

FORSYTH HIGHWAY COMMISSION ADOPTS PLAN TO BUILD ROADS

It is a source of gratification to the people of Forsyth county that the representatives in the General Assembly decided to make no changes in the road laws of the county and, permitting the commission of three to continue to look after highway matters, appointed Mr. James A. Gray, Jr., as a member of the commission. Mr. Gray, as has been announced, was named to succeed Mr. W. B. Stafford, who could not accept reappointment. The commission has been in control of road building in the county now about two years, and the results attained by the commission, under the direction of Mr. Stafford as chairman, are responsible for the seal of approval being put upon the highway commission by the majority of the people of the county.

Readers of The Sentinel will be interested in the photos reproduced here presenting the entire board under the reorganization which was perfected at the meeting of the commission held on February 27th. With the exception of Mr. Gray, the gentlemen presented have served the county in this capacity since the creation of the commission. Mr. Gray, who is secretary and treasurer of the Wachovia Bank & Trust Company, of this city, is no stranger to highway and road building problems. For years he has been an enthusiastic supporter of everything tending to promote the building of improved highways in Forsyth. More than this, he has taken an active part in the promotion of movements for better roads in adjoining counties, and is an enthusiastic member of the North Carolina Good Roads Association. The board is composed of strong supporters of road improvement, and each member takes an active interest in the work, having made it a study for many years. In their hands Forsyth county will forge rapidly to the

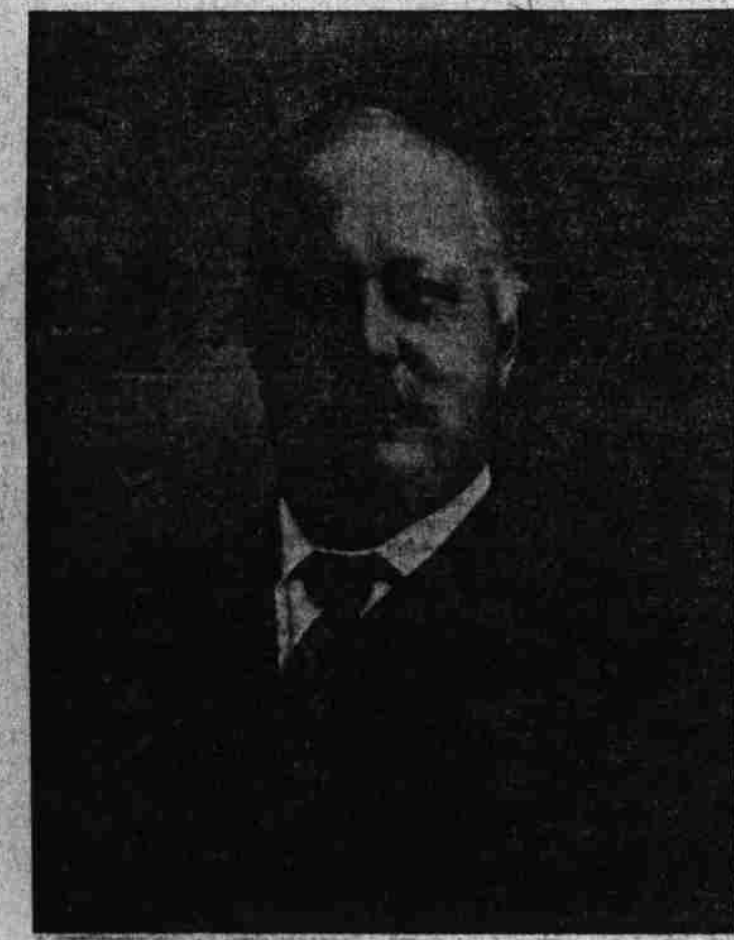
front in extending the road system of the county. This statement is warranted by the prompt and comprehensive announcement of the policy of the commission on Saturday afternoon. The members have recently gone over the conditions in the county and after careful consideration formed very decided opinions in planning for the future. The announcement that much of the road building in the future will be done by contract immediately won favor throughout the county. In many counties this policy has been found most economical and reputable contractors are doing all the road building. It has been suggested that the convicts can be hired to the contractors, and any surplus convict labor could be organized into repair companies and utilized to good advantage. One contractor recently visiting the city stated that he or any other reputable contractor could use all the convict labor available for Forsyth to good advantage in building roads in this county.

