

The Davie Record.

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Lincoln and the Good Roads Movement.

At first thought, it may seem a far cry from Abraham Lincoln to good roads but it should not be difficult to demonstrate that no more appropriate tribute could be paid to the memory of that great American and the principles for which he stood than the construction of good roads.

Abraham Lincoln stood for national unity and national development as against sectionalism with its fears, prejudices and passions. He stood for public good as against selfish interests, for mutual understandings and forbearance as against class and sectional antagonisms and intolerance.

More honor is done the memory of Lincoln by the practice of his ideals than by their preaching. Whatever brings communities closer together, whatever stimulates friendly intercourse and interchange of ideas among people of different states and sections having varied interests, whatever encourages the study and discussion of problems from a public and national viewpoint rather than a selfish and provincial viewpoint must help bind the nation together, emphasize interests that are common, subordinate those which are local, promote national development and breed a spirit of national unity.

The individual community, state or section which is isolated becomes self-centered, selfish, suspicious and usually antagonistic to the common good. Lines of traffic and travel which provide for interchange of ideas as well as of goods, which bring all kinds and conditions of people into daily common touch, break down this isolation, destroy this provincialism and prevent sectionalism. This is so axiomatic that the development of civilization and the destiny of nations have been determined by lines to travel.

Nothing has contributed more to the drift from farm to town than the inability of the farmer and his family,—particularly his children—to go to town when they should, or to go only under most uncomfortable circumstances. Bad roads mean difficult transportation, during some seasons of the year they mean practically no transportation. So long as a man is a social animal, so long will he rebel against conditions which make difficult communication with his fellow man. So long as he strives for his mental and spiritual betterment, so long will he rebel against conditions which render it difficult for him to attend places of worship and send his children to school. So long as he strives to get ahead financially so long will he rebel against conditions which handicap his marketing facilities and cut down, if not wipe out, his profit. Hence it is that bad roads drive people to the city and depreciate the value of land. The community of bad roads is also the community of poor schools poor churches, poor farms and abandoned farms.

These facts have been brought home to the farmer with greater force since the introduction of the automobile and truck into rural life. The Bureau of Farm Management and Economics has just issued a bulletin upon "Experience of Eastern Farmers with Motor Trucks," an analysis of the experience of 753 farmers of the New England states, New York, Pennsylvania, New Jersey, Delaware and Maryland, who use motor trucks on their own farms. The farms studied were of all sizes and types—truck farms, dairy farms, fruit farms, crop farms (raising no stock) and general farms, which produce all kinds of crops and raise livestock. There were more general farms—students than any other type, with

truck farms second, dairy farms third and fruit fourth. The farms ranged in size from the truck farm of a few acres to the general farm of several hundred acres. The average size of all farms studied was 173 acres. Only 18 per cent of the farms were five miles or less from market, while 25 per cent were 20 miles or more from market.

Ninety-five per cent of the farmers said their trucks had proved a profitable investment; the trucks ranged in size from one half ton to five tons. As compared with horses and wagons, the farmers reported the trucks saved from one-half to two-thirds of the time required for hauling. Four-fifths of the farmers reported their trucks enabled them to save on hired help. On the average this saving amounted to \$324 a year. A very great number reported that since they had purchased trucks they had changed their market—going farther but to a larger market and thereby getting better prices.

But without any exception it was reported that good roads are economical use of trucks, and other motor vehicles. Sixty per cent of the complaints against motor trucks were on account of bad roads. The significance of this may be readily seen when the official figures of 1920 show that sixty per cent of the output of motor cars and trucks for 1920 were sold to agricultural districts; and over 2,500,000 motor cars and trucks registered in 1920 were owned by farmers.

The highway is the farmer's transportation system for both his passenger and freight traffic. It is absolutely essential to him as the street car lines are to the resident of the great cities and the steam railroads are to the great manufacturing industries. It is as deadly to agriculture to have the highways crippled part of the year or unfit for traffic at irregular intervals as it would be to industry to have no railroad transportation for weeks at a time or to a great city to have its street car transportation out of business for days or weeks at a time.—National Republican.

Gold Bricks.

There is a campaign among the builders supply concerns in the cities to encourage home-building, that again in the land may be heard the music of the hammer and the saw. Price, they say, are now down, in fact there is a danger that they are so low they may go higher. Plumbers will now work for \$18.00 per day (of 8 hours), and carpenters are willing to smoke cigarettes on you at 95 cent and hour. So terrific has been deflation, so leveling has been adjustment so distressful are times. Build now while things are easy and material is low and labor unctuous. Paint costs only \$3.50 per gallon, think of it. Lumber, first-class pine flooring and ceiling has fallen to \$15.00 a hundred. Two millions of skilled laborers are walking the streets, and some of them are so much in need of a job, they'd like to have a chance to job you. Build now.—Danbury Reporter.

First Woman State Senator.

Mrs. Annie Lee Worley, of Nashville, Tenn., has the distinction of being the first woman in the history of the state of Tennessee to be elected state senator and the first woman to sit in a legislature south of the Mason-Dixon line. Mrs. Worley succeeds her husband, who recently died.

You may have the appearance of a cadaver and look older than a 1908 Ford, but any old school friend that you have not seen for twenty years will tell you he never saw you looking so well and that you haven't aged a day.

Davie County in 17th District?

RALEIGH, March 1.—A joint democratic caucus open to everybody, tonight endorsed legislation to protect pollholders, to slightly amend the primary law and to transfer Davie county from the fifteenth to the seventeenth judicial district so both will be safely democratic hereafter.

Col. Als Watts was on hand for the conference, which was sandwiched in between the debate on the Southern power bill, and sat close to the throne where reigned former Speaker Pete Murphy. The bill to revise the senatorial districts was the only thing deferred and this was sent to a joint hearing of the election laws committee tomorrow.

