

Good Roads in Union County

[Mr. Ira B. Mullis offered a prize of \$5 in gold for the best one of six essays by students of the Wingate high school on the "Benefits of Good Roads For Union County," and the school added \$2.50 as a second prize.

The Advantage and Benefits of Good Roads to Union County.

(By E. H. Trull.)
As we are living in an age of steam, electricity and inventions when nearly everybody knows what is meant by the word "socialism", and has read about the "Industrial Revolution", it is an age when Union county should be thinking about her present and future progress and prosperity. And the future progress and prosperity of Union county depends largely upon her roads. Our roads are simple in form and outline and are pleasing in some ways, though at large they are a bit monotonous. In all ages good roads have been an inspiration to man's nobler thoughts and higher aspirations. In the days of Cleero and Napoleon, people believed in good roads. Even as the traveler today glides along on these old roads that were constructed years ago he is filled with admiration.

For Union county to compete with her neighboring counties and the other counties of the State and Nation, Union county must have good roads for several economic advantages. If we had good roads it would mean for us to move more easily along. We would not have to keep so many horses to draw a small load. We could use motor trucks which would never grow tired and would not cost us anything while not in use.

A farmer in Sullivan county, Tenn., in 1908, had to haul barbed wire from Bristol to Kingsport, a distance of 23 miles. He found that with a two horse team his maximum load was 500 pounds and that three days were necessary to make one round trip. To haul one ton, required 12 days at \$3.00 a day. For the man and team, the cost was \$36.00. This was before Sullivan county issued bonds for road improvement. After the road had been improved the same team can now readily draw a ton to the load and make one round trip in two days at a cost of \$6.00. The ton mile cost under the old condition was \$1.56, and this cost was reduced to 22 cents by the improved road.

Another instance, at Crosby, Texas, is significant: There a shell road was built for one mile out of town. A farmer, four miles out, came to town with a team of two mules and loaded on his wagon at the railroad station two tons of wire fencing. At the end of the improved road on his return, the farmer was compelled to throw off 3000 pounds of wire. He then hitched three additional mules to haul the 1000 pounds on the remaining three miles of unimproved road. This man then had to make three more trips for the remaining 3000 pounds of wire, and it required his time for the four miles from ten o'clock one morning until eleven o'clock the next morning to finish the hauling. If the improved road had extended four miles to the farm, the original team of two mules could have hauled the two tons of wire in two and one half hours.

In determining the economic advantages of good roads to any county there are three items which must be included, but for which no specific figures can be given. These items are: The wear and tear on vehicles and harness, the interest charged on the investment in extra horses, and the wear and tear on the horses. Where there are good roads there are good farms. The business of farming is essentially dependent on the condition of country roads, for what is not produced on the farm must be hauled to the farm, and many crops of the farm must be hauled away to the railroad station and local markets.

For sake of example: Let us suppose that two farmers living in separate counties, but at equal distances from the cotton market, learn by

telephone that cotton has advanced in price one dollar per bale. The farmer living on the bad road can haul one bale of cotton, while the other farmer can haul four bales because he lives on a good road. This rise in price means a profit of four dollars to one man but only one dollar to the other.

Land on good road is worth more than land on a bad road. Not that the good road makes it more fertile, but that the road brings the farm in touch with the outside world therefore making the farm easier to improve. In Lee county, Virginia, a farmer owned 100 acres between Ben Hurr and Jonesville, which he offered to sell for \$1,800. In 1908 the road by his farm was improved, and although the farmer had fought the improvement he has since refused \$3,000 for his farm.

If Union county had good roads there would be many more social advantages. Illiteracy would be demolished to a great extent, for on good roads there is no loneliness, no isolation and no abandoned farms. A farmer living on a bad road whose wife had recently been committed to an asylum, in discussing the matter with his physician said: "I do not know what made my wife go insane, she had nothing to bother her; she has lived in a quiet place. Why, she has not been out of the kitchen hardly for 18 years." Poor roads mean insanity and illiteracy.

The question of better schools is today an important one in the public mind. It is a common practice to keep the children at home from school on account of bad, muddy roads, and frequently the average small attendance is so greatly reduced that the efficiency of the one-room school is materially affected. But good roads would make it different. The consolidated schools on good roads is fast becoming the social and intellectual center of the community. The school wagons are frequently pressed into service to haul the children to school. Not only the children, but to haul farmers and farmers' wives to grange meetings, lectures, musicals, entertainments, and short courses or institute work at the school.

If Union county had good roads there would not be so much mismanagement and oppression on every hand. The county of Union would be looked upon as a wonderful piece of mechanism with the different townships working together in perfect harmony and showing due respect to each other.