The commission has gone over the various petitions on file in the office of the secretary and have outlined work to be started and completed as rapidly as possible. In this connection it is also interesting to note that it will be the policy of this board to build all roads to the county line, thus encouraging the patronage of the various markets in Forsyth by the farmers of adjoining counties. People of adjoining counties have been longing for this—for the completion of Forsyth roads to their county lines for a dual reason. One that they may be able to make the trip to points in Forsyth more comfortably, more conveniently and in a shorter time; the other is that the officials of their counties may have the object lesson and become more active in building permanent roads at their homes. At the meeting Saturday the work to be undertaken immediately was made known, and it is stated that the several links will aggregate about seventy-five miles. Included in the announcement are roads for which the people in every section of the county have been clamoring for months, and roads which the preceding board could not do for lack of time. The fact that the board will let the greater part of the work to contractors will make it possible for the plans so far outlined



Photo by Farrell

MR. JAMES A. GRAY, JR.
New Chairman of Forsyth Highway Commission.



MR. E. W. HAUSER

Clerk to the Highway Commission Since Its Establishment.

to mature rapidly. With no labor restrictions they will be permitted to proceed with the execution of contracts unhampered. The work now in process will be entirely completed according to the plans of the preceding administration. Other work to be done during the year is the completion of the road from Dennis to Pulp, which is now in process and the following new work: A road from Germantown to connect

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MR. D. W. HARMON

Member, Forsyth Highway Commission and County Engineer, Kernersville, N. C.

IF WE ONLY UNDERSTOOD.

Could we but draw back the curtains
That surround each other's lives,
See the naked heart and spirit,
Know what spur the action gives,
Often we should find it better
Purer than we judge we should,
We should love each better
If we only understood.

Could we judge all deeds by motives,
See the good and bad within,
Ofton we should love the sinner
All the while we loathe the sin;
Could we know the powers working
To overthrow integrity,
We should judge each other's errors
With more patient charity.

If we knew the cares and trials,
Knew the efforts all in vain,
And the bitter disappointment,
Understood the loss and gain—
Would the grim, eternal punishment
Seem— I wonder—just the same?
Should we help where now we hinder,
Should we pity where we blame?

Ah! We judge each other harshly,
Knowing not life's hidden force;
Knowing not the fount of action
Is less turbid at its source;
Seeing not amid the evil
All the golden grains of good,
And we'd love each better,
If we only understood.

—Rudyard Kipling.

KERNERSVILLE SOCIALLY.

Kernersville, N. C., March 9.—
Miss Lea Peay was the genial hostess to the Jolly Dozen Club recently at her home on Greensboro street. The guests were received by Miss Peay and directed to the parlor, which had for its decorations many pretty potted plants. After a brief business session the party indulged in old fashioned games, followed by a contest entitled, "Number Contests." Mr. Bernard Stockton scored the highest number and won the prize. Seasonable refreshments were served by Miss Elizabeth Peay and Master Tom Stuart. Those present at this delightful gathering were: Misses Dorothy Stuart, Bessie McKaughn, Carrie Hastings, Elizabeth and Lea Peay, Messrs. Bernard Stockton, Robert Hastings, Roy and Hooker McKaughn, Garland Porter, Henry Edwards and Evans Stuart. Miss Carrie Hastings will entertain the club at the next meeting.

