

# FRANKLIN TIMES.

A. F. JOHNSON, EDITOR AND MANAGER

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## BOARD OF EQUALIZATION

### MET IN COURT HOUSE MONDAY

**Tax Lists of Different Townships Received—Several Valuations Changed and Made More Equal.**

The Board of County Commissioners met in the court house Monday as a Board of Equalization as is provided by law, with all members present. The business was taken up as follows:

The tax lists were received as follows:

Dunns,  
Harris,  
Franklin,  
Gold Mine,  
Cedar Rock,  
Cypress Creek,  
Hayesville,  
Louisburg.

Dave Weldon and Ed. Alston were required to list seven bales of cotton for taxation in Hayesville township—Weldon 5 1-2 and Alston 1 1-2.

It was ordered that the valuation of Leonard Bros. stock be increased from \$2,750 to \$4,000.

It was ordered that the valuation of the stock of W. W. Webb be changed as follows: Mules to \$2,000, horses to \$300.

Mr. A. W. Perry, tax list taker for Louisburg township, was ordered to follow the instructions of the Corporation Commission in regard to cotton found in Louisburg the first of May and not listed.

It was ordered that list takers be allowed five cents per name and \$2.00 per day for five days for taking tax lists.

It was ordered that the account for license tax on the Medical Depository on the part of the town of Louisburg be not allowed, the Board being advised by counsel that the town has no authority to levy a tax on this institution.

It was ordered that B. G. Mitchell, of Youngsville township, be relieved of taxes on \$488.50 bank stock—amount \$4.86.

It was ordered that R. H. Griffin be relieved of taxes on personal property in Cedar Rock township.

B. F. Cooke was appointed Registrar of Vital Statistics for Franklin township.

No other business of importance coming before the Board it adjourned.

## The Repair and Maintenance of Earth Roads

If you look at the ordinary country road after a shower you will see small puddles along the wheel ruts and sometimes larger pools. This water stays on the road surface because it cannot drain away into the side ditches. If you look closely you will see side ditches which have grown up with bushes and weeds in many cases, and which are so far from the traveled part of the road that the rain water does not drain into them. That part of the roadway where the wagons travel is called the traveled way. To prevent water from standing on the traveled way the road should be raised in the center and should slope gently into broad shallow ditches. It is then said to have a crown. If it is 10 feet from the center of the road to the side ditch, the surface at the side ditch should be at least 10 inches lower than it is at the center where the horses travel. The road then has a 10-inch crown. The rain that falls on a road properly crowned will run quickly to the side and not soak into the surface or form pools. The side ditches for surface water should run parallel to the right of way, and should be open at every low point so that the water can run out of them into neighboring brooks or streams. If the ditches merely collect the water from the road surface and it cannot run away, large pools will be formed along the roadside, which will gradually soak into the soil beneath the road and make it so soft that the wheels of wagons will cut through the road surface and soon destroy it.

Sometimes water runs from land along the road and forms a little stream down the wheel tracks or in the middle where the horses travel. When driveways into farm yards are built across the side ditches they frequently form channels for water from the farm yard to run into the road. The pipes under driveways become filled with leaves or rubbish and the water can no longer run away. If the driveways that stop the ditch water were rebuilt so that no pipes were necessary and the ditch could be left open, much trouble from surface water would be stopped.

Sometimes a road runs across low ground or through a swamp where the road cannot be drained by side ditches alone. If the roads were built higher

like a railroad embankment across such low land and made with a crown, it would be dry and hard. Sometimes a road passes through what is called a cut. This is a place where the earth has been dug out so that the road can go over a hill without being too steep. The water which always flows quietly under the ground on hill sides is known as ground water. In road cuts such water sometimes makes the road very muddy, and the road then needs what road builders call underdrainage. A good kind of underdrainage is a trench to go along under the side drain and about 3 feet deep and a foot and a half wide. In this trench a pipe is laid near the bottom and covered with loose stones no bigger than an egg. When the trench is completely filled with loose stones the ground water, instead of soaking into the roadway, will stop among the stones and flow down the hill through the pipe.

