

**FROM MR. PETREE**

(Continued from page 2.)

difference of 24 ears on every load of tobacco hauled or 2,400,000 ears in all, 24,000 bushels. This at 90 cts. a bushel would bring \$21,600. Add to this the \$8,000 for hay and we have \$29,600. Distribute this equally over the 30 year period and count the interest on it and we have \$46,240 interest and all. Adding this to the \$285,000 lost because of the reduction in the size of the loads hauled we have \$331,240.

**The Loss In Stock, Vehicles and Harness Due To Bad Roads.**

The above is not all the money losses that must be charged to our bad roads. We must consider the shortened life or service of buggies, wagons, harness and stock due to the increased strain and exposure put upon them by reason of such roads.

I do not know just how many horses and mules there are in our county. But assuming that we have a population of 24,000, and that there are 7 persons to each family we would have 3,428 families in the county. And supposing that there is an average of one and one-quarter head of work stock per family, we would have 4,285 horses and mules in the county. But as we could not count for these an average life or service of more than 15 years we would need twice that number, or 8,570 in the 30 years. Putting the average cost or price of these at one hundred and fifty dollars, we have \$1,285,500. Now, by reason of the exposure and increased strain put on each animal by bad roads, his life or service is cut short by at least \$7.50 or one-twentieth of price we have figured him at. This would make a loss of \$64,275. And equally distributed over the 30 years would bear \$57,840 interest. This added to the \$64,275 would make \$122,115.

Now, taking both together, we have just about as many wagons and buggies in the county as there are horses and mules. Putting these at an average price of fifty dollars each they would cost us \$428,500 in the 30 years. But we must count the loss on them by reason of the shortened service due to bad roads. It has been claimed by a prominent writer that one wagon doing service over good roads will last as long as three wagons hauling over bad roads. But I will estimate much lower, or say that a wagon will last 20 years on good roads and only 15 years on bad roads. (What is true of wagons is true of buggies.) Figuring from this basis the loss on our wagons and buggies would be, with interest added, \$270,750. But this is not all.

We have about as many sets of wagon and buggy harness in the county as there are wagons and buggies. Putting these at an average price of only twelve dollars per set and assuming that their average life or length of service is 15 years on good roads and that they will give only 12 years service on bad roads, the loss on them with interest added for the 30 years would be \$39,078. If all the losses I have mentioned were represented in tabular form the matter would stand something like this:

	Losses.
Loss on free labor	\$ 684,000
Loss on hauling tobacco	285,000
Loss because of extra feed consumed	48,240
Loss due to shortened life or service of stock	122,115
Loss due to shortened service of wagons and buggies	270,750
Loss due to shortened service of harness	39,078
<b>Total loss</b>	<b>\$1,449,183</b>

**We Are Sending Enormous Amounts of Money Outside Of the County.**

It is claimed by some that if the proposed bonds are issued the greater portion of the money we would have to pay would have to go as interest to people outside our county and not be spent in the county. But doubtless the greater portion of the bonds could be placed within the hands of our own people. I ask those who hold that if the bonds were issued too much of the money would be sent out of the county, to glance at the above table and note the losses on our horses, mules, wagons, buggies

and harness, and then remember that nearly all the money that we pay for these things is sent out of our county. Perhaps nine-tenths of our horses and mules are brought in from other localities. And as for the wagons, buggies and harness I know of none being manufactured in our county.

Now I have named only a few of the losses our people have to bear on account of bad roads and have said little or nothing about the gains or advantages good roads would bring to us. As I believe that there are few who have a proper conception of the enormous loss bad roads are causing our people, I submit the following from the pen of a prominent writer:

**An Enormous Waste.**

"Two hundred and fifty million dollars are wasted annually on bad roads in this country which is noted for its business sagacity and thrift, and which has been pronounced a great success as a business community. Add that waste to losses occasioned by bad roads, and the sum leaps to a billion a year. It is estimated that, in short, each man, woman and child in the United States bears a tax of \$12.50 because of bad roads. If this doesn't show that good roads is a national question that bulks as big as the tariff, the navy, foreign relations, commerce—anything; if it doesn't prove that the federal government ought to turn to the road question with as much energy as it expends on anything else, then there is nothing more to be said."

