

The Roxboro Courier.

Noell Bros., Proprietors.

Home First: Abroad Next.

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VOL XXXI

ROXBORO, NORTH CAROLINA, Wednesday Evening, April 29, 1914.

No. 17

NEW BUILDINGS.

Two New Warehouses for Roxboro—Addition to Cotton Mill.

Roxboro is simply humming and the echo of the saw and hammer is heard on all sides. Not for many years has there been so much building here as will be done this summer. Carpenters and brick layers are in great demand, and even then some of the work will be crowded late into the winter.

Besides the residences, churches, stores, etc., there will be two new warehouses erected, unless something miscarries. One will be built on the old Farmers Warehouse lot by the Messrs. Newton's or possibly a company formed by them, and the other will be built on a lot just North of the courthouse where now sits a livery stable on the land belonging to Hon. J. A. Long. This will give us five large, commodious warehouses, all, no doubt manned by experienced tobacco men, which will place Roxboro in the front ranks in the tobacco business.

Then work is just beginning on the new addition to the new cotton mill which we learn will be a one hundred thousand dollar addition. Altogether things look bright for our town.

Meeting At Holloways Saturday.

By special request Mr. J. A. Long will meet with the voters at Holloways Saturday next at 2:30. Messrs. W. D. Merritt and D. Tucker Brown also expect to be present to explain the road bill.

Quarterly Conference at Webbs Chapel.

Rev. H. M. North, Presiding Elder, will be at Webbs Chapel Saturday and Sunday to hold the second Quarterly Conference of the Mt. Tirzah Circuit. He will preach Sunday evening at 3 o'clock at Allensville.

Mr. R. A. Burch made a trip to Durham on yesterday, in his Studebaker car. He was accompanied by Mrs. Burch and children and Miss Blanche Davis.

If You want to Know the Truth Read.

In reply to a few articles opposing the bond issue we would like to state a few facts, which in our judgement answer them conclusively.

In the past years about \$12000.00 have been spent on our roads by the system of direct tax, and yet it is proposed to raise our present levy to forty cents on the \$100 and continue the same system which up to the present time has netted poor results, of this the present roads will bear evidence.

It is proposed that this tax rate extend over a period of eight years and at the figures in one of the articles to which we refer, this will give \$16000.00 per year or \$128,000.00 in the eight years. After the eight years have passed it is proposed that we then reduce the tax rate, how much we do not know, but suppose it was reduced to 15c., then the revenue from this tax for the next 32 years would be \$192000.00. The thirty two and the eight years would take us to the time when the bonds would be retired should they be voted.

In other words it is proposed to pay \$128000.00 the first eight years and \$192000.00 the next thirty two years, or \$320000.00 in the forty years.

Remember that \$16000.00 of this will be used each year for eight years until the whole of the \$128000.00 is spent.

Suppose then that this system is adopted. Who can tell you which township or townships will get the first money and which townships will have to wait until the eight year. It certainly would not be economy to spend a ninth of the \$16000.00 in each township each year, this would be doing exactly what we are doing now, that is, spending a fund not sufficient to improve the roads of the county but with it we are trying to make them passable and consequently cannot concentrate our forces sufficiently to work them economically.

Is there any reason to suppose that there will be a revolution in the methods at present employed if we are to continue building by direct tax, the only change that is

evident to us is an effort to raise the tax rate and spend more money, but where it will be spent is not provided for.

You must remember that the County Commissioners will not hold office nor live always, and that those to follow may have entirely different ideas from those of their predecessors, and any change in systems caused by this change of officers will most assuredly cost the county some of the money that should go on the roads.

On the other hand the act of the Legislature specifically states that each township shall receive its apportionate part of the money derived from the sale of the bonds that each township shall have a road commissioner, whose duty it shall be to sit with the County Commissioners and these twelve are to appoint the Highway Commission whose duty is to see that the whole County is justly treated.

You do know then that if you vote bonds that the money will have to go to each township according to the law, and this law cannot be change after once voted upon by the people, because no bond company would be justified in buying any bonds in the state of North Carolina if the conditions and laws under which they made the purchase could be changed with impunity.