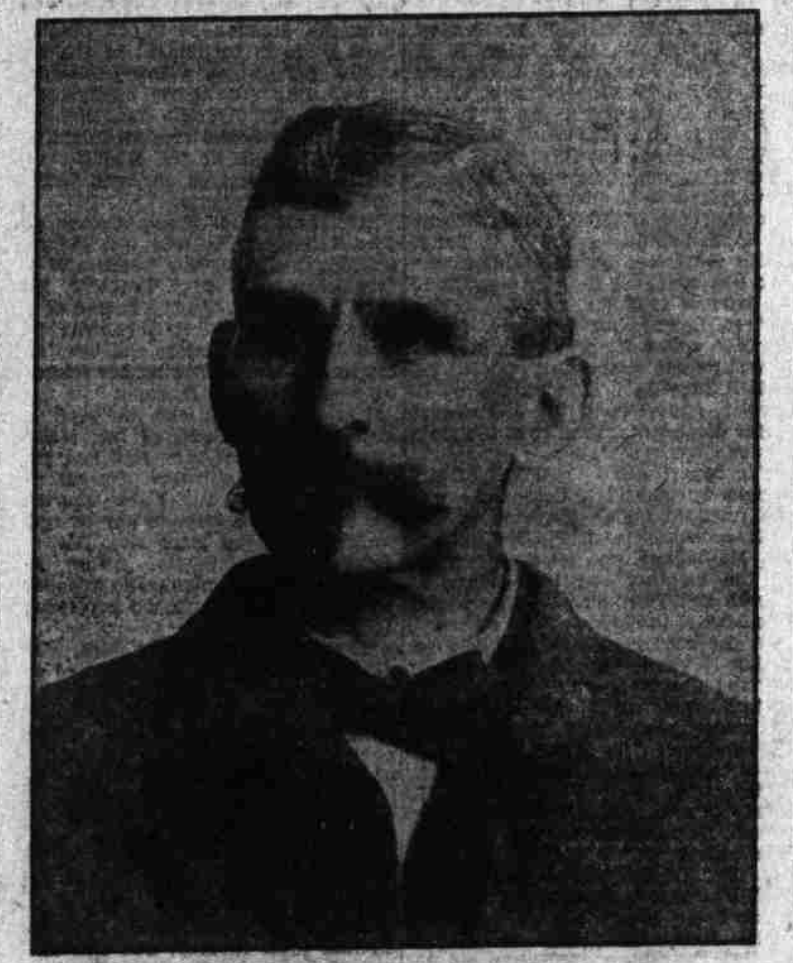
The Ladies' Aid Society of the Methodist Episcopal church met at the parsonage on Tuesday afternoon. The meeting opened with devotional exercises conducted by the president, Mrs. C. P. Goode. During the business session Mrs. A. N. Linville read a splendid paper entitled, "A Good Investment," which was much enjoyed. The Ladies' Aid Society of the Methodist Protestant church was entertained on last Tuesday by Mrs. Pinkney Linville at her home on North Main street. After the devotional exercises held by the president, Mrs. W. S. Linville, a short business session took place. The hostess served delightful refreshments. Mr. John Shepperd, of Henderson, spent the week-end with his family at the home of Mr. J. R. Joyce, on Main street. Mrs. Claude Beard has returned home after a week's visit to her niece, Mrs. A. S. Mitchell, in the Twin-City. Miss Lily Sharp has returned to her home at Greensboro after a visit to Miss Lea Peay was the genial hostess of the party.

Mr. and Mrs. J. T. Robertson, of Morganton, were the guests of their sister, Mrs. D. A. Bodenhammer, at the Auto Inn last week. Mr. S. L. Duckworth is spending a few days here with his family. Little Miss Francis Carlton, the four-year-old daughter of Dr. and Mrs. R. L. Carlton, is again critically ill at the home of her parents on Main street. Miss Henderson, of Winston-Salem, arrived this week to nurse the little girl. Mr. Percy Kerner, of Greensboro, spent the week-end with his mother, Mrs. Claudia Kerner. Mr. W. A. Young, of Summerfield, and Mr. Charles Snow, of Winston-Salem, were visitors in the village this week. Mr. and Mrs. R. D. Pope and son, Master Fred, have returned from a visit to High Point. Miss Lil Joyce, who went to Baltimore two weeks ago to assist Miss Rose Carter in purchasing spring millinery, has returned home.

