

CARE OF PUBLIC ROADS.

Wide Tires Improve, While Narrow Tires Cut Up and Destroy the Roads.

To the close observer it is very plain that there has been an immense amount of money spent, and lots of roads built which have proved disappointing, because the roads so soon went to the bad or cost too much to keep them under repair, and I will say now that any road is an absolute failure as a good road, in the full sense of the word, which you cannot perpetuate at a nominal cost of maintenance. What was the trouble? Too often the road was built and left to take care of itself, and roads will not do that any more than a child. They have to be cared for and the younger or newer they are the closer the care must be. But that is not the worst trouble. The main trouble is in the way we use our roads.

I have been watching very closely the proceedings of the present General Assembly to see if they were going to try to do anything to relieve us of the greatest destroyer of good roads and give us instead a maker of good roads, viz: wide-tired wagons to take the place of the present narrow tire which is in general use.

If we want bad roads made worse and good roads made bad we have the very thing in operation, the narrow tire, and if that is what we want let us quit spending the people's good money, pretending that we are "red hot" for good roads, and we who have wide-tired wagons get narrow ones, get out on the roads when the ground is too wet to plow, and if there happens to be a stretch of road to get on which has been built at a cost of \$400 to \$800 per mile, hit that, loaded with 2,000 feet of rough lumber weighing 6,000 pounds on a one and a half inch tire, make four loads a day with six or eight teams, and others follow with cross-ties and wood, with the same kind of wagons. Now if this does not get this stretch of road it will almost. But wait until the corn is "laid by" and the roads get good and dry, try the same thing over, with the auto to fan off what the heavy load on so small a base grinds to powder, and you have accomplished the destruction of the road, then "cuss" the man who built it and say it was no good. What is really the trouble? It was not that the road was no good, it was all right. Take the same road, same wagons, except with tires in proportion to the load, say two-inch for 1,000 pounds, two and a half-inch for 1,500 pounds, three-inch for 2,000 pounds, three and a half-inch for 3,000 pounds, and four inch for over that, same autos and everything, and instead of your road going to pieces it will have gotten better for the using. I have seen this condition, or nearly so at various times and places. Some accuse the autos and say they are ruining the roads, while others will say the road is no good.

We have in Mineral Springs and McNeills Townships, Moore County, roads that were built at a cost of \$300 per mile five years ago and maintained since at a cost of not over \$5 per mile per year and today are in perfect condition. Do we have the automobiles? I should say so. Pinehurst, and Southern Pines, two of the largest and most popular Winter resorts in the South

with scores of the heaviest of touring cars on our roads every day through the Winter, and Jackson Springs one of the most popular watering places in the South with good roads to it from every direction, open all the Summer. I would like to know of roads in any other part of the State which have anything like the automobile traffic on them.

Now let me tell you why our roads are better today than they were when first built, not because of the money we have spent on them in repair, that helped it is true, not because we did not have the autos for we have, and I really think they have done our roads more good than harm, but because most all the heavy teaming has been done with wide-tired wagons which have kept the roads packed smooth and hard instead of cutting them up in ruts as the narrow tire will do. Another thing I should mention, our roads which are used the most, are best cost of construction being the same. The wide tire has a tendency to keep the roads packed hard and smooth so that the rains will shed right off having no ruts to stand in. I will say also that every man who is using a wide tire, and most all are doing so in this immediate section, would not have a narrow tire, he would not use it if it was given to him. I know some say that wide tires will not do on some roads. The one who says so is ignorant on the subject, absolutely so. I mean any road which is considered a road. I realize that this is pretty plain talk, but I can convince any one that the above is true, except a fool, the wise man said he could not be convinced and I guess he knew. Now we want better roads, and want to keep them so. There has certainly been enough money spent in improving the roads, and then let them go to the bad, and the narrow-tired wagon is largely responsible for it.

A few lines in regard to roads and the kind of roads to build. That problem is practically solved. Generally speaking macadam is a thing of the past. It was first built trying to get something that would stand the narrow tire and it did for a while but it is now found that even it will not stand them long. The old plank road is the only road that could stand the narrow tire. It is no use to mention it, as it was about as impractical as the narrow tire. All materials will stand a certain amount of strain or pressure a square inch, before giving way or crushing and no more, that being so it does not matter so much what kind of material we use to build roads if it packs and stays packed when dry, and will not be sticky when wet, but we must distribute our loads so it will not exert more weight per square inch than the capacity of the material from which the road is built. My experience is for the sand-section, sand-clay. And for the clay section, gravel with enough soil for a binder makes the best and most durable in proportion to the cost of construction and maintaining, and will stand any reasonable strain. The cost for the sand-clay in the sand sections is \$250 to \$500 per mile, and gravel roads in the clay-section cost \$400 to \$1,200 per mile. Now if we will use them right we do not need anything better than the above named roads and at their cost we can all afford them without taxing ourselves out of reason.—J. B. Vancannon.

COMMISSION GOVERNMENT

How it Worked in Columbia, South Carolina—Sentiment for it Growing.