In speaking about this road matter I have viewed only a few of its features that bear upon our economic relations. But perhaps its most important features are those which bear upon our social, moral and intellectual fabric. For we know that bad roads usually cause a poor attendance on church and school and are responsible for any losses that cannot be measured by money; such as deaths and the shortened lives due to exposure on such roads. I have in mind a case where a wife and child were taken away from a home by typhoid fever. The trouble was traced to a filthy mud hole in the road by the side of the home. By percolation the water in the mud hole had carried its deadly germs into the well from which the family had been getting its drinking water. Here is a loss that cannot be measured by money. How is it for a tribute or offering from bad roads to our people? All know that bad roads are notorious for their filthy mud holes. Who is it that has not scented their sickening odors as the wheels of his vehicle passed through them on the road? Is it too much to say that the wheels of our wagons and buggies pick up their deadly germs and scatter them about our homes?

Now Edwin B. Robertson, of South Carolina, quoting Mr. Lyman Beecher Stowe, a prominent writer, says: "Other things besides dollars are lost by bad roads. Other things besides dollars are gained by good roads. In every State there are native born whites who can neither read nor write. In the four States where the average percentage of improved roads is 30.55, the proportion of white illiterates is only thirty-four one hundredths of one per cent. In the four States where the percentage of improved roads is only 1.51, the proportion of native-born white illiterates to the total population is 4.76. In the first group of States, out of a population of over 6,000,000 only a little over 20,000 of the native-born whites are illiterate. In the second group of States, out of a population of considerably less than 8,000,000, almost 400,000 of the native-born whites are illiterate. "While neither the sole cause nor the sole effect, the close relation between lack of decent roads and decent education is obvious."

It seems from this that for our people to assume the proposed debt would tend to make our county a better place for us and those coming after us to live in rather than an undesirable place. Fifty years ago Charles Sumner declared that "the two greatest forces for the advancement of civilization are the schoolmaster and good roads."

**How Bad Roads Affect the Schools.**

Seeing these things in such a light, it seems that our people could scarcely make too great a sacrifice to get better roads. Just last night, I heard a lady

say to another lady (and they were not talking about good roads either, but about sending the children to school) that she sent her children to school till the roads got so bad she stopped sending them. Is it any wonder that so many of our people are moving away to get to better roads and schools? But it seems that some are willing to be taxed with all these losses and inconveniences simply for the privilege of keeping in the old ruts rather than make an effort to throw the burdens from their shoulders. I know that it is claimed by some that we should pay as we go and that it would be unjust for us to vote a tax on those coming after us. But do you know, dear reader, that if we and our fathers had been governed entirely by this policy in the past and been afraid to assume the responsibility of going in debt for farms and homes, (the very things that have been our life and safety), many of us would have long since perished from the face of the earth, and our land would be a jungle or mere wilderness characterized by the thorn, briar, bush and bramble instead of the fields of golden grain that goes to feed our people. Are there not many farmers whose children helped pay the debts they contracted while as yet the children were unborn? When children are born unto such homes and share their pleasures, comforts and benefits thereof is it too much or unjust for them to help pay the debts? Would it be any more unjust for those coming after us to help pay for good roads or such work done now as would extend its benefits to them after serving the present generation than it would be for us to let bad roads continue to shut the children of the present day out of the schools so much of the time as they are now doing?

While I have mentioned only a few of the losses our people would bear during the next 30 years if the present system continues their sum amounts to nearly a million and a half dollars. And yet the roads would be no better than they are now. If all the losses and costs bad roads will bring to us during that time could be seen, it seems to us that their sum would appear so great it would make the proposed bonded debt look very small in comparison. This is the comparison we draw between the cost of bad roads and the cost of building good ones.

W. A. PETREE.

**Ira Smith Writes.**

King Route 2, March 10.  
Editors Reporter:

Will you please allow me a small space in your valuable paper as it has been about twelve months since I have written any.