To keep a road smooth and crowned the best method is to drag it with a road drag. A road drag is made easily with two halves of a log which has been split. The log should be about 6 or 8 inches in thickness and about 6 or 8 feet long. The two halves of the log are set 3 feet apart with the smooth faces forward and upright. They are then fastened together with braces set in holes bored through the log. A pair of horses may be used to drag the road and are hitched to a chain fastened to the front half of the log. The road drag should move forward so that it drags across the road in such a way that a small amount of earth will slide past the smooth face of the log toward the center of the road, thus forming the crown. The edges of the logs will smooth out the ruts. The best way to drag is to begin at the side ditch and go up one side of the road, and then down the other. In the next trip the drag should be started a little nearer the center and the last trip over the road the drag may work close to the center itself. Small ridges of earth will be thrown in the horse track and smeared by the round side of the log smoothly over the road. The smearing of the earth by the drag is called "pudding," and it tends to make the surface of the road smooth and water-tight after the sun comes out. The road is always dragged after it has rained and not when it is dry. A good, strong pair of horses with a well-built drag can drag about 3 or 4 miles of road in a day, and it is the best way to maintain good roads. In every county some farmer along each 4 miles of road should own a drag and drag the road when it rains. He would always find the road in good condition when he goes to market.

Owing to the fact that many rural schools were closed at the time when the prize maintenance essays were announced by Director Logan Waller Page of the Office of Public Roads, it has been decided to extend the limit for receiving the essays to October 15, 1913. In addition to the gold medal given as first prize, two silver medals will be given as second and third prizes. If a child who has submitted one essay previous to the issue of this notice should care to try again, he is at liberty to do so, but he must be a pupil of a rural school. There is some misunderstanding in regard to the subject of the essay. The idea is to get the children thinking how to better their earth roads with the material they have at hand.

### Judge Cooke Renders Decision.

As was stated Judge C. M. Cooke rendered his decision in the case of Alex and Jim Harris vs The Board of Road Trustees of Youngsville township, wherein the plaintiffs endeavored to collect damages on account of the location given the good roads across their property, on Monday morning. He dissolved the injunction proceedings and ordered that the suit for damages should be brought in proper form and be placed upon the Superior Court docket for trial by a jury. The road in question is the one leading from Youngsville to Louisburg, coming into the Louisburg and Franklin road at Mr. Joe Strickland's. All of this road practically has been worked except the portion across this land and we learn that another survey has been made that will move the road entirely away from the land in question. The same report says the last survey can be built a great deal cheaper and will answer practically the same purpose. If this is true it occurs to us it would be the duty of the Trustees to use this last survey.

### Died.

On last Saturday night the death Angel visited the home of Mr. and Mrs. J. S. Winstead and took thencefrom their darling babe. The remains were laid to rest on Sunday afternoon at the Waise family burial grounds. "Budded on earth to bloom in Heaven."

## JOINT S. S. EXCURSION

### TO RUN FROM LOUISBURG JULY 25TH.

To Raleigh, Under the Auspices of the Methodist and Baptist Sunday Schools.

The Methodist and Baptist Sunday Schools, of Louisburg will run a joint excursion to Bloomsbury Park on Friday, July 25th, 1913, leaving Louisburg at 8 o'clock in the morning and arriving in Raleigh at 9:45. The train leaving Raleigh on the return will leave the Union Station at 6:30 o'clock making its arrival in Louisburg about 8 o'clock. The committee has arranged that all children under five years old when accompanied by an older person, will go free, children twelve years old and younger will pay half fare and adults or those over twelve years old will pay \$1.00 for the round trip. The train for this occasion will be a special and will be provided with a sufficient number of cars to easily accommodate the crowds that go. All other Sunday Schools will be invited and a big day will be the result of the visit to our Capital City. All persons or at least one in each family will be expected to carry a basket well filled with edibles that a large dinner may be spread upon the beautiful lawn and add to the day's pleasure. More complete details will be announced by the committees which are composed as follows: Baptist, Messrs. J. B. Fulghum and W. B. Tucker; Methodist, Messrs. J. L. Palmer and P. A. Reavis. These gentlemen inform us they will leave nothing undone that will add pleasure to the occasion. This will be an excellent opportunity for the people of Louisburg and community to spend a day at the Capital at the small price of \$1 for the round trip. The tickets will be put on sale next Thursday, and it is expected to have a full supply at the several drug stores. Provide yourself with a ticket in advance.

### Nine Members To Attend

The One Hundred Thousand Club members of The Missouri State Life Insurance Company of St. Louis, will meet this year on the 17, 18, and 19th inst. at Mackinac Island, Mich. The Marion Rich Agencies which consists of North and South Carolina, will have nine members to attend, namely, Robert Norris, of Newberry, S. C., L. A. Manning, Jr., of Latta, S. C., Marion Rich, A. J. McElveen, and E. P. Williams, of Columbia, S. C., R. C. Steveson, of Winnsboro, S. C., M. M. Chisolm, of Estill, S. C. and W. D. Egerton, of Louisburg, N. C. Others members of the party are Mrs. Marion Rich and daughter, Mrs. A. S. McElveen, and Miss Bertha Habenicht, of Columbia, S. C., Miss Luella Adams, also of Columbia, and Mrs. M. M. Chisolm, of Estill, S. C. The party left Monday, July 14th, over the C. N. & L. Railroad going via Atlanta, Nashville, St. Louis and Chicago, returning via Niagara, Buffalo, New York City and Norfolk.

