

**THE COURIER**

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**PROPOSED AMENDMENTS**

On Tuesday, November fourth, every voter will have the privilege of casting a vote for several amendments to our Constitution, or against it as may seem wise. In another column will be found a digest of these four amendments, and we hope every reader will take the time to read the article carefully.

1st. The inviolability of sinking funds. This is eminently right and should be adopted without question. It simply means that the State shall not use any sinking fund set aside for retirement of any bond issue for any purpose other than to pay off said bond. This should be the case with every bond issued, whether State, town or county, and no bond should ever be issued without provision for its retirement.

2nd. Taxation of homes, homesteads, notes and mortgages. To this amendment we are not fully satisfied, as we confess we do not thoroughly understand its meaning. The verbiage is not clear and we would not advise you as to same.

3rd. To put a limitation on the State debt. We think you will agree with us that this is wise, for there is a tendency to issue bonds for any and all purposes. We believe in bonds, but we agree with you that there is such a thing as overdoing the thing. Then, vote for this amendment.

4th. As to pay of members of the General Assembly. The pay at present is \$240, and this is barely enough for a member to pay for his room while attending the legislature, provided he stops at a first class place such as his constituents would have him occupy. The proposed rate is \$600 and this is none too much. We pay our County Commissioners five dollars a day, and our legislator \$4, when the Commissioner is at home with no additional expenses. This is unjust and many a good man is forced to decline to become a member of the legislature, simply because he can not afford to pay out his good money to serve his people. Let's adopt this amendment.

Then there is another Act which you will have the privilege of voting on, and that is an "Act to provide a World War Veterans loan fund." Read the Act, and we believe you will then cast your vote for it. What we were bidding our boys God speed on their way to war we told them there was nothing too good for them, but since their return the things seems to have taken a turn, and they are "hardly good enough for anything." This act will enable them to own a home and at the same time not cost the State or the tax payer one penny. The State simply proposed to finance the matter for them, the veteran paying all costs; and interest. No loan to exceed three thousand dollars, and not to run not exceeding forty years, interest and certain amount necessary to retire the loan payable semi-annually. Truly, you are willing for your State to finance this matter for the soldier boy. Then be sure to vote for this Act.

**PORT TERMINALS AND WATER TRANSPORTATION**

We received a letter this morning from one of our readers in which he said, "Since reading what you have to say about the Port and Terminals bill I am going to cast my vote for it." And honestly, if the intelligent citizen will lay aside all malice and prejudice against men and bonds he will almost surely come to the same conclusion. It is said, and truthfully we believe, that North Carolina is pay-

ing out a bonus annually of ten million dollars for excess freight charges. If this be true, and it has not been successfully disputed, then what is the paltry sum of eight and a half million dollars in comparison to this annual bonus.

The trouble is—and we were with you in the same trouble—when you say bonds, we just naturally begin to kick; but if you will think just for a moment these bonds will not frighten you. We do not believe you will ever be called upon to pay one cent in direct taxes for these bonds, and we know you will never pay more than five cents on the hundred dollars at most, for the State can not levy exceeding this amount. If, with an investment of eight million dollars we can save to the people of North Carolina, and the farmer pays the greater part of this freight burden, ten million dollars a year, then don't you think it a good investment?

Don't be frightened by the word bonds and do an injury both to yourself and the State. We believe this is the greatest question you will have to decide at this election, and if you will give the matter some serious thought without a doubt in our mind you will cast your vote for the Port Terminal and Water Transportation.

"I Don't See Why?" Under this head we are publishing an article in another column which we earnestly ask every young man and every young lady, as well as boys and girls to read. We have read nothing in a long time which struck us quite so forcibly. How often we hear just this, "I don't see why?" We know it will appeal to every father and mother, for there are very few, we fear, who have not had this same reply, word for word, made to them when they had an occasion to remonstrate with one of their children about something which they did not think just exactly right and proper. Young folks, read it, and then read it again.

The Durham Sun is one of our best evening papers, and we enjoy it immensely, but when it reaches us at one o'clock on the day following publication we confess the matter seems a little stale. And that is just what it has been doing now for some time. By rail or automobile we are just one hour from Durham but when it takes twenty hours for a daily paper to reach us, we think there must be something radically wrong somewhere. We would suggest to our good friends on the Sun to either look into the matter, or put on the old fashioned star route method, a rider on a mule, and see if a better delivery can not be made.

