to the beginning of the construction program, there were 125,000 motor vehicle registrations in Georgia, 105,000 in Virginia and 65,000 in North Carolina. In 1929, as the program closed in, registration in North Carolina had increased to 450,000, exceeding Virginia by 100,000 and Georgia by 150,000.

In 1920 there were 17 people per car in Virginia, 20 in Georgia and 31 in North Carolina. In 1928 there were 10 people per car in Georgia, seven in Virginia, and six in North Carolina. In the 1919 - 1928 period North Carolina built 3,500 miles of hard surface pavement, Virginia, 1,800 miles and Georgia 900 miles.

North Carolina's very rapid completion of a connecting system of highways was responsible for the higher rate of increase in automobile registration as compared to the other two states, and proved that this increase is a function of highway improvement.

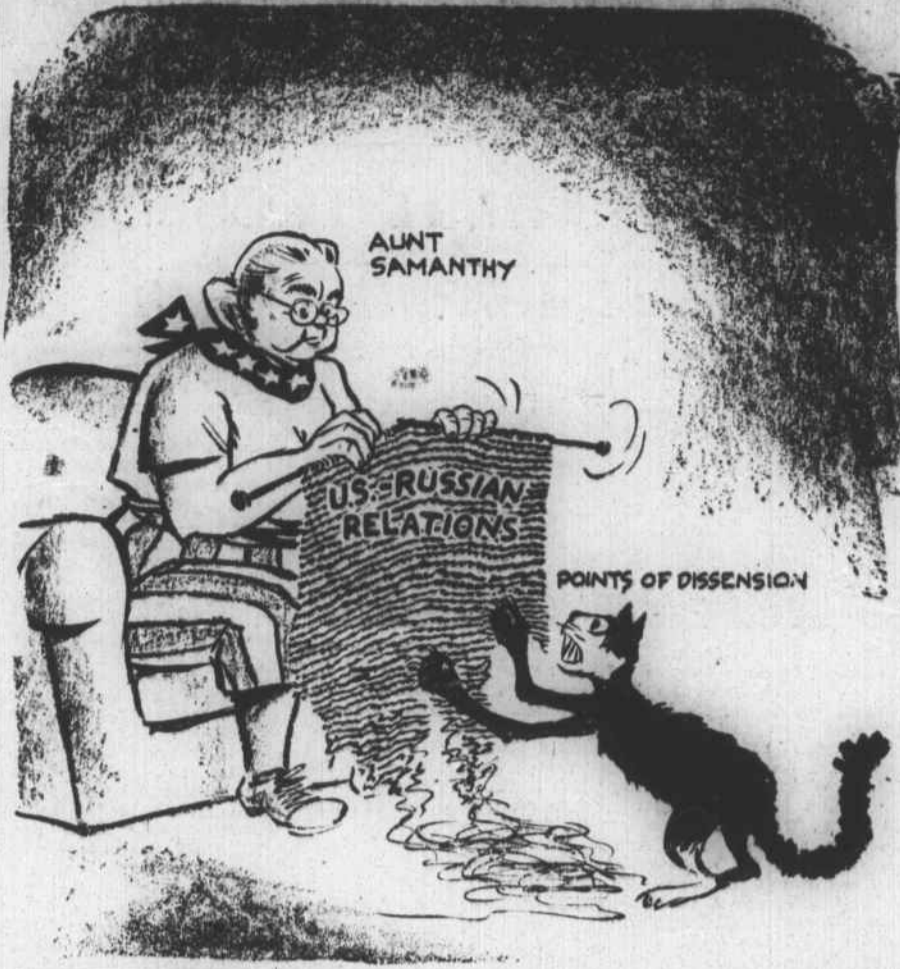
Without the bond issue, less than one-half the mileage would have been built in North Carolina during the 1919-1928 period, and while the registration trend might have paralleled that of Georgia and Virginia, it would hardly have exceeded it.

The resulting increase in income from registration fees and gas taxes met the servicing requirements of the bonds. The savings in operating costs by reason of driving over improved highways, figured at a cent a mile, amounted to an estimate of \$30,000,000 annually which was more than the motorists paid to the state in gas tax and registration fees.

The state got the use and the benefits immediately from a highway system which, had it been financed by current income, would have been built piecemeal and would have taken ten years longer to complete. The extra cost was justified.

In an article written in 1944 by Bill Sharpe of the State News

KNIT ONE - PULL TWO



Raleigh Roundup By Eula Nixon Greenwood. Includes an illustration of the North Carolina state capitol building.