Lincoln did not know horses; he learned them in a hard school. In his earlier years he had a political convention to attend, and that in a hurry. The only liveryman in the place favored the opposition, and took good care to harness up the slowest animal he had in the stable. Nevertheless, he reached the convention in time, for he could have got speed out of the carpenter's horse he offered the judge. But when he returned he owed the liveryman only backhanded thanks, which he duly gave:

"Keep this horse for funerals, I suppose?"
"No, not a bit of it," answered the liveryman, with an air of injury.
"Mighty glad of that—mighty glad," declared Lincoln, pleasedly.
"If you did, you'd never get the corpse to the grave in time for the resurrection."

A mustering officer, in the early days of the war, before England was aroused, says the Chicago News, met on the street of a coast village a strapping fellow about twenty-one years old. The officer hailed him.
"See 'ere, me lad," he said, "are you in good health?"
"I are," said the youth.
"Are you married?"
"I aren't."
"Are you anyone dependent on you?"
"I 'ave not."
"Then you King and country need you. Why don't you enlist?"
"What?" he said. "With this bloomin' war going on you must think I am a silly fool!"

Young Scribbler had just taken his new bride to the tiny flat he had prepared for their home when she began to cry. "Darling," she said, "I must make a terrible confession to you; I can't cook."
"There, there," said Scribbler. "don't cry. I also have a confession to make; I'm a poet and there won't be anything to cook."

If our neighbors would only do things as we think they should be done, how much easier it would be to love them.

Piles Cured in 6 to 14 Days
Your druggist will refund money if Pazo Ointment fails to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days. The first application gives ease and rest. 50c.

Germans Turn Dead Into Fertilizer.

That the Germans are systematically collecting the corpses of their dead and shipping them to rendering plants where they are subjected to a process for recovering the oil and fats for use as fertilizers seems to be a fact established by American, Belgian, Dutch and finally by German testimony. The London and Paris newspapers accept the story after careful investigation and print editorials on it.

The Belgian newspaper L'Independence Belge of April 10 prints an account of the industry. The London Times reproduced the Belgian paper's story, but it was so horrible that it seemed unbelievable, even in England. It says:
"We have long known that the Germans stripped their dead behind the firing lines, fastened them into bundles of three or four bodies with iron wire and then dispatched these bundles to the rear. Until recently trains laden with the dead were sent to a town near Leige and a point near Brussels. Much surprise was caused by the fact that of late this traffic has proceeded in the direction of Gerolstein, and that on each wagon was written D. A. V. G.

"The factory deals especially with the dead from the western front. If the results are as good as the company hopes, another will be established on the eastern front. The factory is invisible from the railway and is deep in the forest country. Electrically charged wires surround it. A special double track leads to it. The works are about 700 feet long, 110 feet broad, and the railway runs completely around them.

"The trains arrive full of bodies which are unloaded by workers who live at the works. The men wear oilskin overalls and masks with mica eyepieces and are equipped with long hooked poles. They push the bundles of bodies to an endless chain which picks them up by means of hooks at intervals of two feet. The bodies are transported on an endless chain into a long, narrow compartment where they pass through a bath which disinfects them. They go through a drying chamber and are automatically carried to a great cauldron into which they are dropped by an apparatus which detaches them from the chain.

"They remain six or eight hours in the cauldron, where they are treated by steam, which breaks them up, while they are slowly stirred by machinery. The fats are broken into stearline, a form of tallow and oils which require to be redistilled before they can be used. Distillation is carried out by boiling the oil with carbonate of soda, and some part of the by-products resulting is used by the soapmakers. This refined oil is sent out in small casks like those used for petroleum and is yellowish brown."

To Cure a Cold in One Day
Take LAXATIVE BROMO Quinine. It stops the Cough and Headache and works off the Cold. Druggists refund money if it fails to cure. E. W. GROVE'S signature on each box. 25c.

NOTICE OF SUMMONS AND WARRANT OF ATTACHMENT

State of North Carolina — Union County—In the Superior Court.
W. S. Blakeney, administrator of J. M. Porter, deceased, vs. W. H. Porter.

The Defendant, W. H. Porter, will take notice:

That on the 21st day of March, 1917, a summons in the above-entitled action was issued against said defendant by R. W. Lemmond, Clerk of the Superior Court of Union county, N. C., plaintiff claiming the sum of \$775.00 due him for money had and received to his use by defendant, which summons is returnable to the next term of the Superior Court of Union county to be held at the court house in Monroe, N. C., on the 9th day of May, 1917. The defendant W. H. Porter will also take notice that a warrant of attachment was issued by the Clerk of the Superior Court on the 21st day of March, 1917, against the property of said defendant, which warrant is returnable to the next term of the Superior Court of Union county, N. C., at the time and place named for the return of the summons, and said warrant of attachment has been levied by the sheriff upon ten shares of stock of W. H. Porter in the Lake Land and Lumber Company and upon all moneys and dividends to which the said W. H. Porter may be entitled to by reason of his ownership of said stock. The said W. H. Porter will further take notice that he is required to appear and answer or demur to the complaint at the term of court above mentioned, or the relief demanded will be granted.

This the 23rd day of March, 1917.
R. W. LEMMOND, C. S. C.
Stack & Parker, Attys. for Plaintiff.

