The News and Advocate.

[illegible], N. C., Sept. 26, 1888.

[illegible] and Departure of Mails.

[illegible], daily except Sunday.
[illegible] Yanceyville at 6 a. m.
[illegible] " " 6 p. m.
[illegible], daily, except Sunday.
[illegible] Yanceyville at 9 a. m.
[illegible] " " 6 p. m.
[illegible], Tuesdays, Thursdays and Saturdays.
[illegible] Yanceyville at 10 a. m.
[illegible] " " 12 m.
[illegible] Milton, Mondays, Wednesdays and Fridays.
[illegible] at 8 a. m.
[illegible] Mondays, Wednesdays and Fridays.
[illegible] at 4 p. m.

LOCAL ITEMS.

All bridges have been repaired and all roads are now open for travel.

The county canvass will begin Oct. 20th and go round with the sheriff's appointments.

Miss Gena Nunnally, of Pelham, is teaching the public school at Bowe's school house.

Rev. Mr. Coppedge will preach at Harris's Chapel next Sunday morning, and here tonight.

See the Sheriff's appointments for meeting the people to collect taxes, and govern yourselves accordingly.

Rev. Wm. T. Walker, Prohibition candidate for Governor, will speak in Yanceyville on Saturday, the 9th of October.

A vote against the railroad means to stay in the old ruts of depression and poverty.

The many friends of Dr. J. T. Ware, who has been sick for some time, will be glad to know that he is improving and will soon be well again.

Hands are at work cleaning off the brick and removing rubbish in the burnt district preparatory to rebuilding. We learn the Masons propose to erect a hall with two stores below and will have it completed by the 1st January.

Henry Brandon and his mother left one day last week to visit relatives in Winston. Henry thinks of going into business in that town. Hope he may be successful. He is a deserving young man and one who will give satisfaction in any position he may be called to fill.

We learn that Maj. Sutherlin and Col. Withers will be here Monday in the interest of the R. & D. road, and Danville, against the Atlantic & Western Railroad coming to Yanceyville. This is an effort by Danville to hold the trade of this county—not satisfied at having almost sapped the very life out of us and taking away our best business men, she wants to still hold us down as her subject. This of itself is enough to make every voter in Caswell county vote for this road. What else are they coming over here into North Carolina for to interfere with our affairs, when we propose to pay for the road without asking them for one cent of aid towards it? Shall we take this slap in the face, hang our heads and remain "hewers of wood and drawers of water" the rest of our days, or shall we assert our rights and liberties by striking while the iron is hot" and enter the highway to prosperity, with our adjoining North Carolina counties, by keeping our money at home to build up our own town and county?

MILTON, N. C., Sept. 22d, 1888.

Editor News & Advocate:

I see in your paper of the 19th inst. an article advocating the subscription of $100,000 to the Atlantic & Western Railway Co., which contains several statements which I believe are serious and well calculated to deceive the good people of Caswell. In speaking reference to the subscription made by township to the M. & S. N. railroad, you say it is an error. The subscription was $50,000 not $100,000. The payment to pay the interest on this and other railroad bonds, was about 65 cents on each hundred dollars worth of property. The proportional part of this township, if votes, would be equal to about twenty thousand dollars for this township; we are aware of no rule of arithmetic which would enable us to meet it with a tax of only 25 cents on the hundred dollars worth of property. If I understand the proposition before the people of Caswell, aright, it is that we shall vote one hundred thousand dollars worth of bonds ($25) to aid in build[illegible] the Atlantic & Western Railroad but [illegible], there is no limitation of time in the proposition as to when the road is to be built and the bonds to be issued, it may be built in one year and the bonds called for, or it may be built in fifty years. But if once voted the organization of the company would be in a position to hold it as a [illegible] on the county, and to prevent the county from aiding any other railroad to pass through the county, and we will be in the same fix as Person county, with the Louisburg & Durham railroad. As the Atlantic & Western has already been in existence [illegible] and twenty-six years, and has not yet thrown a spade full of dirt towards a single mile, when can we reasonably expect to see the road built through the county. But if built at once, [illegible] the people of Caswell expect to pay in the way of taxes, to pay for it? The annual interest on one hundred thousand dollars worth of 25 bonds is five thousand dollars, the sinking fund to reduce the bonds, [illegible] in 25 years to run is three thousand a year, the necessary expenses of collecting and disbursing this money will be [illegible] thousand dollars a year, so you see we have about nine thousand dollars to raise in taxes from the property owners of Caswell. That, any school-teacher or any man who is conversant with figures, can see will require a tax of 40 cents on the hundred dollars worth of property, [illegible] in the county on its assessed value, [illegible] dollars and will [illegible] railroad taxes forty cents on the hundred dollars instead of 27½ cts as we have paid on present taxes for county purposes. Does any one believe that the people will vote this increase of taxation, if they know it. I am strongly and earnestly advise the taxpayers of Caswell to look to every thing connected with this railroad question, and carefully sift out all extravagant and misleading statements, letting no interested parties deceive you. No people can have a railroad built for their accommodation without having to pay for it.