The caucus recommended Representative Will Neal's bill to protect election officers' assaults made on these dignitaries in the future will be punishable only with a prison sentence and it may range anywhere from four months to 10 years.

Speaker Grier suggested to the caucus, and it was approved, a change in the election laws so as to abolish the 3 o'clock limitation on counting absentee ballots. Chairman Murphy secured unanimous endorsement of a new registration in time for the 1922 primary elections and for an amendment to laws striking out all sex references.

Easterners object to the present draft of the Neal bill to revise the senatorial districts and they protested tonight to be bound by a caucus until after a full committee looks at the bill again.

There was some little objection to the Cox bill taking two members of the house of representatives from Iredell and Union and giving them to New Hanover and Forsyth, but Colonel Watts pulled figures on the objectors and the meeting closed.

Governor Doughton had the caucus bind the democrats to support the bill to take Davie out of the fifteenth and put it in the seventeenth judicial district. A republican solicitor was elected in the last trial between the parties.

Hugging in Public.

Last week a gentleman, of Covington Ky., not supposed to be "among those present," interrupted a merry dance long enough to fire two shots into the body of his wife, fatally wounding her. We do not approve of this method of dealing with refractory wives it's quite too rough, but if he had gone in the "mids" and seized wife (not too tenderly, mind you) and trotted her home and administered a good orthodox spanking, we should have approved without reservation. If a man wishes to hug his own wife privately or publicly, let 'im, there's no special harm done; but when it comes to indiscriminate and widely diversified hugging, well we don't practice it ourselves and we don't care about it being practiced on "ourn." Just as long as there are girls and women who prefer ball room music to the music of a cook stove and broom there will be cracking of pistols and terrible tragedy.—Harriman Record.

Smile, Don't Frown.

There is no doubt but that the present business depression is due more to talk of hard times and the wearing of long faces than any other one agency. Try a smile and loosen up in your business transactions and see if you can't tell a difference for the better. To wear a frown and to complain only gives the other fellow an excuse to withhold paying a bill, making a purchase, or putting his money in circulation. These conditions can be offset easily if each individual will go his limit towards restoring business conditions, which he can do by setting an example for the other fellow, and not waiting for the other fellow to act first.—Louisburg Times.

The Old-Fashioned Girl.

What has become of the old-fashioned sweetheart, who used to give you the family album to hold while she helped mother with the dishes?—Huntington Herald Dispatch.

Echo answers where! Gone along with the old Virginia reel, the fragrant mint julp and the old time apple dumplin; gone but not forgotten.—Bluefield, Times.

Yes, gone with the spelling bee and the husking bee; with the good old grapevine swing and the soft serenade in the moonlit southern night.—Charleston Gazette.

Yes, gone with the old-fashioned churn, the washplace beside the stream, homespun cloth yarn stockings the hoop skirt, the log fireplace with dried pumpkins hanging in the chimney corner, camp tea, the old mill, the log rollings and the rail splitters.—Fairmont West Virginian.

She disappeared when the school board came in, when the piano make its appearance, when the auto debut, and the school exhibition went out of date, and theatre and swimming pool parties took their place.—Reidsville Review.

Read and Meditate.

(Nashville Banner)
Some fashion authority says that the well-dressed man requires an annual expenditure of \$2,000 for his clothing, not including night garments, neckties and a few other minor incidentals. That is all right for the man with nothing to do, but a man who is worth a darn to the home town wouldn't have time to use half that amount of raiment radiance.

An Alabama mule kicked a man on the head and broke its leg. The man was unhurt. He was probable one of these fellows who see the early retirement of prohibition.

Some thousands of automobiles have collided with railroad trains at the crossings, and thus far the railroad trains have always won the decision, but persistence is generally rewarded and there may come a day when an automobile will triumph. Just keep it up.

Some one has declared the nickle cigar will never come back. It has never gone, as a matter of fact. We have merely been paying a dime for it.

The rooster is the best dressed bird in the poultry yard, does nothing and crows about it all day long; yet but for him the world would starve.

A girl generally considers marriage her chief aim in life and even when her aim is poor and she brings down something she didn't shoot at, she still is likely to regard herself as a pretty fair marksman.

NOTICE!

AUCTION SALE!

Having qualified as Administrator of the estate of H. A. Thompson, dec'd, I will offer for sale at public auction for cash, to the highest bidder, at the old home place, three miles from Fork Church, on

Monday, Mar. 28, 1921, the following personal property: One horse, one 2-horse wagon and harness, one disc harrow, mowing machine and rake, hay baler, two-horse cultivator and various other farming tools. Sale starts at 10 o'clock, a. m.

H. C. THOMPSON, Adm. of H. A. Thompson, Dec'd. This Mar. 7, 1921.

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Winston-Salem, N. C.

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Easter Silks at Special Prices.

\$2.00 Taffetas, all colors	\$1.29 and \$1.39
Spring Messalines in all shades	\$1.18 and \$1.29
\$2.50 40in. Crepe de Chine in Black, White and all the new Easter colors	\$1.48
\$3 00 Silk Crepe in Black, White and all colors	\$2.18
40in. Pure Silk Georgette in Black, White and all colors	\$1.29

Prompt attention given all mail orders.

It only costs \$8 to enter the United States

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Bosh---we make them better here at home---to say nothing of the saving.

The only trouble is---that some hatters haven't found it out yet ---but as long as you know the truth---who cares?

New Greens and Grays to make you glad. Warm Taups and Browns---the best we've ever had. Any color---any band. The greatest dollar for dollar hat value in the land.

FINE SOFT HATS	\$7.00
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