RIGHT BEHIND—Four chortling and chattering women, obviously completely carried away by the balmy weather, the spring styles and an opportunity to get out of the house for an hour or so, were bouncing along hardly noticing where they were going on Raleigh street last Saturday morning. Just in front of them in solemn majesty walked Mr. Law of North Carolina. "Aren't we right behind Hudson-Belt?" sang out one of the shoppers. "No," came the thundering voice from in front, "right behind Walter P. Stacy."

WORST SINCE 1938—This isn't the kind of things one likes to write home about, but officials of the N. C. Employment Security Commission are privately very much worried about employment conditions in the State. Unemployment in North Carolina is now at its highest level since 1938. With the exception of a few isolated spots, it is still climbing.

FERTILIZER SALES—On the other hand, fertilizer sales have been booming in North Carolina for the past six months. The State Agriculture Department had prepared for a big letdown this season, but sales are approaching the record

BOND ISSUE NOTES—Virtually every State employee will be plumping during the next two weeks for the passage of the \$200,000,000 bond issue to improve rural roads and the adoption of the \$25,000,000 bond issue to build more schoolhouses. If you voted in the Election last fall you don't have to register to vote for or against these bond issues. The estimated carrying charge each year for 20 years including interest on the \$200,000,000 will run \$14,000,000. The one-cent increase in the gas

Bureau it was pointed out that "the State's greatest era of progress coincided almost exactly with the development of good year-round roads."

Sharpe pointed out that in the 10 road building years following 1921 "auto ownership in the State jumped 128,000 to 500,000." He credited "the highway revolution" with a large share in the equal growth of both small towns and larger cities and the development of the state as a resort center. He noted that the value of the state's manufactured products "increased over 50 per cent in the two decades of good roads."

As usual in the case of progressive movements, the road bond program of the 20's, once looked upon as a risky departure, is looked back upon as a great forward step.

Hardware & Building Supplies Corp. Serving Carteret County. Located at Intersection of Hiway 70 & Beach Road, MOREHEAD CITY. Products include Wood Moulding, 5V Crimp Galvanized Roofing, Sheet Rock, Builders Hardware, Brick, Lime, Cement, Sand, Windows, Doors, Screen Wire.

Officer-Party Boatman Appears Before Board

Hubert Fulcher, member of Morehead City police force and skipper of the Amberjack, Morehead City party boat, told Morehead City commissioners Tuesday night that he does not solicit business for his boat while on duty.

Mayor George W. Dill, Jr., said that rumors of that type had come the board's way and Mr. Fulcher was asked to tell the commissioners his side of the story.

The mayor also said that he heard from some sources that the accusations were merely an upshot of a boatmen's fight.

Mr. Fulcher said that his parties make reservations ahead of time either by phone or by mail and if, when on duty, he was asked the directions to a certain party boat, he either took the party to the boat or contacted the captain.

The officer's duty hours are from 4 p.m. to 12 midnight. Mayor Dill said that if, before he goes on duty, he goes aboard the Amberjack, some people may think he was working at his boat when he should be working for the town and suggested that Mr. Fulcher not go aboard while in uniform.

The officer said that the rumors against him probably came from someone whom he has arrested or else from party boat captains who have been on his father's dock soliciting business and who were told to leave.

Mayor Dill said that in the future only complaints which are brought in person before the board will be heard.

Bookmobile Schedule

Mrs. Monroe Willis, bookmobile driver, has announced the schedule for next week. Places and the time the bookmobile will arrive are as follows: Monday, May 23—Bettie church, 8:30 a.m.; Mrs. Myrtle Arthur, Bettie, 8:45 a.m.; Otway school, 9:15 a.m.; H. R. Chadwick's store, Smyrna, 9:45 a.m.; Smyrna school, 10 a.m.; Marshallberg theatre, 11:15 a.m.; Juanita Newkirk, Marshallberg, 11:45; Pigott store, Gloucester, 12 noon; Mrs. Oliver Chadwick, Gloucester, 12:45 p.m.; Sadie Nesbit, Gloucester, 1 p.m.; Straits post office, 1:20 p.m.; Mrs. Evelyn Dameron, Straits, 1:40 p.m.; Mrs. Curtis Guthrie, Harker's Island, 2 p.m.; Harker's Island school, 2:15 p.m.