DAN.

With all due respect for the high standing and business qualifications of the gentleman who penned the above article we are compelled to show the people that his only motive in opposing the building of a railroad to Yanceyville is selfishness—a chief regard for his own interests, influenced in this action by a view to the private advantages which he now enjoys that he thinks, to a measure, will be taken away from him by giving so many people in the county equal advantages with him. Selfishness is what ails Caswell county to-day. If the people all over the county had had a little more public spirit and county pride about them things would not be at so low an ebb with us now. Selfishness in its worst or unqualified sense, is the very essence of human depravity—and a depraved people are always a depressed people.—Don't it look as if we had become a little tainted and rapidly tending that way when we once stood second in the list of wealthiest counties in the state to-day we stand next to the lowest in depreciation. Mackintosh says "selfishness is a vice utterly at variance with the happiness of him who harbors it," and so it is with Dan and all others who oppose internal improvements, and especially a railroad through a county as nearly bankrupt as this county is to-day. They well know it would be to the advantage of the county at large *but it may lessen their advantages by bringing in competition in their respective lines.* They would prefer to let the county go down rather than run any risk of jeopardizing *their own interests.* Now there is the motive, and who expects anything else but for such people to fight it. This class has to be fought by all great proposed enterprises. Now as to his objections. He says we were in error about the amount *given* by them to the R. & D. R. R. for a little over *two hundred yards* narrow-gauge road. That it was $15,000 instead of $50,000. The records here show that Milton township gave $15,000 and the town of Milton gave $10,000—$25,000! We only missed it $5,000. All we have to say about that is simply this: If the people of Milton township (including Milton) in their eagerness for a railroad gave $25,000 for *two hundred yards* and which has done them such an immense amount of good, the county of Caswell—nine townships—can surely *give* $100,000 for between twenty-eight and thirty miles of road—*two hundred and forty times as much road as they got for* $25,000. If they got into "deep water" with their eyes open by "*giving*" more than they ought to have given to the M. & S. N. G. the people of the county can't help it, they are still under a great obligations to aid a *county* enterprise as the other townships are. If this gentleman was to squander his property or by misfortune or any other means get rid of the greatest part of it, he could not ask the county to not tax him on what was left because he had lost so much. And now they have a railroad. They admit that it has done much for them. If you will look at the tax books and see what the property in that township and town was worth *before* the road was built and see what it is valued at *now* you will find how much good it has done them. It has done them all the good they *wanted it to do them*, and now, like the snail they draw themselves into their shell and stand in direct opposition to any improvement elsewhere in the county, and no matter how much they oppose the Atlantic & Western Railroad we are bound to have a road and the people of this county will run over such opposition just as they would a snail. Now, it is a settled fact that *nearly every body in the county is in favor of* a road if it can be built without being oppressive or burdensome. We tried to show the people of Caswell in our last issue that their taxes would be reduced if the real and personal property was enhanced in the same proportion it had been in Rockingham, Forsyth, Guilford and other counties, and there is no reason why it should not. There is not a living man can show that a county has retrograded by having a railroad run through it or the people hurt by taxation for one, except the people of Milton and Milton township giving $25,000 for two hundred yards of road and therefore we will stick to our figures of last week thinking that we are nearer right than he is by trying to mislead and deceive the tax-payers by making his calculations on "the present values" not allowing any increase in property, or the road to be taxed at all or the tax to bear on the poll as well as real and personal property and trying to make them believe their taxes will be raised to 70 cents on the $100. We still say by our showing their taxes will