You do know that if done by contract, and this seems to be the prevailing sentiment, that the roads built under the bond issue should be finished in two years and the same officers that the people trust with their public work, will see it begun and see it completed and there will be no changing and no changing of systems nor any question about the roads that are to be

those roads are to be kept up we will have to set aside each year out of the \$16000.00 per year a sufficient sum for this.

Suppose then that it takes \$20. per mile to take care of these roads, after the 1st year you will have to set aside \$320.00 to take care of the 16 miles built the previous year, \$640.00 after the 2nd, year, \$960.00 after the 3rd, year, \$1280. after the 4th, year, \$1600.00 after the 5th, year, \$1920.00 after the 6th, \$2240.00 after the 7th, or a total of \$8960.00. Taking this from \$128000.00 we have \$119000.00 left, which at \$1000.00 per mile would build 119.04 miles of road, and still we have allowed nothing for taking care of any other roads.

Suppose then we allow \$2000.00 per year for our other roads, in eight years this will be \$16000.00 and taking this from the \$119040.00 leaves \$103040.00 to build with, and at the rate stated above we will get only 103.04 miles of road.

All this remember puts a tax of 40c. per hundred on you.

Let us see about the bond issue and what it will do to remedy this.

In the first place a tax of 35c. per hundred dollars is proposed and the revenue from this will be about \$14000.00 per year.

Of this \$14000.00, \$1500.00 will provide a sinking fund sufficient to retire the bonds in 40 years, \$7500.00 will pay the interest each year and this will leave \$5000.00 per year to maintain our roads.

At the same cost per mile we will get 150 miles of road and at the same rate per mile for upkeep they will cost us \$3000.00 per year, and this taken from the \$5000.00 will still leave us the same amount for the other roads. For the bond issue we then get (if let to contract) 150 miles of

roads you are lucky, but if on the ones not worked you can readily see you will be paying your tax with but little benefit.

Then according to this reasoning, if you are not on the roads to be worked by the direct tax method, you will be paying a higher tax and derive few benefits, so as neither sum will build all the roads would n't you rather pay the lower tax and let each township get its proportionate part as is specifically stated in the bill providing for bonds.

Now isn't it better to vote the bonds, have your roads surveyed, mapped etc. and let the people get together with the Highway Commissioners whom they have chosen and decide what are the best roads to build for the benefit of the whole county and in this way have some system of roads that will do everybody some good, roads that will start somewhere and go somewhere than it is to spend the small sum of \$16000.00 each year, and probably under the direction of men that vary materially in their ideas of how and where it should be spent.

Let's get together and follow the example of counties that are prospering by the wisdom of voting bonds and get in a position to compete with those that are not taxed to death by the mud in their efforts to haul tobacco to town or fertilizer to the farm.

Do you realize that it costs the man who hauls over roads like we have 20c. more for every ton he hauls a mile, than it does the man who hauls on good roads, and few of them realize it because it is an indirect tax and you pay it in the wear and tear on your wagon and team and in the loss of time going and coming.

fore you can very easily figure what it costs you to do your hauling and you will find that it is a great deal more than you think.

This is the tax that makes you feel that you are paying so much for the bond issue, you do not stop to think what an enormous saving it would be if you had your roads built in 2 years instead of 8.

Let's see what a man's taxes are, if he lives 5 miles from his market and makes a trip to town twice a week and hauls a ton at a load. He would make 104 trips of 5 miles (we wont count coming back, but don't forget it is a cost) or the equal of one trip 520 miles. and with a ton at a load it will be 520 ton miles at 20c. equal \$104.00 or the tax that this man pays plus his money tax.

We havent considered the man's time as worth anything, it is though, and if he had good roads he could go and come in half the time, thereby saving half of what he thinks his time is worth to him.

This is the tax that you ought to stop and think about and remember that you are paying it all the 8 years that you are building roads on \$16000.00 per year, you are not saving it as you would under the bond issue.

Think about this and if you do not see it clearly, come to some one who can put you straight.