Mrs. Cornelia Hastings arrived in Kernersville a few days ago after a stay with relatives in High Point. Mrs. Edward Whitaker has been the guest of relatives in Littleton. Miss Eva Bolejack, of Sandy Ridge, is the guest of Mrs. Sam Duggins, on Salem street. Miss A. Dore Korner returned Thursday from a visit to friends in Durham and Fayetteville. Mr. and Mrs. J. J. Reeves, of Greensboro, were last week-end guests of Mr. and Mrs. Vance Fulp, on Salisbury street. Miss Effie Trogdon, of Winston-Salem, was the guest of Mrs. R. L. Carlton last Sunday. Miss Blanche Johnson, of Greensboro, Deputy Grand Matron of the Eastern Star, is making an official visit to the Twin-City chapter, and while in the city will be the guest of Mrs. W. O. Spencer.

TROUSEAU STOLEN ON WEDNESDAY EVE

Philadelphia, March 6.—Despite the stealing of her trousseau on the eve of her wedding, Miss Verna Middleton today became the bride of William Horner, of Darby, Pa. The loss of the wedding finery, which she ascribes to a jealous rival, did not prevent the wedding or lessen the happiness of the bride. The theft was discovered by the bride's mother. Only the trousseau was taken, and the thief passed up many valuables and several articles of jewelry. The neighbors have various stories to tell about the affair, in which revenge and jealousy are ascribed. That a woman is behind the theft is the general verdict of the neighbors, and the police officers can do no more than scratch their heads.



MR. E. T. LEHMAN
Member of Forsyth Highway Commission, Bethania, N. C.

Billy Sunday's Sayings

Society is what it is and you have helped make it what it is, and if you wanted to be different, why didn't you follow Christ and set the example? So don't blame the Church. That's the place for you to go to learn to do what you ought to do.

A church of make-believes soon begets a generation of non-believers. The church seems to be a tending toward religion as a substitute for righteousness. The church in her endeavors to serve God and Mammon is becoming cross-eyed and losing power to know good from evil.

It is in the power of constitutions and laws to restrain and protect but not to change man's nature. The law can punish for breaking the law, but the Gospel of Jesus Christ steps in and takes out of the heart that which made you break the laws, and puts into the heart that which makes a man keep the laws.

There are boys and girls, young people, if they ever walk the streets of heaven instead of going to hell it will be because of the influence of some stranger. It will be because of what somebody not related to them by ties of flesh and blood, has done for your children. God pity a boy or girl who has to call a man like that father, and woman like that mother, passion for vital religion, and is lolling in her well-fed content, satiated glass windows, pipe organs, vestments with magnificent buildings, stained rich, influential, congregations, and spiritual death awaits the church unless she hurries herself from her couch of ease and chooses the wilderness in place of the feshpots of Egypt.

Seven-tenths of the professing Christians have no family prayer and do not read the Bible. It is no wonder you are wretched spiritually. Thy Kingdom come means that we will ask God for the conversion of the world. Jesus taught us to say "Thy Kingdom come" before he taught us to say, "Give us this day our daily bread." Pray first, eat later.

Miss Faith Fearrington and Dr. Fearrington returned this morning from Faison, where they have been for several days. The many friends of Miss Fearrington will regret to learn that she is quite ill.