be reduced, and a greater reduction than we showed by reason of adding the amount of railroad tax that will be raised from the polls in the county. If the railroad pays taxes for two years before we are taxed a cent for it, and in the two years taxable property in the county is doubled the railroad tax will not be but 5 cts on the $100 valuation and it will require but 13½ cts to raise as much for county purposes as 27½ now raises on the property now in the county, then 27½ on the $100 will *pay railroad tax and all* leaving a reduction from the amount levied this year for county purposes alone of 5½ cents on the $100 worth of property. This is the way it will work, and there is no deception or misleading the people about it. We showed the people that lots are worth in the towns around us, some of them from a mile and a half to two miles out, twelve hundred dollars per acre, but we will come nearer home, right under Dan's nose. In Milton township, in 1882, the year before the M. & S. road tax was levied, the total real and personal property was $289,805 00, the total value now is $394,082, an increase of *one hundred and twenty-four thousand two hundred and seventy dollars and forty cents!* when the balance of the property in the county not enjoying the advantages of a road, has depreciated in value. It is enough to excite the wonder and astonishment of all fair-minded people that one township can be so enterprising and good *citizens* and would oppose any enterprise that would raise *our township* of a county to build up at the rate Milton township has since that little railroad has been built. The increase in *one* township by reason of having a railroad in it in six years is enough to pay the $100,000 subscription to the Atlantic & Western road and the $25,000 to the M. & S. road, and, according to Dan's own showing, to have $10,000 left, as he says their subscription was only $15,000. Now, seeing the tremendous increase in valuation of property in Milton township, can there be any doubt about a proportionate increase on a road through the entire county? We thought there was no ambiguity or disguise in our article last week and we do think we have made the matter so plain now that no one can fail to see and understand that they cannot be hurt by having a railroad, except those so biased and warped by prejudice, caused by a passionate and miserly ardor for private interests that their minds are so firmly bent in that direction they cannot see any other way, and this class we do not expect to try to convince. They are the ones who are trying to mislead and deceive the people. Dan speaks of the tax in Milton township for that road being so high. Let the people recollect that they had a $25,000 debt on one township and that they raised tax to pay interest and a part of the principal every year. This road through the county will be different. The first bonds will not mature in five years when the county will be more able to begin to pay them. The people of Milton township commenced paying the principal before they begin to enjoy the advantages—and only had two hundred yards of road to tax to help them pay the debt. We will have five years start of them, nearly 30 miles of broad-gauge road, which as well as the property along the line, will have increased in value every year and every dollar of increase will diminish our taxes. We have never said anything of the necessity and benefits of a road from the fact that a majority of our people know this. They well know that to-day they can glut the Yanceyville market with a dozen chickens and 10 pounds of butter, and they know that the people living around such towns as Reidsville, Durham, Winston, Greensboro and other railroad towns have a market for every thing raised on the farm. So there would not only be a demand for the surplus they now have every year but it would cause them to raise more of everything. And when our people would have a home market for all their produce, and for many things that now go to waste every year, will it not enable them to pay the tax to get such a market. But it is acknowledged throughout the county that a railroad is indispensably necessary to our prosperity, and now if they will only look around them and see that people in the counties where they have roads have not been hurt by paying a small tax we believe they will go to the polls and vote for one too. We have said nothing to deceive or mislead any one and we have no desire to do so, as the facts show plainly that we can have the road and be greatly benefitted. So we repeat, let the friends of the road talk and work for it and on the 20th day of October vote for it.