(Charlotte Chronicle.)

Asheville is agitating the commission form of government and it sent Secretary Buckner of the board of trade down to Columbia to look into the workings of the system that has been used there for the past few years. Mr. Buckner acquainted himself in detail with the operation of the commission plan in Columbia and returned with information and facts which will be given out in Asheville for the purpose of enlightening the people of that city as to the advantages of the plan. Mayor Gibbes of Columbia came to Charlotte about two years ago and outlined to interested citizens in mass meeting the details of the commission plan and told how successful it had been in Columbia, in providing resources with which to operate the city and meeting all the needed expenses of a progressive administration. Some of the things he told have been forgotten and for that reason their reputation as outlined to Secretary Buckner of Asheville will be of interest.

The city has been under such an administration for two and a half years, and when it was first inaugurated there was a deficit in the treasury of approximately \$300,000. Since that time public improvements have been made costing upwards of \$500,000 and on January 1, last, there was a balance of \$36,000 in the treasury. Among the public improvements the city has paved four and a half miles of streets, the first paving ever done there; has bought two automobile fire trucks, two pairs of horses, and two wagons for the fire department; increased the number of paid firemen and raised their salaries; increased the police force, raised the salaries of the men and changed from a 12 to an 8 hour shift; has given \$10,000 to the city school fund annually, in addition to the regular fund, just double the amount formerly given; and several miles of sidewalks have been laid. In addition to this, as above stated, all old debts have been paid off and \$36,000 remains in the treasury.

The important point seems to be however, that all this has been accomplished without increasing tax valuations or assessments, the income of the city being through the regular channels the same as under the old administration.

New Advertisements

The following named firms are inviting our readers to call and see them, by their attractive advertisements in this issue. When you visit them in response to these invitations, just say you saw the advertisements in The News. This will be doing both them and the paper a kindness.

- Pulliams, ten cent sale.
- Courtney Department Stores Spring garments, dress goods etc.
- Courtney Clothing Co., Tailoring display.
- Bank of Lenoir, Statement.
- Red Moon, Theatre, special vaudeville.
- Business Locals, miscellaneous matters.

If you want a steel engraved picture that will never deteriorate in value, get one of Uncle Sam's new \$10,000 bills.

MR. CRAVER'S AGED MULE.

No Humane Society Needed With This Good Man of Davidson

(Davidson Dispatch.)

The average man does not think that he is doing anything wrong when he takes the best years of a dumb brute's life, profits immensely by its labors and then turns it over to some irresponsible negro or trifling white man to be beat and cuffed around and finally starved to death. No matter how useful an animal has been and no matter how much good work it has done, when it reaches a stage where it is no longer profitable it is discarded like an old shoe. That's the common way and nothing is more cruel—nothing more heartless, and it was with no little pleasure that The Dispatch man listened to a story of Mr. Ad Craver's mule. Mr. Craver is a citizen of Reeds and is very well known in all parts of the county. As the story goes, Mr. Craver had a mule which he had raised from a colt. It was a good mule and it played no small part in making a living for Mr. Craver and his family. When it was no longer able to work he did not bring it to town and practically give it away to some rough-neck of a horse-trader or palm it off on some sorry negro. He practically pensioned the faithful old animal, giving it the best of treatment and requiring no work of it. The old mule died the other day at the age of 39 and Mr. Craver gave it a decent burial. Some people are disposed to laugh at Mr. Craver for "making such fuss" over an old mule, but Mr. Craver is eternally right. There ought to be more of his kind in the world.

Captain Scott And Companions Die.

London, Feb. 10.—News reached the world today that Capt. Robert F. Scott, the British explorer, and four of his companions perished in the Antarctic while on their return journey from the South Pole. The dead in addition to Captain Scott, are Dr. E. A. Wilson, Lieut. H. R. Bowers, Capt. L. E. S. Oates and Petty Officer E. Evans.

They reached their goal on January 18, 1912, about a month after Capt. Roald Amundsen, the Norwegian, had planted the flag of his country there. Then they turned back toward the bases they had formed on their outward journey, but were overtaken, overwhelmed and destroyed by a blizzard.

News of the death of the explorers was brought to civilization today by the captain of the Terra Nova, the ship which had taken Scott's expedition to the south and which had gone again to bring them back after the accomplishment of their task. A searching expedition recovered the bodies and records of the party.

Tuberculosis Serum.

(New York Dispatch, 6th.)

Hurrying homeward from abroad with tuberculosis serum in his possession that he says is the first of the widely discussed Friedmann culture to be brought to this country, Dr. Austin B. Heid, a physician of Pittsburg, arrived on the steamship Potsdam from Europe today and at once took a train for his home where his wife, a consumptive, awaits the arrival of what Dr. Heid hopes will be a cure for her. Dr. Heid has enough bacilli only for one patient, he declared. That patient will be his wife.

Automobile Bill.