NOTICE

All voters be present to hear bond issue explained and discussed at:

- Allensville Friday May 1, 7:30 p. m.
- Holloways Sat. " 2, 2:30 p. m.
- Hurdle Mills School house " 4, 7:30 p. m.
- Winstead's Mill " 5, 11:00 a. m.
- Cerro " " 3:30 p. m.
- Bethel Hill " " 11:00 a. m.
- Wooddale " " 7:30 p. m.
- Mt. Tirzah " 6, 11:00 a. m.
- Helena " " 7:30 p. m.
- Allensville " " 11:00 a. m.
- Ashley's Store " " 3:30 p. m.
- Fogleman's Store " 7, 2:00 p. m.
- Satterfield & Clay-ton's store " " 4:00 p. m.
- Hester's Store " " 3:00 p. m.
- Al " " 8, 11:00 a. m.
- Moriah " " 2:00 p. m.
- Cunningham " " 3:00 p. m.
- Chub Lake " 9, 10:00 a. m.
- Wooddale " " 3:00 p. m.
- Roxboro " " 11, 2:00 p. m.

Wanted—A renter for next year with good force and good teams. My farm is good combination grain and tobacco, 100 acres within 2 1-2 miles of Roxboro. Good pack barn, 3 curing barns and good dwelling. Apply to M. W. Satterfield.

Table Showing Cost of Hauling in Each Township

TOWNSHIP	Average haul to market.	Present cost of hauling 1 ton to market	Cost of hauling if roads were good.	Cost of hauling if roads were good 1-2 the way	Tax Paid to bad roads.
Cunningham	8 miles	\$2.40	.50c	\$1.60	\$1.60
Woodsdale	5 miles	1.50	.80	1.00	1.00
Holloways	8 miles	2.40	.80	1.60	1.60
Allensville	5 miles	1.50	.50	1.00	1.00
Mt. Tirzah	8 miles	2.40	.80	1.60	1.60
Flat River	5 miles	1.50	.50	1.00	1.00
Bushy Fork	8 miles	2.40	.80	1.60	1.60
Olive Hill	5 miles	1.50	.50	1.00	1.00
Roxboro	2 1-2 miles	75c	.25	.50	.50

built, this will be settled once and for all, and properly before any work begins.

The people have a right to express their views to the Highway Commissioners and it is right that they should be heard on all all questions, so that the Highway Commission may become familiar with the local conditions throughout the county.

You all know there is no use in the world putting money on some of the hills that exist in this county and it is certainly necessary, if we are to get from under the tax of expensive hauling, that our roads be changed in some places, and for this purpose it is necessary to have an engineer.

If we are ever to get good roads we will have to have one no matter what system we employ and wouldn't it be less expensive to employ an engineer for just two years to look after the roads under the bond issue, than it would to employ one for eight years to look after the roads to be built in eight years by direct tax.

Now let us consider some figures: Suppose the average cost per mile for the roads will be \$1000.00 under the direct tax as proposed you would get 128 miles of road at the end of eight years, this let us impress you allows nothing for the maintenance of any other roads nor for the maintenance of the roads that are built the 1st, 2nd, 3rd, 4th, 5th, 6th, and 7th, years after the work is started, and if

road in two years and their use for 38 years and under the direct tax we get 103.04 miles a part of which we can use for 39 years and will have to wait 8 years for a part.

Don't you know that the use of these roads amounts to a lot to the farmer, below you will find a table and from if you can figure what you are paying each year to bad roads:

The above table is based on the best figures that can be obtained relative to the cost of hauling and they are 10c. per ton mile for good roads and 30c. per ton mile for bad roads.

We did not take in consideration the time, we thought the tax bad enough without that, but you all know your time is worth something and it takes about half as much to travel a good road as to travel a bad one.