The many friends of Mr. Egerton in this county will be pleased to learn that this trip has been given him by the company as a token of gratitude and appreciation for the large amount of work he has done for them in this section.

### Children's Day.

The children's day exercises, that were held at Corinth Baptist church on last Sunday, were a great success. The morning hour was given over entirely to the exercises of the children, which was an hour of real enjoyment. The one hundred or more children who participated in the exercises did their parts well and gave evidence of the splendid and careful training they had so generously received at the hands of Mrs. R. D. Pinnell and Mrs. Burlah Shearin, to whom much of the credit for the success of the occasion is due. It would be a difficult task to attempt to point out the superiority of either piece or performer, however, the little tots deserve distinction in the fact that they were so young and their parts so well played.

In the afternoon the main feature was the address of Rev. W. D. Harrington. He made a splendid talk on the subject of "Sunday school," covering its several branches and its importance. His address was highly complimented and will no doubt be of great benefit to the Sunday school work in that section. There was present something between 1200 and 1500 people—it being one of the largest crowds that had ever gathered at this pretty little country church.

## FRANKLIN COUNTY ROADS

### THE BEST THEY HAVE SEEN WITHOUT EXCEPTION.

#### A Delegation From Goldsboro Pays Louisburg a Visit—Big Barbecue Dinner Given.

A delegation from Goldsboro composed of Capt. N. O'Berry, Messrs. G. C. Royall, F. K. Borden, John M. Grantham, G. A. Norwood, John Borden, B. H. Griffin, E. B. Borden, Jr., Edwin Borden, Judge W. E. Allen and T. H. Norwood—the first six named being the Board of Trustees, visited Louisburg on Wednesday morning in the interest of Good Roads. The township in Wayne county in which Goldsboro is located, has recently voted a bond issue of \$100,000 to build good roads and these gentlemen have been out on a tour of a number of the counties in the state that have the good road systems for several days acquainting themselves with the work and gathering all the information possible. They arrived in Louisburg Wednesday morning about ten o'clock and in company with Messrs. W. H. Ruffin, F. B. McKinne and T. B. Wilder went out over several of our roads and to see the roads in actual process of building. They were all unanimous in the declaration that Louisburg, Franklin and Youngsville townships had the only real roads they had found and that the work they witnessed in Louisburg township in the course of building was the only practical system they had seen in use. This will be a little more complimentary when it is remembered that Franklin was the sixteenth county these gentlemen had visited. Capt. O'Berry advanced the statement that he had seen lots of good roads including the high priced macadam roads of New England, but for service considering the cost he had seen none to excel the Franklin county roads. They were especially well pleased with their visit to Louisburg expressing themselves as having learned much about the systems they wish to employ.

After the party had returned from a ride over the roads around Louisburg Mr. D. F. McKinne entertained the party together with a number of local friends with a most enjoyable barbecue dinner. The cue was prepared at the Louisburg Hotel and was served on the north porch. It was especially fine and was greatly enjoyed, and the genial hospitality of our worthy townsmen, Mr. David F. McKinne was not only greatly appreciated by all who attended but was highly commended by the visitors who asserted their visit to Louisburg being so profitable and enjoyable would long be remembered by them. The local guests were Hon. T. W. Bickett, Messrs. E. N. Egerton, T. B. Wilder, W. H. Allen, W. H. Ruffin, J. A. Turner, F. B. McKinne, K. P. Hill, Judge C. M. Cooke, G. L. Crowell, N. B. Allsbrook, A. F. Johnson.

### Gets Arm Broken

While riding the little pony of David McKinne on Church street on last Friday, Warren Hollingsworth fell from the saddle and fractured the bone in the elbow of his right arm. It seems that he, together with several other little children, were playing with the pony—riding him by turns—and it must have been they did not have the saddle on properly. Doctors Yarborough and Newell were called in and the arm was soon bound up in good shape. He is now getting on nicely.

### Not Yet Too Late.

As will be seen from their page advertisement in this issue Messrs. McKinne Bros. tell you that although your crop seems behind and that you will hardly make a full crop it is not yet too late to give it the necessary attention to cause a full harvest. Their plan which includes the use of Cereale is an exceptionally good one and your attention is directed to what they have to say. Look up their advertisement, read it and be profited thereby.

