

The Roxboro Courier.

Noell Bros., Proprietors.

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\$1.00 Per Year in Advance

VOL. XXX

ROXBORO, NORTH CAROLINA, Wednesday Evening, August 27, 1913.

No. 35

THE MOVING PICTURE HOUSE NOW READY.

The Show will Open Next Monday. The Building Remodeled and Now Ready for Use.

Mr. J. G. Reade of Durham was in town Monday and informed us that his Moving Picture show would open in the Andrews building next door to The Courier office next Monday.

The building has been remodeled, painted and fixed up in first-class style for the business, and Mr. Reade says the show will be first-class in every respect, and as clean as any one could wish, and that parents need have no fears for their children when visiting this show. Our people know Mr. Reade and know that he will do just what he says.

Mr. E. A. Powell, who will manage the show has spent five years in the moving picture business in Baltimore, and promises our people as high class show as money will produce, clean and uplifting in every respect. Mr. Powell is a moral and strictly temperate young man, and is entitled to the confidence of our people.

They will get their pictures direct from Baltimore and expect to keep right up with the times. They have spared neither pains or expense to make their business

attractive and entertaining, and have no doubt about the merit of their show. They only ask that you give them a chance to prove to you what they say is true, if you will visit their show once they know you will come again.

We bespeak for these enterprising people a liberal patronage from the citizens of Roxboro and surrounding community.

Mr. Powell desires a young lady to sell tickets for him, any one wishing this position will write him in own handwriting. Address, Mr. E. A. Powell, Roxboro, N. C.

Mr. Clark Clayton Buried Monday.

Mr. Clark Clayton, a very popular and upright young man, died Sunday evening at the Reade Hotel. He had been in bad health for quite a long time, and had been in Asheville for several months, only arriving here a few weeks ago. Some time since he contracted that dread disease, tuberculosis, and for some time his friends have known that it was not far to his earthly end. His brother, Mr. J. Lester Clayton, came here with him from Asheville and has been by his bedside since.

He was buried at the town cemetery Monday evening, quite a large number of his friends gathering to pay their last respect.

DR. PRATT ON GOOD ROADS

At the State Association of County Commissioners Dr. Pratt Gives Advice on Good Roads

Before the State Association of County Commissioners in session at Statesville last week two notable speeches were made. One was by Attorney-General Bickett, who voiced his well known views on the need of segregation and classification of property for purposes of taxation, and the County Commissioners assembled from all over the State endorsed his views by resolution. The other address was by Dr. Pratt, State Geologist, on road improvement. The Statesville Landmark gave the following synopsis of Dr. Pratt's remarks:

"After expressing his belief that the State Association of County Commissioners is probably the most important of all the associations in the State, and declaring that it can do more for the advancement of the State than any other association, Dr. Pratt expressed the hope that there would be greater co-operation among the various counties and greater uniformity of methods leading toward the betterment of the whole State. 'My subject,' said he, 'is a very live one. The problem of good public roads is not yet solved by any means. The need of good roads and the beneficial results from them are admitted by all but the question is how to raise revenue to build good roads and the beneficial revenue to build good roads, and how to construct and maintain them. No county should be satisfied until every section of that county is served by good roads. Some have already done this and their question is maintenance. It has been found that no road is really permanent, the only thing about the road that is permanent being its location, and for this reason the road should by all means be properly located. The idea once prevailed that macadam road was something permanent, but we have found differently. No matter how well a road is built it must be watched up and kept in repair. There are few sections which can afford the better grade of roads constructed of tar, asphalt and macadam preparations and these are not really satisfactory considering the cost. The one road that does give satisfaction is the sand-clay or gravel road. This is the one road that can be kept good 365 days in the year at little cost. The cost of sand-clay roads in North Carolina has ranged from 300 to \$1,800 per mile, according to the amount of grading to be done and the distance the sand or top dressing must be hauled. These roads can be maintained and kept in good condition by running drags over them after each heavy rain and repairing the holes with the same kind of soil used in constructing the road, at a cost of not more than \$30 per mile per year, while \$100 per mile per year is a low estimate for the cost of maintenance of a macadam road. If the traffic over the road ever justifies putting down the tar or asphalt preparations, the sand-clay makes a fine foundation. All country roads should have a 40-foot right-of-way and the road should be built not less than twenty-four feet wide with sand-clay or top-soil in the center not less than 9 feet wide and eight inches deep. Farmers should not be allowed to cultivate the fields

along the roads all the way out to the road, thus allowing the water to drain from their fields into the roads.