I am a little boy eleven years old. I have been going to school for the past four months. Mr. Tom Ham was my teacher. He was good and kind to us and we learned to love him. Now, I am going to a subscription school to Miss Fannie Ham. She is a kind hearted little girl, and of course I think a lot of her. I study several books and they all seem to be very hard.

**NORTH CAROLINA FLAG.**

I love the banners of my State, Flag of the free, and of the great.

A fonder emblem none can claim Than that of Carolina's fame. Two dates upon the flag I find, With glory these refresh the mind A motto too for you and me, which is: "Esse Quam Videri," which means: To be, rather than seem to be. Then place the flag where you can see The emblem of the brave and free.

IRA SMITH.

**Best Known Cough Remedy.**

For forty-three years Dr. King's New Discovery has been known throughout the world as the most reliable cough remedy. Over three million bottles were used last year. Isn't this proof? It will rid you of your cough, or we will refund your money. J. J. Owens, of Allendale, S. C., writes the way hundreds of others have done: "After twenty years, I find that Dr. King's New Discovery is the best remedy for coughs and colds that I have ever used." For coughs or cold and all throat and lung troubles, it has no equal. 50c and \$1.00 at all Druggists.

**LOCAL NEWS**



Mr. W. A. Petree, of Mt. View, was here a short while on business yesterday.

Mr. Jno. M. Taylor, of Winston, spent a few hours here yesterday. Mr. Taylor is very much in favor of the bond issue. He owns lots of land in this county.

Mr. John Covington, who recently removed to Winston, was here yesterday visiting relatives and friends. John's mother, who has recently been seriously ill with meningitis, is much better.

The Reporter has been issued the last two weeks under great difficulties. Nearly the entire force has been sick, part of them in bed a portion of the time. The readers and patrons are requested to be as patient as possible under the circumstances. In a situation like this, newspaper-making is at a serious disadvantage, owing the impossibility of securing trained help.

Mr. Ernest Fulp, son of Dr. E. Fulp of Fulp, N. C., who has been attending the Roanoke National Business College, at Roanoke, Va., has just accepted a desirable position with the Norfolk & Western Railway at Williamson, W. Va. The same train carried one of his classmates to a stenographic position with the same company at Bluefield, W. Va. We learn that Mr. Fulp has made splendid progress while in this college, and no doubt he will make a record for himself with the Norfolk & Western Railway.

**Chamberlain's Tablets for Constipation.**

For constipation, Chamberlain's Tablets are excellent. Easy to take, mild and gentle in effect. Give them a trial. For sale by all dealers.

**STATE OF NORTH CAROLINA, Stokes County.** Office of the Board of County Commissioners. February 20, 1913.

**In the matter of road election in the several townships of Stokes county under an act of the General Assembly, session of 1913.** Notice to the qualified voters of Stokes county of the calling and holding of said election.

In pursuance of an act of the General Assembly of the State of North Carolina, passed at the session of 1912, it is ordered by the board of county commissioners of the county of Stokes that an election be held under the provisions of said act, at all the election precincts in the several townships in Stokes county on the 1st day of April, 1913, for the purpose of ascertaining the will of the qualified voters of the respective townships upon the question as to whether or not the said townships, or any of them, shall shall issue township bonds in the amount stated below for each respective township, with which to raise funds for the improvement of the public highways thereof, as follows:

- Yadkin township, fifty thousand dollars.
  - Meadows township, forty thousand dollars.
  - Quaker Gap township, fifty thousand dollars.
  - Peters Creek township, thirty-five thousand dollars.
  - Snow Creek township, thirty-five thousand dollars.
  - Sauratown township, fifty thousand dollars.
  - Beaver Island township, twenty-five thousand dollars.
  - Danbury township, fifteen thousand dollars.
- Said bonds to run thirty years, bearing semi-annual interest, with a provision for the levy of taxes to create a sinking fund with which to pay said bonds at maturity, to begin fifteen years from date of issue.
- That for the purpose of holding said election it is further ordered by the board that the following registrars and judges be, and they are hereby appointed, to hold said election under the provisions of said act:
- Danbury precinct: L. J. Young registrar, and J. D. Smith and J. L. Coleman judges.
  - Wilson's Store precinct: J. Walter Fowler registrar, and J. C. Wall and J. B. Greene judges.
  - Germantown precinct: L. M. McKenzie registrar, and S. O. Watts and Geo. W. Newsom judges.
  - Boyles' precinct: R. M. Covington registrar, and L. R. Pulliam and F. L. Fowler judges.
  - King precinct: J. W. Spainhour registrar, and J. S. D. Pulliam and H. S. Greene judges.
  - Pinnacle precinct: A. J. Boles registrar, and W. A. Sullivan and R. F. Fulk judges.
  - Covington's School House precinct: D. A. Simmons registrar, and Jesse George, Jr. and Wm. Martin judges.
  - Francisco precinct: I. E. Jessup registrar, and J. J. George and J. C. Flippin judges.
  - Lawsonville precinct: H. H. Reid registrar, and Jesse A. Lawson and Joseph Martin judges.
  - Sandy Ridge precinct: W. A. Jessup registrar, and T. M. Martin and F. M. Amos judges.
  - Mitchell's precinct: Alex. Flinchum registrar, and L. J. Duncan, and Jno. W. Gann judges.
  - Pine Hall precinct: J. C. Flinn registrar, and W. M. Chisman and T. G. Reynolds judges.
  - Walnut Cove precinct: J. F. Hawkins registrar, and Joel I. Blackburn and P. H. Linville, judges.
  - Freeman's precinct: J. C. Neal registrar, and M. D. Linville and A. D. Murray judges.

That at said election all qualified electors who favor the issuing of said bonds shall vote a ballot "For good roads bond issue," and those who oppose the issuing of said bonds shall vote a ballot "Against good roads bond issue."

That said election shall be held as near as may be under the general law for the election of members of the General Assembly.

That the registration books shall open for the registration of voters on the 28th day of February, 1913, and shall close on Saturday the 22nd day of March, 1913. That said registration books shall be kept open on each day (Sundays excepted) from nine o'clock a. m. until sunset. That on each Saturday during the time aforesaid, the respective registrars shall attend at their respective precincts with their registration books for the purpose of registering voters. That Saturday the 29th day of March, 1913, shall be challenge day.

That the respective registrars and judges of the respective precincts make return to the board of county commissioners of Stokes county of said election on the Thursday next following the election in accordance with said act.

That the clerk of the board cause notice of this order to be published once a week for at least thirty days next preceding the election in the Danbury Reporter, a newspaper published in Danbury, N. C., and further cause notice hereof to be posted at five public places in each township, for thirty days next preceding the election, and also cause notice of the order to be served by the Sheriff of Stokes county on the registrars and judges hereinbefore named.

By order of the board.  
This the 20th day of February, 1913.

JOHN G. MOREFIELD,  
Clerk Board County Commissioners.

When in Winston on Business or  
Pleasure, Call at  
**O'HANLON'S**  
DRUG STORE.

If you are in need of anything  
in the drug line. Always the  
largest stock of drugs in  
Winston to select from.  
Also the greatest assortment  
of PERFUMES, TOILET  
ARTICLES, HAIRBRUSHES  
and bristle goods.

**O'HANLON'S**  
Is the  
place to buy.

Gideon.  
Sunday and also Mr. Bruce Gatewood of Walnut Cove.  
Measles and mumps are raging. Some new cases in the neighborhood.  
Among those that visited at Mr. W. M. Flynt, Sr., Sunday were Messrs. Ham Flinchum, Culler and Robah Flynt and Jesse Gatewood, and sister, Lottie. They all report a jolly time.  
The people have organized a Sunday school at Oak Grove. Will open the first Sunday in April at ten o'clock. I hope they will have success.  
SCRIBBLER.

**THE FOLLIN COMP'Y**  
**INSURANCE**  
WINSTON-SALEM, - - N. C.