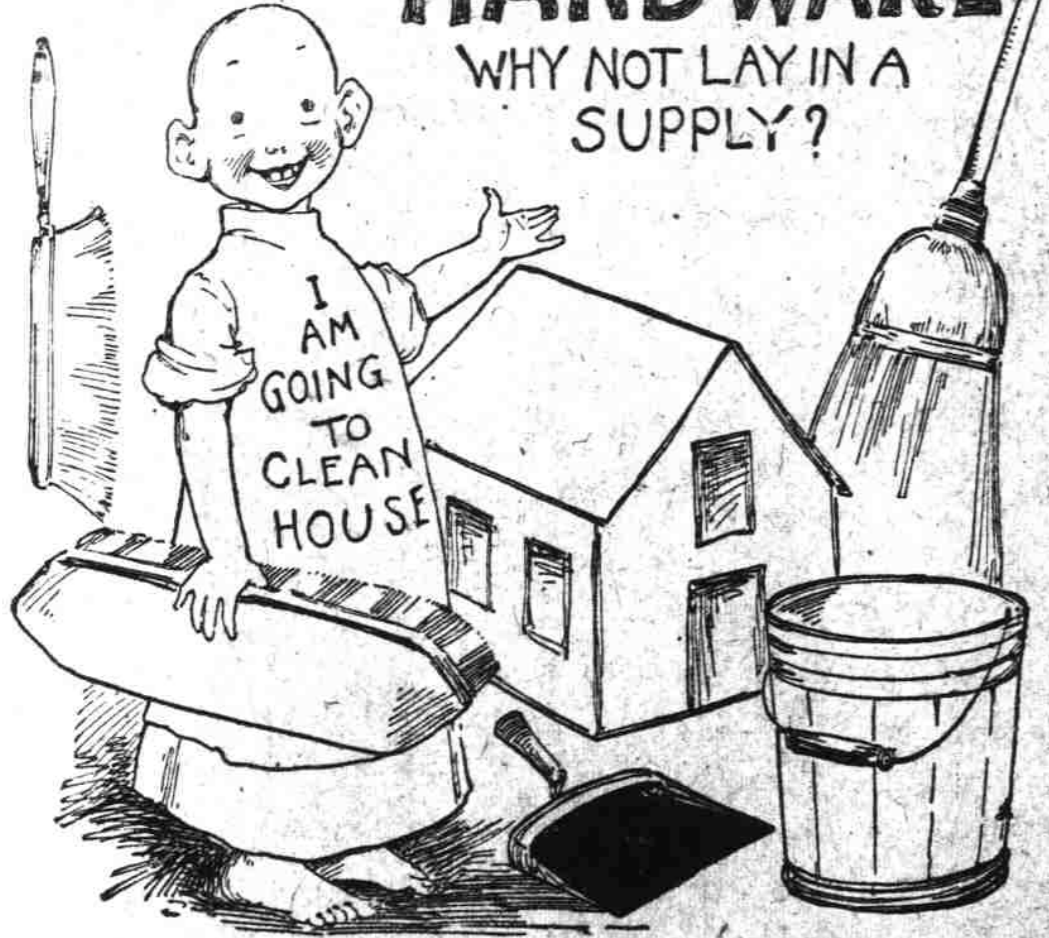
There is one other point which we wish to call attention to, in one of the articles that have appeared it was stated that the expenditure of \$128000.00 by direct tax should at the end of eight years give good roads and no debt and a little further on says that the road commissioners cannot work all the roads in the county with the \$15000.00, we grant this, but isn't it more reasonable to suppose that we will have better or more roads for \$150000.00 than we would for \$128000.00.

It also says that if you should happen to be on one of the good

This figure has been arrived at after much careful study by those who have spent their life studying road problems.

From the table given here be-

HOUSE CLEANING TOOLS AND HOUSEHOLD HARDWARE



WHY NOT LAY IN A SUPPLY?

DON'T BORROW YOUR GOOD NEIGHBORS' TOOLS. IF YOU DO YOU WON'T BE "GOOD" NEIGHBORS LONG BUY YOUR OWN TOOLS AND THINGS FOR CLEANING HOUSE.

OF COURSE YOU WANT THE BEST. TO GET THE BEST COME TO THE BEST HARDWARE STORE. IF YOU DON'T BELIEVE WE SELL CHEAPER JUST COME IN AND SEE.

Long Bradsher & Co.

THE BEST OF Everything to Wear AND Furnish the Home AT ROXBORO'S BEST STORE.

We ask your patronage on the merits of our goods and reasonable prices, and the fact that we are always pleased to serve you.

Harris & Burns.