

The Roxboro Courier.

Noell Bros., Proprietors.

Home First; Abroad Next.

\$1.00 Per Year in Advance

VOL. XXX

ROXBORO, NORTH CAROLINA, Wednesday Evening, April 30, 1913.

No. 18

BOND ISSUE FOR IMPROVEMENT OF PUBLIC ROADS.

Realizing that there are various objections to the present road law as passed by the last session of the legislature, together with several gentlemen friends of the road law in its present shape, I went before the County Commissioners on Monday 21st inst., and requested them to take no action looking to the calling of an election at this time.

Having no interest in the matter of improvement of the public roads except in common with every other citizen of the county, and being desirous of obtaining the views of our people, together with their co-operation in perfecting the bill, in order that each citizen may to the fullest extent have a voice in the matter, I suggest that the people take the matter in their own hands, as there will be an extra session of the legislature called not later than next January. If the people will take hold of the matter, discuss it among themselves, hold township meetings, and before the extra session meets have a mass meeting of the people of the county, I shall be perfectly willing and glad to offer any amendments to the present bill that they may agree upon.

There are objections to the amount of the bond issue. Some think it is not enough and others too much. Fix the amount yourselves gentlemen.

Some object to the present High Way Commission and the manner in which they are selected; it is up to you to act. I offer as a suggestion that when the election is had on the bond issue that at the same time each township elect one of their citizens to constitute a board of road commissioners or by some other name, who by themselves, or together with the County Commissioners, elect a highway commission, composed of say 3 or more persons to take charge of the public roads and expend the proceeds of the bond issue to the best advantage—delegating such powers to the said Highway Commission as to how the roads should be worked, etc., whether by contract or the

purchase of machinery and other kinds of equipments as they may think best. The details can hardly be enacted into law, but should be left to the commission that you elect to manage your roads.

I regard this an opportune time for the improvements of our roads, as we can have for our information the experience of others who have tried the various plans and methods of building roads. Everything seems to be drifting towards what is known as sand clay roads. Of course we could not think of macadamizing the cost would be too great. In many parts of our country a great improvement could be had by changing the roads putting them on ridges where they would require but little attention. There are many low places where small streams cross the roads, by putting in culverts and good bridges the improvements would be permanent. But this work cannot be done as it should be with-out more money than we have. In fact the money that we are now collecting cannot be made as efficient as it would be if we had a larger fund. Much has been said as to our ability to pay the interest and provide a sinking fund to take care of the principal when due. Let us see how it will work. The proposed issue of \$150,000 of 5 per cent bonds would require that \$7500.00 be collected each year to pay the interest, and in order to provide a sinking fund to take care of the principal when due one-fifth additional would have to be collected, which would create a fund of \$1500.00 a year the two together would amount to \$9000.00. I have taken some pains to find just how this would be apportioned and how it would effect each township in the county as taken from the State Auditor's report for year 1912. A levy of 19 cents on the hundred bollars worth of property would raise \$7853.00, and observing the constitutional equation as between property and poll, a levy on each poll of 57 cents would raise \$1446.00, making altogether \$9299.00 about \$300.00 more than necessary. Now as to how this would bear on each township. The railroads and bank stock, which are assessed differ-

ent from other property, would pay \$1209.00; Allensville Township would pay \$689.00; Bushy Fork \$808.00; Cunningham \$602.00; Fat River \$725.00; Holloway's \$587.00; Mt. Tirzah \$624.00; Olive Hill \$683.00; Woodsdale \$556.00; Roxboro \$2812. In this calculation I have omitted fractions which would make a difference of only a few dollars as a whole. Taking these figures any tax payer in the county can figure exactly how it would effect him; while it would require at the start a levy of 19 cents on property and 57 cents on the poll. I give it as my opinion, for what it may be worth, that inside of five years the levy could be reduced to 15 cents on property and 45 cents on the poll, by reason of the great improvement in property both in the town and county because of the spending of the \$150,000 for improvement of our roads. The fact should not be overlooked that every house built in Roxboro, or any other property or enhancement of values, is taxed for the improvement of the roads, every dollar of which is spent outside the corporate limits. I can see very well how a large property owner living in Roxboro might be opposed to the bond issue, but how any one living in the county who travels the roads the year round can oppose it when the town of Roxboro pays more than one-fourth of the entire tax is beyond my comprehension. The fact is too many have not given the subject thought and investigation as to its benefits compared with the cost.