### Narrow Escape.

Mr. E. H. Hale, local manager for the telephone company here, while attempting to repair a line about one-half mile below Justice on Tuesday evening, received a heavy electric shock which rendered him senseless for a time. It seems that after having gone over the line and put it in shape he was returning and met a storm and after having stopped long enough for the storm to cease started again on his return where he soon found a tree on the lines. He got out the buggy, began straightening them out and when he picked up a through line from Rocky Mount he received the shock. After sufficiently recovering which was some time afterwards, he completed the job and returned home. Owing to the fact that when he went back to fix the wires two or three hours afterwards they were still full of current he is led to believe there must have been some contact between the telephone line and the electric current in Rocky Mount.

Dr. Walker's sermons were all clear-out and pointed, and delivered in such a winsome way that he made Christianity

## THE MOVING PEOPLE

### THEIR MOVEMENTS IN AND OUT OF TOWN

#### Those Who Have Visited Louisburg the Past Week—Those Who Have Gone Elsewhere

Mr. T. Terrell returned Monday from a trip to Baltimore.

Mr. R. G. Allen paid Richmond a business visit this week.

Miss Lessie Pugh, of Morrisville, is visiting at Mr. S. O. Holden's.

Mrs. E. E. Dettler, of Polkton, is visiting her people in Louisburg.

Mr. B. G. Hicks and family visited his people in Warrenton this week.

Mr. Wilson Green, of Sumter, S. C., is visiting his people in Louisburg.

Mr. Malcolm McKinne returned yesterday from a visit to Princeton.

Dr. J. O. Newell, of Nashville, was a visitor to Louisburg this week.

Mr. Charles T. Perry and wife left Saturday for Norfolk to visit their people.

Mr. C. H. Wiggins, of Raleigh, is visiting his brother, Mr. J. R. Wiggins.

Mr. J. R. Bunn and wife left Saturday for Norfolk, where they will spend several days.

Mrs. Minnie Williams, of Baltimore, is visiting at the home of Dr. A. H. Fleming.

Mr. R. L. Sykes, of Durham, is visiting his sister, Mrs. C. G. Chappell, near town.

Mrs. D. C. Scott, of Kingstree, S. C., is visiting her daughter, Mrs. Lieut. W. W. Boddie.

The many friends here of Mr. J. I. Gillis, of Norfolk, were glad to see him on our streets Tuesday.

Mr. J. A. Coppedge, of Greensboro, arrived in Louisburg Monday to visit friends and relatives.

Mr. E. M. Hale left Saturday for New York, where he will take a course in lino-type operation.

Mr. S. G. Boddie and family, of Rocky Mount, were visitors to his people here this week.

Messrs. R. S. McCoin and G. M. Harris, of Henderson, were visitors to Louisburg Wednesday.

Miss Grace L. Coyna, of Richmond, is visiting her grandparents, Mr. and Mrs. L. F. Yates near town.

Mrs. Dora Jackson, who has been visiting friend and relatives at South Hill, Va., has returned home.

Dr. A. H. Fleming left yesterday for Old Point, Va., to attend a meeting of the National Dental Association.

Mr. and Mrs. W. H. Pleasants and Miss Sallie Alston left Monday for Ocean View to spend several days.

Mr. Ira W. Williams, of the Philadelphia Evening Times, visited his people here and near here the past week.

Mr. E. S. Green, accompanied by Dr. H. A. Newell left Monday for Baltimore where he will undergo treatment.

Miss Lizzie Lee Aycock, who has been visiting her sister in Maryland, is a visitor to friends and relatives in Louisburg.

Mrs. T. B. Wheeler and little daughters, of Scotland Neck, are visiting her brother, Mr. J. P. Timberlake near town.

Mrs. J. J. Person and daughter, Miss Abiah, left Wednesday for Kingston, where they will visit her daughter, Mrs. Nicholson.

Messrs. F. N. Egerton, President of the Farmers & Merchants Bank, F. B. McKinne, Cashier of the First National Bank, and R. G. Allen, Cashier of the Farmers National Bank, returned from Asheville this week where they attended the meeting of the State Bankers Association. They all report a most enjoyable and profitable meeting.

### City Water

The following is a report on the analysis of the city water of Louisburg handed us by Superintendent K. C. Beck on Tuesday. The report was made on Saturday:

Sediment, slight. Color, platinum-cobalt standard, 0. Turbidity, silica standard, slight. Odor, cold, 0. Odor, hot, 0. Alkalinity, (in terms of Calcium carbonate), acid. Alum, present. Chlorine, 4. Nitrogen as Nitrate, 0.14. Nitrogen as Nitrite, 0. Free Ammonia, 0.88. Albuminoid Ammonia, .068. Total number of bacteria at 20° C. per c. c. 22. Total number of bacteria at 38° C. per c. c. 19. Total number of acid-producing bacteria. Colon bacilli in 10 c. c. 6. Colon bacilli in 1 c. c. 0.