To properly maintain its roads Dr. Pratt said a county should have a right to govern all traffic on its roads and he wants this power bestowed on the county commissioners. After a system of good roads has been built in a county the use of wide-tire wagons should be forced on those hauling over the roads, especially in the case of heavy lumber wagons. The question of wide-tire wagons is to be discussed at a meeting called to be held in Washington for that purpose and an effort will be made to have all wagon manufacturers present at this conference. The State now regulates automobiles and there is no reason why counties should not have the authority to regulate all other public road traffic. The State law making twenty-five miles an hour the automobile speed limit should be enforced, because when a machine runs over twenty two miles an hour the suction from the tires is very detrimental to the road. The automobile loosens the roadbed and then the narrow-tire wagons come along and grind up the loose soil or gravel. In France a wagon must have a tire in width according to the weight of loads hauled.

"The need of an efficient road engineer in every county in the State was stressed by Dr. Pratt. 'It will be found,' he declared, 'that the counties which have gotten best results as to the location, construction and maintenance of roads are those which have employed engineers who know how to build roads. A look over the roads of these counties will convince any one. And if you want to get best results, give the engineer authority to go ahead and build the roads as he sees best, regardless of the location, etc., desired by others. Hire a man who knows how and let him locate the road where it will be best for the road, for the location is the one thing that should be permanent. The people of North Carolina are now much interested in the unjust freight rates that have been charged in North Carolina. We should also stop and think about the rate we have been paying the public roads. By the employment of good engineers and the building and maintaining of good roads, we can reduce the cost of hauling from 25 cents per ton per mile to 8 cents.'

"Dr. Pratt approved the action of the North Carolina Good-Roads Association in advocating a State Highway Commission and the working of State convicts on the public roads. The State Highway Commission bill as presented, he said, would give engineering assistance to counties, not able to employ regular engineers and would work State convicts on the highways without interfering in any way with the convicts owned and worked by the individual counties. 'The best way the convict can pay his debt to the State,' said he, 'is to work on the public road, and the State can spend money in no better way than in giving engineering assistance to the counties desiring to locate and build good roads. The adoption of methods that would increase the efficiency to convict forces worked on the roads by the counties was advocated. The convicts should be so trained and cared for that they will be better citizens when they regain their liberty than they were when they began their terms.'

A Handsome Building.

The new building for the Bank of Roxboro is just about complete and they expect to move in tomorrow, so we hear. All connected with this bank have just cause to feel proud of this building for there is not a more handsome building in the state—we say it advisedly, than this building, and it certainly is an ornament to the town. The clever and handsome active officers, W. F. Long and B. G. Clayton will feel proud of themselves and the institution with which they are connected, but it will not affect their heads and they cordially invite all old friends, and others who wish to become friends, to drop in and see them in their new quarters.

A dollar will go farther just now at the Person Dry Goods Co. than you imagine. Call and look.

GRANVILLE COUNTY FINE FARM FOR SALE.

Attractive old home place 7 miles north of Oxford, N. C. Beautiful Grove with ten-room dwelling, large new barn, tenant houses and other buildings. 300 acres: price \$8,500. Payments to suit purchaser. Buildings worth more than \$4,000. Land alone worth more than price asked. No inner tobacco, cotton, grass or grain land in Granville County. Well watered. One mile from railroad station.

No agents need apply. Address J. M. M. Gregory, Durham, N. C.

Bridge to Let.

I will let the contract to build the bridge across Flat River at Sneed's mill, near Helena, on the premises, on the 6th day of September 1913, at 1 o'clock P. M. Drawing and specifications of the bridge can be seen at Register of Deeds office in Roxboro.

R. H. Gates, Road Supt.

Long Motor Car Company

We have a full and complete line of automobile supplies and accessories. If we haven't got what you wish, we will get it if it is made. We also have a thoroughly modern and fully equipped repair shop and are prepared to do expert work.

LONG MOTOR CAR CO.

FURNITURE.

We are making preparations for the biggest furniture business this fall that we have ever had. Already we have our show room stocked with some of the most select and desirable furniture that you have ever seen.

Bed room suits in Circassian Walnut, Mahogany, and Oak.

Dressers with washstands to match in Birdseye Maple, White Enamel and Oak. These match up fine with iron or brass beds.

China closets, buffets and side boards for the dining room and the best line of dining tables to be found.

The great and popular Bernstein beds in brass and iron.

Globe-Wernicke book cases in Mahogany, Mission, quartered and plain oak.

In fact we have almost any kind of furniture necessary to furnish a well appointed home. Anything that we haven't in stock we will gladly order for you.

We carry all grades of furniture from the cheapest that is good up to the very high grades and will save you money on every purchase.

Give us a chance to prove it and we will get your business.

Harris & Burns.

Roxboro's Best Store.

We write Fire, Life, Health, Accident, Live Stock, and Automobile Insurance and all kinds of Bonds. Rents collected for property owners at reasonable rates. Place your business with us and get

POLICIES THAT PROTECT
SERVICE THAT SATISFIES
REASONABLE RATES.

"Talk it over with us."

Cunningham & Long.

Insurers.

Temporary Office over Garrett & Stanfield's Store.

Glass Fertilizer Feeds.

The
Buck
Eye
Wheat
Drills

AT

Long, Bradsher & Co.