Another objection that I have heard that the bill requires that the road should be built 30 ft. wide, which is not the case. It gives the right of way of 30 ft., not that the road should be built 30 ft., which would be entirely too wide and expensive to keep up. 21 ft., I believe is the width adopted by many counties.

The clause, requiring that the amount spent in each township should approximate the amount collected, in my opinion is wrong; in fact, I never thought that township lines should have much to do with roads, and that the county should be the unit, and the money spent all over the county in accordance with the needs of the different sections and to the best advantage. I incorporated that feature in the bill in order to meet what seemed to be a popular demand. It can be amended or it can stand as it is. It is up to the people to say. I remember quite well when some of us were trying to secure a railroad through the county I heard time and again the same objections that we hear now, so the cry is not new. We also had the same objections when the old road law was changed to the present system. How many would be willing to do away with the railroad if they could, or would prefer to go back to the old system of working roads. Every man between the ages of 18 and 50 years be required to work six days in the year. However, I have heard of two men in the county as expressing the wish that we might go back to the old system. I will state just here for their information that the only law that stands between them and the six days work is the present road law passed at the last legislature, repeal that

and the six-day law would be in effect. By way of explanation I will state that when the present law, under which we are working, was passed it only suspended the old law under which the six days work was required as long as the dispensary law was in force a fact that probably the county authorities had overlooked and to which their attention had never been called.

It is up to the people to inform themselves and be prepared to meet the demagogue, a few of whom we still have with us, who either does not inform himself, or is dishonest in many of his statements, or presumes on the ignorance of the people.

The assertion that our people are unable to bear the burdens imposed by this bill is a reflection from many standpoints. I confess to more or less pride of my county and people as a whole, and believing as I do that we are entitled to as good things as other people, and that we are not too poor to have them, and being perfectly willing that every dollar's worth of property that I may own or control, including the Roxboro Cotton Mills, should be taxed to help improve the roads in the most remote corners of the county; yet if the people who travel the roads do not want this assistance and improvement, but prefer to trudge along in the same old ruts, stand still and see the business and trade going away from us to other towns that have had the enterprise to build good roads—forgetting the fact that whenever we either sell or buy anything from other markets, attracted there by reason of their better roads, we are paying tribute and a share of the taxes to those people that have had the enterprise and foresight to make these improvements, then and in that event I believe that personally I can get along quite as well as any one and will endeavor to be content.

As stated in the outset, we are to have an extra session of the legislature within the next few months, certainly not later than next January, and if the folks want the present bill changed or amended in any way or repealed if they wish, it is up to them to act; and while, I have not seen or conferred with Mr. Whitfield in regard to this line of procedure I am quite sure that he would be willing to cooperate in making such changes as the people may agree upon.

J. A. LONG.

Citizens Mass Meeting.

Pursuant to the call of the Mayor a mass meeting was held in the court house on last Friday night for the purpose of naming a Mayor and five Commissioners to serve the town for the coming two years. The following ticket was named.

For Mayor, L. M. Carlton. For Commissioners; Dr. B. E. Love, Dr. E. J. Tucker, E. G. Long, J. M. O'Brian and T. J. Henderson.

Mr. Carlton was placed in nomination by Mayor Winstead, who stated that he was not a candidate for re-election. The entire ticket as named was nominated by acclamation.