Tuesday, May 24—Mrs. Leslie Brinson, Camp Glenn, 9 a.m.; Whitely Filling Station, Wildwood, 9:30 a.m.; Newport school, 10 a.m.; Carlton Garner, Masontown, 10:30 a.m.; I. V. Lockey, Masontown, 10:40 a.m.; M. L. Simmons, Masontown, 10:50 a.m.; Pearl Simmons, Masontown, 11:10 a.m.; L. B. Plener, Masontown, 11:20 a.m.; Lawrence Garner, Masontown, 11:30 a.m.; Nettie Garner, Masontown, 12:30 p.m.; Smith's filling station, Bogue, 1 p.m.; Nellie Parker, Bogue, 2 p.m.; and Zeb Butts, Bogue 2:30 p.m.

Harry Sample, Probation Commission head, Good Democrat LeRoy Martin enhanced his popularity considerably the other day when he threatened to whip Democratic Chairman Capus Waynick...

JURNEY—T.A. Wilson, chairman of the Industrial Commission, resigned a few weeks ago to head up a new insurance company and was replaced by a Scott appointee, who does not yet know what it is all about.

The term of Buren Journey of Statesville, another member of the three-man board, ran out on May 1. Everybody knew he would not be reappointed, but Governor Scott delayed kicking him out.

On the afternoon of May 10, Pat Kinsey of Beavard died suddenly while mowing his lawn at his home on St. Mary's Street.

This left Journey the only experienced man on the Commission. Journey, a bachelor, can retire on \$75 per month if the Governor will keep him on until January, when he will be 60 years old. If he is fired before then, he will only get in retirement what he has paid in plus a little interest. In any event he will settle down on his farm at Union Grove, near the old Iredell County home of Van Hoy, Congressman Bob Doughton's sidekick when he is through in Raleigh.

Meantime, Claude Gray former Gates county lawyer and now an insurance man in Charlotte, and Bill Holoman Employment Security Commission attorney, are being considered to succeed Kinsey.

NOTES—Kate Humphrey, Broughton secretary, is remaining as secretary to Sen. Frank Graham. Baptists from all over the State are in Oklahoma City this week for the meeting of the Southern Baptist Convention. Dr. Louie D. Newton of Atlanta, former head of the Southern Baptists and famed Russian traveler, is being pushed by a few leading Baptist pastors for the presidency of Wake Forest College. John Armstrong, Utilities Commission man who opposed Thad Eure, is set to go...so is

Jaycees Discuss Plans for State Beauty Pageant

Morehead City Jaycees discussed a large volume of business, most of it concerned with the Miss North Carolina pageant, which they will sponsor, at their meeting Monday night in the Fort Macon hotel dining room.

Walter Morris, chairman of the pageant, disclosed that 11 clubs have entered the pageant thus far and that other entries are expected daily. He added that the Betty Jay Shop will furnish bathing suits to all girls entered in the contest.

It was announced that the Gurley Motor company will furnish new Nash automobiles and chauffeurs to be used at all times by Miss North Carolina entrants while they are in Morehead City. The firm will also furnish the cars to be used by Miss Morehead City entrants during the day of the local contest, May 27.

Gurley Motor company has offered, Warren Beck said, to sell one of its cars at the manufacturer's prices to Morehead City merchants if they wish to purchase it to donate to the winner of the Miss North Carolina pageant. The offer was referred to a committee to study its possibilities.

Mr. Morris revealed that the Morehead City Jaycees will run an advertisement in the May 31 issue of THE NEWS-TIMES announcing the dates and times of the different events of the Miss North Carolina pageant. That is-

gus of the newspaper will be a special race track edition with 3,000 additional copies to be mailed to a select list of names throughout North Carolina. Mr. Morris stated that he thought it would be well worth the money to publicize the pageant in this manner.

Jimmy Wallace, chairman of the Miss Morehead City contest, said that the contest was coming along fine but that more entries were desired. Arrangements for a band to play at the dance at 10:15 next Friday night at the Recreational center have been made and advance tickets for couples are on sale at \$1.25. Tickets will sell at the door for \$1.50 and stag tickets will not be sold in advance.

The club voted to pay for the expenses of a Morehead City high school rising senior to go to the annual Boy's State held at the University of North Carolina in Chapel Hill each summer. The boy will attend the meet for one week and learn the principles of government indoctrinated in his citizenship responsibilities. The youth will be selected by the high school faculty.

Jaycees discussed the lack of local interest in the Morehead City Technical institute and decided that an invitation to students of Jaycee age to attend future meetings would be extended and that possibly a Jaycee indoctrination program for younger students might be established.

Bernard Leary, president of the Morehead City softball league, disclosed that poles and lights for the ball diamond would be installed this week and play should be under way within the next two weeks.

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