Raleigh, Feb. 10.—The Senate and House Committees on Roads, voted to report favorably the automobile bill and as acted on by the committee it provides for uniform display numbers changed annually in style and color, annual registration fees of \$5 on motor vehicles up to 25 horsepower, \$7.50 from 25 to 40 horsepower and \$10 for more than 40 horsepower; this to be divided equally each year between county and State. A dealer's license of \$10 is to be applied as the registration as fees with right to use number on all machines used for demonstration purposes only. Fifteen days' exemption for non-residents is provided and that no person under 15 years shall operate a machine. The speed limit is 25 miles an hour in the country and 10 to 15 in towns; right is given to sue for damages on account of negligence of drivers, throwing a cutting substance on public roads is a misdemeanor, and it is the special duty of all officers to enforce the law.

The revenue is estimated at forty to fifty thousand dollars the first year, 6,400 motor vehicles being registered. By July 1, 1914, it is expected that 10,000 will be on the books.

Another bill acted on favorably was providing for engineering assistance to be furnished by the State Geological Board to any county asking for it in highway construction, and appropriating \$20,000 out of the fund derived from the automobile taxes for the purpose. Chief engineers to be paid not to exceed \$2,500 and assistants \$1,200. The Senate Committee alone decided to favor Senator Phillips' measure for the working of State convicts on the county roads of counties applying for such labor for permanent roads.

New Depot.

Mr. J. W. Fletcher, Jr., Master of Roadway, for the Carolina & North-Western Railway was in Lenoir a few minutes Wednesday and informed us he had let the contract for a large addition to the Lenoir Depot. The structure will be entirely new as far as the passenger department is concerned and will be joined to the south end of the present depot. It will extend out far enough for ample waiting rooms for both white and colored people, with ticket offices between and will be equipped with sanitary drinking fountains and closets. There will be large sheds built on the sides next to the tracks, extending 80 feet and affording ample accommodations for passengers to enter and alight from trains without exposure to rains. The present office quarters will be turned into the ware room and the present waiting rooms made offices for the freight department. The present baggage room will be moved and used still as a baggage room. The Elliott Construction Company of Hickory has the contract and will commence work by the first of March and the building is to be completed by July 1st.

The best thing some men could do after making a fortune would be to buy the farm which they ran away and settle on it.

It was the woman who first saw the snake, but since that time lots of men have been attending to that sort of thing.

NEWS ITEMS OF INTEREST.

Interesting Reading Matter of Local and National Affairs in Condensed Form.

Mrs. Frances Folsom Cleveland, widow of the late President Cleveland, and Prof. T. J. Preston were married Monday at Princeton, N. J.

During the past week the Henkel-Craig Live Stock Co. received thirteen car loads of horses and mules. This is approximately 300 head and shows that the company's business is very active.—Landmark.

Southern Pines, Feb. 10.—C. H. Dorland of New York City, a tourist visitor who has been at Southern Pines since November, was accidentally shot today while shooting at a target near the Piney Woods Inn site. He stumbled over a root in arranging the target and exploded his gun. Death was immediate.

Miss Bessie Mann, daughter of Rev. and Mrs. L. T. Mann, who was in school at Davenport College, Lenoir, underwent an operation for appendicitis at Dr. Long's Sanatorium a few days ago. Her condition is favorable. Miss Blanche Mann, who was at home on account of her sister's illness, returned to Lenoir yesterday to resume her studies at Davenport.—Landmark.

Charlotte Observer, 8th.—Albert H. Kimball was run down by an automobile driven by a young Mr. Haynes of Salisbury, about 5 o'clock this evening, and died shortly after reaching a hospital at Salisbury, where he was taken tonight. Mr. Kimball was coming into town on a bicycle from his home, which is to the west of town. When near the center of the business district he was overtaken by the automobile, at the same time meeting a wagon. He attempted to pass the wagon on the right but before he succeeded the automobile struck him, smashing his wheel and pitching him to the ground.

His home people here received a telegram Friday afternoon announcing the critical illness of Mr. John M. Connelly in Dallas, Texas, and his mother, Mrs. J. B. Connelly, and brother, Mr. Jas. Mac. Connelly, have gone to Dallas to be with him. The latter, who is a traveling salesman, was at Lenoir when the message reached Statesville and by appointment he drove through the country to Morganton Friday night and met his mother there, the two leaving Morganton on the early train Saturday morning. Mr. W. T. Nicholson accompanied Mrs. Connelly to Morganton, returning home Saturday. Later telegrams from Dallas state that Mr. Connelly's condition is very much improved.—Landmark.

Death of Homer Carlton.

Information has been received here of the death of Homer Carlton, a son of Mr. T. C. Carlton, Centralia, Kansas. The young man had been operated on for appendicitis and was thought to be getting well when a change for the worse took place and he died on January 25th in a hospital at Sabetia. Mr. T. C. Carlton, the father of the young man, is a brother of Messrs. John and Hack Carlton, of this county, and his mother was Miss Martha Kendall, sister of Mrs. J. C. Powell and Mrs. L. C. Ferguson and Mrs. J. L. Laxton.