Each member of the old board declined to allow his name to be considered. The old board has seen many improvements made during their administration, and while they have been much criticised feel that they

had done the best they could with the amount of money they had to spend. We hope the incoming board will take up the work and push it through to completion, and when completed the streets of the town which have been worked will be quite an advertisement, as well as a monument to the old board.

The action of the mass meeting seems to be satisfactory to the town, as we have heard no kicks, and we suppose there will be no opposition ticket in the field.

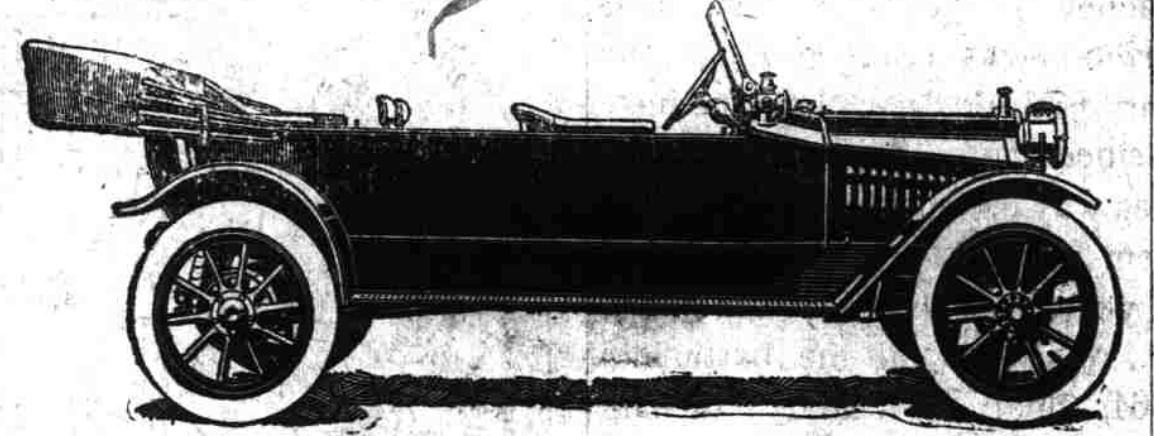
REV. K. D. HOLMES

Pastor of the Methodist Church at Sanford Died Suddenly.

Sanford April 25.—Rev. K. D. Holmes, pastor of the Steele St. Methodist Episcopal Church, died suddenly early Thursday morning. The news of his sudden

death was a great shock to the entire town and community. Mr. Holmes was in his usual health Wednesday, and was on the street late in the afternoon, returning to his home about 7 o'clock and was taken suddenly ill with acute indigestion from which he died about 1 o'clock. Mr. Holmes has been pastor of the Steele Street Methodist Church for two and a half years, coming here from Wilmington, where he had been pastor of the Methodist Church for four years. He was well loved by his congregation and will be greatly missed in this community. He is survived by his grief-stricken wife and six children. Funeral arrangements have not yet been completed.

Cortright shingles are the best for sale at Long, Bradsher & Co.



Automobile

32 HORSE POWER,
FULLY EQUIPPED
F. O. B. Detroit, Mich., \$1,000.00
LONG MOTOR CAR CO.
—DISTRIBUTORS.—

New Millinery.

By good luck we were able to purchase a large lot of new millinery samples last week at a big saving in price. Our stock is in a better shape today than it was the first of the season and the best values that we have been able to show.

New Ratines.

We have also just received a splendid shipment of the most popular goods on the market, Ratines, ranging in price from 25c to 50c.

Thompson's Glove Fitting Corsets

Another shipment of these popular corsets. They must be the best judging from the way they sell.

We have the newest styles at \$1.00 to \$3.00.

We are keeping our stock filled in all the time with the newest things as fast as they come out.

We are always pleased to serve you.

Harris & Burns

DEERING MOWERS

AND

Builders

AT

Long, Bradsher & Co.

Headquarters For

HARDWARE.