

FROM MR. PETREE

He Shows How It Is Costing Us More To Do Without Good Roads Than It Would To Build Them— A Strong Letter.

Editor Danbury Reporter:

While I am for good roads and favor the proposed bond issue now before our people I had not thought to write anything on the subject. But since Mr. Oliver's article appeared in the Reporter a number of citizens have insisted (by letter and otherwise) that I write an article in reply to what he has said. Still it is with some degree of reluctance I am constrained to say any thing about it. For I realize that the matter of roads and bonds is something which reaches to, and affects either for good or bad every fiber of our national structure, and I feel that the subject is too big for me, and had rather leave its discussion to wiser heads. However, notwithstanding my sense of weakness and incompetency in the matter, I have decided to write you these lines: not so much as a reply to Mr. Oliver as to set forth my views on the subject.

Before going further I may say that when I was a mere child Mr. Oliver was my teacher for a short while, and from that day to this, he has ever had a warm place in my heart. And today, there is no one in the community for whom I have greater respect. He gave splendid advice when he insisted that with minds void of passion and prejudice and with none other than the good of all at heart, we carefully and seriously consider every phase of both sides of the proposition before us, in order to arrive at a correct conclusion as to how we should act in the matter, and then strive to do that which we decide would be best to make our county a good place in which for us and those coming after us to live. Yes, this is good advice; and in my investigation of the subject in hand I have been governed by the spirit set forth therein; and I feel sure that our friend has been governed by the same. But while he, looking at the matter from his viewpoints, is led to believe that to vote the proposed bonds would be a disadvantage to our county and tend to make it an undesirable place for our people to live in, I, looking at it from different viewpoints or rather from a different number of viewpoints, am led to see it in a different light and believe that it would be an advantage to vote the bonds and tend to make the county a better place to live in. I feel sure that this difference of opinions is not the result of prejudice but arises from our failure to see the matter from the same standpoints. So let us all try to view the matter from every conceivable standpoint. For it is only by considering it from every side that we can arrive at a correct conclusion as to how we should vote on it.

What the Present System Of Roads Is Costing Us.

We will now look at our present system and try to see what our bad roads in Stokes are costing us as compared with the debt the bonds would bind on us.

While some claim that the bonds would run so long we could never pay the debt because of the accumulated interest, it should be plain to all that a sinking fund will be provided, and that the interest on this, and the accretions of money and wealth brought to our county by good roads, in the way of savings in the cost of marketing our crops, and the many other advantages the roads would bring to us would enable us to

pay the debt before it got so large.

Before comparing the cost of bad roads with the cost of the proposed bonds to build good ones, I may say that the losses our county sustains on account of bad roads are so manifold and of such a nature they are never considered in their aggregate. In fact, but very few of them are ever considered as money losses at all. For they are usually of such nature as extra work performed, extra food and time consumed, extra wear and tear of wagons and harness, and the shortened life of stock, and all costs and losses not paid by a direct money or cash outlay. But while these are seldom counted as money losses they are money losses all the same, and should be counted as such in measuring the cost of bad roads as compared with the cost of building good roads. It is because we fail to see these things as money losses on the one hand, and see only the cash outlay on the other hand, that makes the bond issue look so big as compared with the advantages of good roads and the disadvantages of bad ones.

The Price the Free Laborers Are Paying.

Under our present system of free labor the law requires every man subject to road duty to work 6 days on the road every year. I do not know the number of men subject to road duty in our county. But assuming that we have a population of 24,000 and that half of these are males and supposing that one in every three of these is subject to road duty, we would have 4,000 men working 6 days every year. But to be conservative, we will not figure their time at what the law requires, but at 3 days a year. Putting their work at one dollar a day they would do \$12,000 worth of work on the roads every year. Multiplying this by 30, the number of years the proposed bonds are to bear interest, we have \$360,000. We will now count the interest on this. But as this work would not all be done at the beginning, but be equally distributed over the 30 year period, we can count the interest for only 15 years or half the time. But this would give us \$324,000 interest. This added to the \$360,000 would make \$684,000 in all, to be charged up to our present system. And the roads no better than they were at the beginning.