Probably as many farmers drop into our office as any place in town, but rarely does one of our welcome callers mention politics, and only three weeks until election. Political interest is below par in this good County, and unless something is done to arouse the voters a mighty light vote is going to be cast.

**THERE IS NO WEAKENING IN THE STAND OF SENATOR SIMMONS**

Senator Simmons has stamped any inference that he is not as strongly in favor of ratification of the proposal for terminals and ship lines by the people as he was for approval by the state legislature as mistaken and false. He continues to believe in the plan to spend seven, eight or nine millions in the effort to bring North Carolina out of the rear rank of states as far as freight rates, rail and water service are concerned. Governor Morrison continues in the conviction that the port and water transportation plans offer the Tar Heel state a short cut to greatness.

General Cox, at Raleigh gives out Senator Simmons latest statement. It came to us as a news story from General Cox but we believe the first stand of Senator Simmons on this most important phase of the November election, might better serve its purpose in this column. Senator Simmons says: "I am just as strongly in favor of the ratification, by the people at the election, of the port and terminals bill passed by the legislature as I was in favor of its adoption by direct action. Any intimation of indifference or lukewarmness on my part in this matter is without foundation. I regret that circumstances, which I could not control have prevented me

from entering actively into the campaign in behalf of this measure, as they have prevented me from engaging in the political campaign, but there has been no abatement or change in the views expressed by me at the meeting of the eastern shippers at Goldboro. I am still profoundly convinced of the wisdom and effectiveness of the proposition and that it would produce the results claimed for it by its proponents and advocates. I shall do everything I can to get myself in physical condition to enter both the political and the port campaign in time to render some service in both behalfs, and I confidently expect to be able in a very short time to get vigorously into the fight and if so will make, as many speeches as my strength will permit. I am not fully advised as to the public sentiment upon this measure throughout the state, but it is of such merit and far reaching importance it ought to powerfully appeal to the support of the people. But whether it succeeds or fails of ratification, I am unreservedly for it and earnestly hope it may prevail."

We cannot be sure how the state will turn on this question of developing North Carolina ports. We must admit that the advocates of this plan including those of us here in Durham face a heavy adverse sentiment. It will take fight and persistence to win. It may fail of ratification but never theless, we believe North Carolina is facing another opportunity which may return the investment in a manner second only to the movement for good roads and education. Despite argument one way or another, as a matter of fact, only the experiment will determine the results which will follow.

And surely it is worth while. It is not enough to simply sit back and say it can never be done, that the present lines of railway and the present established ports cannot be dethroned, that they will always prevail and always oppress North Carolina trade and industry. We can at least attempt to better ourselves, even if it does cost seven millions. Seven millions is a tremendous sum to the individual, but to a state as great as North Carolina, it is paltry when the possible advantage is weighed. The expenditure of ten millions may mean a return of hundreds of millions. It may be the awakening, the beginning.

It is a vision, true. So were all human achievements before they became realities. It is a vision, but it is a vision we wish our entire state could catch.—Durham Sun.

**SOUTHERN RAILWAY CO. BUYS NEW EQUIPMENT**

Atlanta, Ga., October 13.—New locomotives, freight and passenger cars, costing approximately nine million dollars, have just been purchased by the Southern Railway Company for delivery during November and December of this year and the early months of 1925.

Included in the purchase are 3,000 box cars, 250 flat cars, 250 stock cars, 25 passenger coaches, 10 baggage-express cars, 6 dining cars, 25 heavy Mikado type freight locomotives, 15 heavy Pacific type passenger locomotives and 10 eight-wheel switching engines.

All of this equipment will be of the latest type, the passenger and flat cars of all steel construction, the box and stock cars with steel underframes, and the locomotives being similar in design to locomotives recently built for the Southern.

**I DON'T SEE WHY**

Wickes Wamboldt  
A young married man discovered that his bride of a year occasionally met an old flame of hers down town; and occasionally they took a nut-sundae together and occasionally they went to a movie together.

When he found out those things he remonstrated and the bride of a year talked to him this way:

"Well, I don't see why. I have known Charlie all my life, and I used to go with him before I knew you. And just because I am married it doesn't seem to me that I ought to cut all my old friends off."

"What harm in the world is there in my sitting down and eating some ice-cream with Charlie. Or sitting down in a picture-show with him. I know how to behave myself and so does Charlie. I don't see why they should be any objection."

"But don't you see," protested her husband, "people will talk? And then it isn't a good thing for married women to associate too much with other men. You might get to be carried for some other man, don't you see?"