The appointments made by the candidates for Congress for Ashland and Anderson's Store have been changed. The day they were to be at Ashland they will be at Cherry Grove and the day they were to be at Anderson's Store they will speak at Baynes and Walker's Store.

Magistrates, Superior Court clerks, and all other persons can buy all kinds of Law Blanks and can have all kinds of printing done in the best style and at the lowest prices at Harrell's Printing House, Weldon, N. C.

The following jurors were drawn at the meeting of the Board last Monday, to serve at the Nov. term of superior court:

L H Dunnivant, J T Newman, W N Harrelson, G B Evans, W H Connally, Joe F McKinney, S J Hopkins, T W Smith, W M Leath, J A Stamps, T D Turner, B M Walker, Geo T Manley, J H Barker, R J Newman, W J Warren, Jno R Denny, B F Stanfield, F L Hodges, T A Miles, E B Yancey, E A Glass, D K Burton, A R Blackwell, D M Hines, A J Thompson, H L Gunn, C L Carter, J W Allen, R H Moore, W P Burke, S H Williamson, Jno C Madkins, J A Poteat, T Y Crumpton, W H Dove.

TAXES.

Please read the following law carefully and remember I am compelled to obey the same and every man in the county will have to conform to this law:

Laws of 1887, Chapter 137, Sec. 38:—The Sheriff or his deputy shall attend at his office, during the months of September and November for the purpose of receiving taxes; he shall also in like manner attend at least one day during the month of October at some one or more places in each township, of which fifteen days' notice shall be given by advertisement at three or more public places, and in a newspaper if one be published in the county.

Sec. 39.—Whenever the taxes shall be due and unpaid, the sheriff shall immediately proceed to collect them, etc.

Sec. 55:—On the 1st Monday in February in each year, the sheriff is directed to offer at public sale at the court house, all lands on which the taxes levied for the previous year still remain unpaid or the first Monday in January preceding.

I shall endeavor to follow strictly the above laws, therefore all parties are earnestly requested to come forward and settle their taxes. I will be in my office during the month of October, or you will find a deputy there for the purpose of collecting taxes.

I will visit the places below for the same purpose, and the county candidates will address the people on same days, viz:

Hunt's Store	Saturday	Oct. 20
Pelham	"	23
Killquick	"	24
Cherry Grove	"	25
L. H. Walker's Store	"	26
Prospect Hill	"	27
Hightowers'	"	31
Leasburg	Nov.	1
Milton	"	2
Yanceyville	"	3

Those failing to meet me at the above named places and settling their taxes will be visited by myself or deputy at once with the express purpose of collecting the taxes due. The taxes must be wound up by the 31st day of next Dec.

Respectfully,
B. S. GRAVES, S. C. W.

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NOTICE.
Having this day qualified as administrators of the estate of the late Empson Florance, notice is hereby given to all persons holding claims against said estate to present them for payment on or before the 5th day of September 1889, or this notice will be pled in bar of their recovery, and all persons indebted to said estate will make immediate payment to the undersigned.
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A. B. FLORANCE, }

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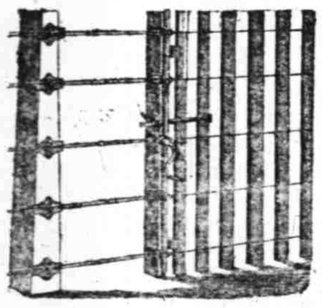
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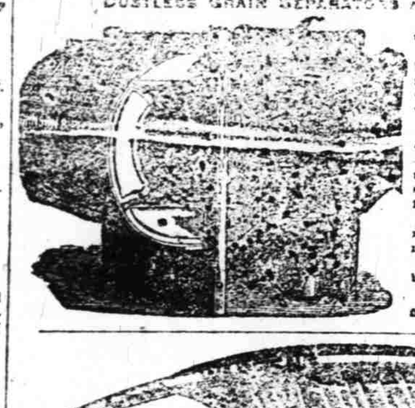
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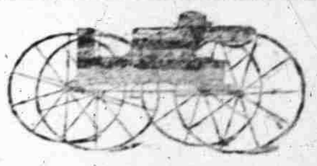
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