Another loss chargeable to bad roads is the increased cost of hauling. In order that the reader may form some idea about this, I submit the following taken from Southern Good Roads:

Steep hills necessitate a reduction in the size of the load and so increase the cost of hauling. A horse that can pull 1,000 pounds on the level, can double his exertion on short pulls and take the same load up a short hill of as much as 4 1-3 per cent. grade, but he could not take the same load up a 5 per cent. grade, nor up a long hill of even 1 or 2 per cent. grade. The following table gives approximately the increase in cost of hauling up different grades:*

Increase in Cost of Hauling a Load Over Roads of Different Grades.

| | |
|---|---------------|
| 1 per cent. grade, or 1 foot in 100, | 11 per cent. |
| 2 per cent. grade, or 1 foot in 50, | 23 per cent. |
| 4 1-3 per cent. grade, or 1 foot in 24, | 100 per cent. |

5 per cent. grade, or 1 foot in 20; 150 per cent.

10 per cent. grade, or 1 foot in 10, 400 per cent.

*Deducted from Table p. 6, Farmers Bul. 136 U. S. Dept. of Agriculture.

From this table we gather that if we can reduce a 10 per cent. grade—and there are many such in the mountains—by changing the road to a 4 1-3 per cent. grade, we reduce the cost of hauling one fourth.

The improvement of the surface, however, is just as important as the grade. The approximate cost of hauling one ton over a level road with different surfaces is given by Dr. Joseph Hyde Pratt* as follows:

On broken stone (macadam), dry and in good order, 8 cents.

On sand-clay road, dry and in good order, 8 cents.

On compacted gravel road, 13 cents.

On earth road, dry and hard, 18 cents.

On earth road with ruts and mud, 39 cents.

"Good Roads Movement in the South" in Annals of the American Academy of Political and Social Science, Vol. XXXV, No. 1.

It can be seen by this that the cost can be reduced from one half to one-fourth simply by improving the surface.

The Loss in Hauling Tobacco To Market Over Bad Roads.

We can get some idea from the above to serve as a kind of basis upon which to figure out the loss (due to bad roads) in hauling our tobacco to market. I do not know just the yearly average number of pounds of tobacco Stokes produces. But we will put it at 5,000,000. This multiplied by 30, the number of years the proposed bonds are to run, would make 150,000,000 pounds of tobacco produced by our people in the 30 years. Now taking 1,500 pounds as the average size load the farmer could haul there would be 100,000 loads to haul in that period of time. But if we had good roads, instead of 1,500 pounds, each team could easily take 2,000 pounds to the load, and there would be only 75,000 loads to haul instead of 100,000. Here, then, are 25,000 fifteen hundred-pound loads of tobacco to haul on account of bad roads. Charging six dollars a load or 40 cents a hundred for this hauling it would amount to \$150,000. This equally distributed over the 30 years would draw \$135,000 interest, and this added to the \$150,000 would make \$285,000. But this is not all. This calculation takes into account only the loss due to the reduction of the size of the load hauled, and does not take into account the extra amount of food consumed to produce the extra energy over and above that which would be required to haul the 1,500 pound loads if the roads were good. Of course I cannot give the exact cost or loss from this standpoint, but I will try to approximate it and make it low enough by figuring from a conservative basis. So many pounds of corn and hay will produce so many units of energy, and so many units of energy is equal to a horsepower, and so much horsepower will haul a load of tobacco to market. Men who claim to know, tell us that a work horse or mule should have about one pound of hay per day for each 100 pounds weight. In other words, a horse or mule weighing 1,000 pounds should have about 10 pounds of hay per day. We will take 1,000 pounds as the average weight of the horses and mules in Stokes county, and to make an estimate low enough we will say that at ordinary work each would do on 10 pounds of hay per day. But at hard work like two hauling 1,500 pounds at a load over bad roads, each should have at least 2 pounds more or 12 pounds per day. We have already seen that in the 30 years there would be 100,000 fifteen-hundred-pound