"Well, I don't see why," contended the bride.  
And so she kept on with her don't see whys, and kept on meeting other men, and kept on, and kept on, until she had serious affair or two. And all the while she didn't see why.

She has been divorced now for some years and is having to earn her own living. Perhaps now she sees why.

A person who doesn't see why, or who refuses to see why, is a most difficult sort of a person to deal with.

The girl who doesn't see why, she shouldn't go out motoring all hours of the night, 40 miles from home, with Tom, Dick and Harry.

The boy who doesn't see why, he shouldn't run with a gang that hasn't a constructive principle in sight.

The clerk who doesn't see why the boss has anything to say about his conduct outside of business.

The most discouraging thing about the person who doesn't see why is the fact that he doesn't see why.

**LAND SALE!**

As executor of the will of Fannie E. Wells I will sell at auction on SATURDAY, NOVEMBER 29 11 A. M. at Prospect Hill, N. C., all of the real estate of the said Fannie E. Wells, consisting of 565 acres of Fine tobacco and timber land. This fine farm has been divided into 5 tracts, all tracts containing plenty of wood for farming purposes, and 2 tracts have large quantities of saw timber as follows:

Tract No. 1  
81 acres, fronts on No. 14 Highway and one third or more tendable land, some very fine tobacco land, and plenty of wood, some saw timber, no improvements.

Tract No. 2  
140 acres, contains as fine tobacco land as can be found in the Prospect Hill section, and about one half of it is heavily timbered, both original and second growth. Fronts on Highway No. 14. No improvements.

Tract No. 3  
85 acres of good farming land, dwelling house, feed barn, 4 tobacco barns and pack barn, plenty of saw timber for improvements. Fronts on Highway No. 14.

Tract No. 4  
141 acres, is the home place, nice dwelling with 6 rooms, 4 tenant houses, 5 tobacco barns and all necessary out houses. A fine farm in high state of cultivation.

Tract No. 5  
18 1-2 acres of second growth saw timber.

This land will be sold in separate tracts and as a whole, or in groups of 2 if advance bid is made. Blue prints of these lands can be seen at any time at Prospect Hill.

Good three teacher school in 1-4 mile of this land.  
F. R. WARREN, Executor



**Capital Might Well Be Model for All Cities**

Nearly every city is a patchwork founded upon an accidental beginning. The city complete has not existed. In view of the rapid strides of science, trade, transportation and the enormous increases in population—all of which this country has experienced simultaneously—the city complete cannot yet be expected, but there are enough facts about cities now in existence to form the basis for a few primitive generalizations.

We at least know that the best laid-out city on earth, either of ancient or modern times, is only 228 miles from New York, and that the plan was made in 1791 by Pierre Charles L'Enfant, a French engineer, who served in the Revolutionary war, and approved by George Washington, writes Felix Isman in the Saturday Evening Post. We know that the city of Washington began as a mere village and that it has grown to one of the foremost cities of the world without altering the truth of the statement that it is the best laid-out city on earth.

The streets vary in width from 80 to 160 feet and are, on the whole, the widest streets of any city in all time. They are adorned with more than 85,000 trees, so that a bird's-eye view of the national capital gives the impression of a beautiful park, with the roofs of buildings showing indistinctly amid a wealth of verdure. The majestic transverse avenues form irregular intersections with the rectangular streets, resulting in 302 squares and circles, comprising 467 acres; the most important of which is the capitol grounds.

The height of buildings in both the residence and the business districts is restricted. The result has been a healthy tendency to spread out rather than to grow perpendicularly, as New York has done with such uncomfortable results for those who must spend their working days in its damp, dark, wind-spread canyons.

If the city plan of Washington has not made the impression it deserves to have had upon other municipalities, it certainly has stood the test of those best qualified to pass upon it—the residents of Washington.



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These suits have no argument with the man who wants to spend twice as much money. With his \$80 he cannot buy more or better style, we underline that because it's an absolute fact.

These are exceptional suits and overcoats at exceptionally low prices. They are the last word in designing. New York's highest priced tailors couldn't improve on the cut, and when you say "I'll take it" we make more of a friend than we do of a profit.

**STYLEPLUS CLOTHES**  
Emery Shirts Stetson Hats  
Everything To Wear  
For Men, Women and Children.  
**Harris & Burns**  
Roxboro's Best Store.



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If you have a bank account and are REGULARLY adding to your balance, we congratulate you, and say "keep it up."

If you have no bank account, we urge you to come in and open one. The satisfied, confident feeling it will give you to know you are getting ahead, will strengthen your determination to make your balance grow.

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