In Spite of Himself.

One of the justices of the Supreme Court tells of a young lawyer in the West who was trying his first case before the late Justice Harlan. The youthful attorney had evidently conned his argument until he knew it by heart. Before he had consumed ten minutes in his oratorical effort the Justice had decided the case in his favor and told him so. Despite this, the young lawyer would not cease. It seemed that he had attained such a momentum that he could not stop.

Finally Justice Harlan leaned forward and, in the politest tones, said: "Mr. Smith, despite your arguments, the court has concluded to decide this case in your favor."

NOTICE

North Carolina, Union County—In the Superior Court—Bartie Hurt vs. Cleveland Hurt, Alias Cleveland Ramsey.

The defendant above-named will take notice that an action entitled as above has been commenced in the Superior Court of Union county by the plaintiff to obtain an absolute divorce from the defendant on the ground of fornication and adultery on the part of defendant; and said defendant will further take notice that he is required to appear at the term of the Superior Court of Union county to be held on the 9th Monday after the 1st Monday in March, 1917, same being the 7th day of May, 1917, at the court house in said county, in Monroe, N. C., and answer or demur to the complaint in said action, or the plaintiff will apply to the court for the relief demanded in said complaint.

This the 17th day of March, 1917.
R. W. LEMMOND, C. S. C.
Stack & Parker, Attys.

TRUSTEE'S SALE OF REAL ESTATE

Under and by virtue of the power of sale contained in a certain deed of trust executed by T. J. Payne and wife, S. K. Payne, to the Savings, Loan & Trust Company, trustee, on the 20th day of February, 1909, recorded in the office of the Register of Deeds of Union county in Book A. J., page 530, said deed of trust having been executed to secure the payment of certain indebtedness to the Security Life & Annuity Company of Greensboro, N. C., default having been made in the payment of said indebtedness, the undersigned will expose to sale at public auction to the highest bidder, for cash, at the court house door in Monroe, Union county, North Carolina, on
Thursday, 24th day of May, 1917, at 12 o'clock noon, the following described real estate situated, lying and being in Monroe, county of Union, State of North Carolina, bounded as follows:

First Tract: Adjoining the lands of colored M. E. church lot, C. N. Simpson's head lot, and others; beginning at a stake on the E. edge of Broad street (called McCauley street in the deed from M. S. and J. W. Stephenson to J. F. Williams) in the old line and runs with said lot 60 feet to a rock; thence with said line, passing the S. W. corner of line thereof 60 feet to a stake in said line; thence S. 60 W. 128 feet with the old line to a stake on the E. side of said street 82 feet to the beginning, containing 10,168 square feet, more or less, and being the East end of Esq. Broom's estate land. Conveyed by said J. F. Williams by M. S. and J. W. Stephenson by deed dated 5th day of March, 1906, registered in the office of Register of Deeds of said county, in record of Deeds No. 39, page 33 and so forth.

Second Tract: In Monroe, N. C., adjoining the above lot and others, beginning at an iron stake on the East edge of said Broad street (erroneously called Maurice street), the beginning corner of the above lot in old line of Beedy Broom tract and runs with Easter edge of said street at intersection of Everett street, thence with said S. edge of said Everett street, which is 40 feet wide, N. 89 E. 180 feet to an iron stake; thence 12 1-2 S. 116 feet to an iron stake in the old fault line; thence N. 65 W. 73 1-2 feet to an iron stake or some corner of the C. N. Simpson's Hart lot; thence N. 67 3-4 W. 32 1-2 feet to a stone; thence N. 88 3-4 W. 55 feet to the beginning, being lot No. 1 subdivided by English and Blair from the C. N. Simpson and Ellen E. Fitzgerald land, conveyed to J. F. Williams by J. R. English and wife and S. O. Blair and wife by deed dated Aug. 3, 1906.

Said two tracts or parcels of land were deeded to T. J. Payne by John F. Williams and wife, Mamie A. Williams, by deed dated March 26, 1907, to which deed reference is hereby made for a more complete description of same.

This the 24th day of April, 1917.
SAVINGS, LOAN & TRUST CO.
Trustee.

Think of It!

In a few days we are going to place on sale at our store \$3 Hygero carpet sweepers for

98c.

Watch our ad. for further announcement.

T. P. DILLON.

At the same old stand.

CAR LOAD OF

COLUMBUS WAGONS

The Wagon with the Fifth Wheel.

Prices Advancing.

Get one before they go higher.

R. C. Griffin & Bro.

Announcement

I have the agency for the Dixie Flyer cars and old Hickory trucks in Anson, Union, Stanly, Chesterfield and Lancaster counties. I have also the agency for the Empire car in Union and Anson counties. These cars are standard makes, and are sold under standard guarantees. Look them over to your satisfaction before you buy a car.

E. G. Fletcher,

MONROE, N. C.

HANK AND PETE

LOOKS ARE SOMETIMES DECEIVING

By KEN KLING