loads of tobacco to market. And it would take a man and his team at least 2 days to haul a load. The two extra pounds of hay each horse or mule would consume per day on account of the increased strain put upon him by reason of the bad roads would, when multiplied by the number of loads hauled and the number of days it would take to make a trip, amount to 800,000 pounds or 400 tons more than what would be required to feed the teams while hauling the tobacco to market if the roads were good. Putting this hay at twenty dollars a ton it amounts to \$8,000.

To make the loss or cost of the extra grain consumed to get the tobacco to market, low enough, we will allow each horse or mule only 2 1/2 more ears per feed, (of such corn as would shell a bushel per every 10 ears,) while hauling. This would make a

(Continued on page 5.)

PAY ONLY BY CHECK

The Great Advantage Of Carrying a Checking Account At the Bank.

ALSO THE SAFEST WAY

Ninety-nine One Hundredths Of the Successful Business Men Transact Their Business Through the Bank.

The man who pays his bills by check has a big advantage over the fellow who pays by cash—

1. His paid checks returned to him once a month by his banker, are legal receipts and a guarantee against any one claiming that a certain bill has not been paid.
2. It keeps a check on your business, and shows you where your money goes.
3. You are never bothered

about making change. It is as easy to write a check for \$11.79 as for \$10.00.

4. You are not uneasy for fear a thief will steal your cash, or that you will lose it from your pocket, or that it will be burned, or eaten by rats.

5. It saves you money when you want to order goods from a distance. A check may be lost in the mail, and you can notify the bank not to pay it if it ever turns up. Then issue another. If you send cash by registered letter, it costs a fee as well as a risk that the money may be stolen in the mails. Money orders also cost a fee. It costs nothing to send a check.

6. When you bank your money it gives you prestige and standing in a business way.

7. When you need a loan you can always get it. Banks show preference to their depositors.

Start a bank account today. We furnish nice check books free. BANK OF STOKES COUNTY, Danbury or Walnut Cove.

Barr's Shoe Store

436 Liberty St.

WINSTON-SALEM, N. C.

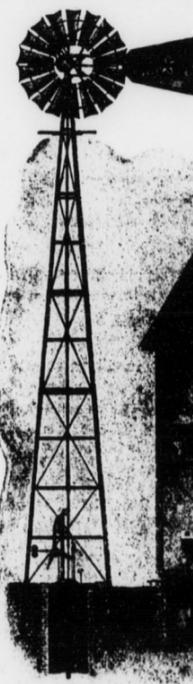
Edmunds, Jerome & Johnson REAL ESTATE

We have several farms near Winston for sale at a bargain. If you would be interested we will take pleasure in showing you. :: ::

T. V. Edmunds. W. G. Jerome. Ray Johnson.

Offices: New Bank Building, Winston, N. C. Phone 241.

Running Water Under Pressure



right in your own farm, village or suburban home. An independent supply of hot and cold, hard and soft water, in the kitchen, bath and laundry, running water on the lawn, in the garden, or in the barn, for sprinkling the grass, flowers and garden truck; for

watering the stock, flushing out the barn, washing the buggies or automobiles; to be used in case of fire, for ANY purpose and anywhere you want it. If you have a

Pneumatic Water Supply System

you may have all the conveniences of the choicest city apartment right in your own home.

Pneumatic Water Supply Systems may be operated by hand, windmill, gasolene engine, or motor, if electric current is available. They are simple, economical and capable of practically a lifetime service. Ask us to plan an outfit for you. You will be surprised to learn for how little members of your home may enjoy the comforts and conveniences Pneumatic Water Supply Systems afford.

Literature cheerfully furnished on request.

Maynard-Crutchfield Company.

Plumbing and Heating Contractors.

PHONE 22

WINSTON-SALEM, N. C.

t. f.