

er of The Two Carolinas—THURSDAY, APRIL 16, 1936

DEMAND SPECIAL S

SAFETY DRIVE
IS PROGRESSING

Skinner Announces 31 Auto Service Companies Co-Operating in Brake Tests.

B. A. Skinner, city safety inspector, yesterday reported satisfactory progress of the automobile safety campaign sponsored by the municipal government.

Thirty-one automobile dealers, garagemen, and repairmen, are co-operating with the city by giving free brake inspections to automobiles.

The police department will start checking automobiles, and if brakes appear to be defective, will instruct the driver to have them inspected and, if necessary, repaired.

The following firms are co-operating in the safety drive: Heath Motor company, 426 West Trade street; Carolina Rim and Wheel company, 306-14 North Graham street; City Chevrolet company, 710 South Tryon street; Hoppe Motors, Inc., Fourth and Graham streets; Norfleet Motor company Fifth and Poplar streets; Thomas Cadillac-Oldsmobile company, 500 West Trade street; McDonald Service company, Fourth and East Trade streets; Pyramid Chevrolet company, East Trade and Davidson streets; Power Brake company, 614-A South Tryon street; Southern Bearings and Parts company, 315 North College street; Earl Boomer-shine, Inc., 318 West Fifth street; Orr Motor company, 527 South Tryon street; Motor Parts and Gear company, 222-24 North College street; J. M. Abernethy Auto Service, 229 North College street; Alexander Auto Service, 231 South Church street; F. N. Fowler's Auto Repair shop, 120 Wilkes place; Cliff Fowler's garage, 604 East Seventh street; General Auto Service, 600 South Church street; Keith's garage, 114 Jackson terrace; Shell Service station, Eighth and North Church streets; Standard Auto Repair company, 207 1-2 West Fourth street; Stonewall Service company, 612 South College street; Terry's Studebaker Service, 326 East Seventh street; Thompson and Hastings Auto Service, 318 South Church street; W. B. Toole Auto Repair company, 225 North College street; T. Tuttle, 103 North McDowell street; Garris garage, 1005 East Seventh street; Lilly's garage, 1237 Central avenue; Queen City Welding company, 316 East Fifth street; Sutton garage, 112 East Seventh street.

Stickers will be placed on all cars passing the free inspection. The companies making inspections will make daily reports to Mr. Skinner.

WILL KEEP LIFE
INSURANCE WEEK

Charlotte Underwriters to Conduct Program of Advertising May 11-16.

The Charlotte Association of Life Underwriters, at a luncheon meeting yesterday at Eford's, decided to observe National Life Insurance Week in this city May 11-16 with a program of advertising and a special program at a meeting of the association.

John Knott presided at the meeting yesterday, and A. J. Beall was in charge of the program.

Property Listing
Time Draws Near

Personal Property, Tangible and Intangible, Poll Taxes and Dog Taxes Must Be Given by April 30.

The time allowed for listing property for taxation is growing short, J. Arthur Henderson, city-county tax supervisor, said yesterday, and the penalty is expected to be clamped down on all persons listing their property after April 30.

The listing this year involves only personal property, tangible and intangible, poll taxes and dog taxes, it was explained. The permanent listing system for real estate has now been installed and this type of property will be listed automatically in future.

As the end of the month nears the property listers come in faster and the result is congestion with many persons being forced to wait their turn to list property. The tax supervisor pointed out that much inconvenience can be avoided by persons coming in early and getting the listing done before the final rush starts.

The new system does not mean that persons need not come in to list their property at all, simply

because the real estate listing is automatic. Mr. Henderson said. Even if a man owns no personal property he must come in and list himself for poll tax.

The department has records which enable it to find such persons as refuse to list their property it was said. These persons are notified of their delinquencies and legal procedure is resorted to if they continue to refuse to list.

The listing will be finished much earlier this year than has been the case in the last several years, Mr. Henderson said, and the tax scrolls will be ready for the collector's department far ahead of time, the supervisor predicted yesterday.

MORE ABOUT

City School Building Program

STARTS ON PAGE ONE.

tion, 25,000 pupils, 23 elementary schools for whites, seven for negroes, five junior high schools for whites, double present facilities for senior high schools for whites, and double high school advantages for the negroes;

1945 — 145,000 population, 29,000 pupils, 25 elementary schools for whites, 10 for negroes, six junior high schools for whites, and no changes in senior high school needs for either negroes or whites from the estimate made for 1940;

1950 — 175,000 population, 35,000 pupils, 32 elementary schools for whites, 12 for negroes, eight junior high schools for whites, three-times the present senior high school capacity for whites, and same requirements as in 1945 for negro high schools.

These population estimates were based on figures compiled by experts of the telephone company, said Dr. Gaul. He also made a survey of real estate men, building contractors and other persons in an effort to learn what can be expected in growth in the city. The real growth in Charlotte for the next 10 or 15 years is expected to be in the northeast and southeast sections, he said, although some growth is expected in Glenwood and Statesville avenue sections. He also spoke of the great increase in building permits and of the prediction that several million dollars in construction work will be done in Charlotte this year.

D. H. HILL BIG PROBLEM.

It was after obtaining these figures and studying them in their relation to the schools that the committee made its plans for additions to the buildings and other improvements. He said it would be economical to maintain both senior and junior high schools at the Harding school. The main problems from the elementary standpoint are the Lawyers Road and D. H. Hill schools. These, however, are taken care of in the plans, and

the high school situation will be solved by the additions to Central and Harding schools and a plan later to build a new junior high school in the western section of the city, leaving the present Harding school for a senior high school that will serve the section.

In discussing the negro schools, he said they are horribly crowded. Through building a new elementary school in the center of negro population, relieving the Second Ward High school of county students, and joining with the county in building a city-county high school in the western section of the city, this problem can be solved, he said.

SEES MONEY AVAILABLE.

Dr. Gaul also presented figures showing that under the present tax rate, counting the increase in property valuations on the city and county tax books, the sum of \$892,800 will have been collected in the next 10 years to pay the debt contracts for the schools. It might be necessary to increase the tax rate two and one-half cents for the first year or two, he said, but this would be all that taxpayers would have to think about.

He described this as a conservative program, absolutely needed by the schools.

Henry Allison presided over the meeting in the absence of Frank Kennedy, chairman. Re-election of principals and teachers in the schools took place after a report of the teachers' committee had been submitted by Mrs. W. C. Mitcham.

A letter was read from B. Atwood Skinner, city building inspector, who made an inspection of the D. H. Hill school Tuesday afternoon and reported it to be a safe building, just as he had found it when he inspected the structure on October 10. A committee of patrons and officials of the Lawyers Road school presented a plea for more classrooms, some way to do away with the mud in the school yard, and other improvements.