CONSTANT AND SYSTEMATIC REPAIR OF SOIL ROADS ESSENTIAL TO SERVICE

Hon. Joseph Hyde Pratt, in charge of the highway work in North Carolina, has said that the only permanent thing about improved highways is the road bed and for this reason the roads should be laid out in the most careful manner. Then after the proper location has been determined there is no material that will serve as permanent improvement without proper maintenance. In the Carolinas the most popular and the most serviceable material that can be used is the soil of sand-clay. Forsyth county has made good progress in building this class of roads and in every instance the points necessary in modern road construction have been met. It now devolves upon the supervisors to perform their duties most faithfully, especially for the next two or three years, for if they fail to keep these roads in repair even for a short period, it is possible that the money that the highway commission has expended in an effort to develop their community will have been spent for naught. Failure to keep the road shaped and the ditches open so that the water will readily drain off for two or three successive rains will probably result in the necessity of reconstructing the road from the beginning. Neglect will at least necessitate the moving of heavy road building machinery to that section when it could better be used in new developments. This has been the experience in sections of the Southland where soil and sand-clay road construction has been tested for longer periods than in North Carolina. Herewith is presented a stretch of highway on the Rural Hall road which when the photograph was taken was a good example of soil road badly in need of the road drag. It is an example of the condition in which all soil roads get during the first three months after it is built, and if properly dragged and drained it will in that time form a crust hard enough to resist much of the damage that would otherwise result from lengthy wet periods. The road shown in the picture is near the farm of Mr. Joe Marshall in Salem Chapel township.

There are other sections of soil road in the county that are even in worse condition, a condition, however, that is always experienced in the first few months of the new soil road. For this reason it is urged that systematic and persistent effort be made throughout the county to drag all roads following every rain. Otherwise the public cannot secure value received for the money expended in building them. Not only do these conditions exist in Forsyth but in adjoining counties as well, and the highway commissioners and other boards having road matters in hand in every county in the state, are being urged to make some provision for regular inspection of the improved highways. These inspectors should be clothed with authority to compel those whose duty it is to keep the roads in repair to be faithful in their service. A prominent citizen has suggested that the county provide each supervisor with two or more road drags, providing also funds sufficient to compensate them for the service of maintenance according to the number of miles of road in his township. While the maintenance of soil road is easy and can be done at a small cost as compared with roads of other materials, estimated from about \$25 to \$45 per mile per year, yet work must be constant and systematic. The road drag of the split-log type is considered the most efficient. Encounters may exercise every care in the location of a road, and the contractors construct the highway in the most proper manner, but no road will endure long without proper, constant and systematic maintenance.

CHARGED WITH TAKING LETTER HAVING CHECK

Jim Graverly, a young white man is wanted by the authorities of Pilot Mountain on the charge of the larceny of a check for \$79 from his employer, Mr. E. L. Tilley, a well-to-do farmer of that section. It is learned that Young Graverly, who has a young wife and little son, went to the farm of Mr. Tilley and engaged employment for the season, helping to take care of tobacco. He claimed that he was from Virginia. He appeared to be an energetic young fellow and Mr. Tilley soon came to an agreement with him. On Friday of last week a letter from a local warehouse was delivered at the mail box by the rural carrier. Graverly was at the box and received the letter, and with it he and his family immediately disappeared. The check was for \$79. The check was on the bank of Pilot Mountain and information has been received that it has been returned to that bank paid. Where the check was cashed is not known.

WANTS \$10,000 FOR THE DEATH OF HIS WIFE

Raleigh, March 9.—Alleging that his wife was burned to death by following instructions given her in polishing a stove, Joe Boone, colored, has started suit for \$10,000 damages against W. L. Price, a grocer of Holly Springs. Summons have been filed by W. H. Lyon, Jr., the negro's attorney. Boone's wife was burned to death at her home at Holly Springs in the latter part of January, her clothing having ignited when she attempted to polish her stove with a mixture that the plaintiff alleges contained a quantity of gasoline. The gasoline caught fire and the flames soon spread to the woman's clothes. In asking for damages from the grocer, Boone alleges that his wife sent her children to store for something to polish stoves. Price furnished the desired cleanser, it is alleged, and sent a note of instructions as how to mix the stuff. Boone says it was gasoline the grocer sent his wife. Applying this gasoline on the stove, which contained a fire, is alleged to have been responsible for the death of the woman.

FIFTEEN BRITISH SHIPS SUNK OUT OF 8,734 SAILING

London, March 9.—Fifteen British steamers sunk out of a total of 3740 vessels of more than 300 tons which arrived at British ports or departed from them from January 31 to March 1, was the record of achievement of German submarines. Vessels of all nationalities are taken into account, excluding those used by the admiralty for naval and military purposes. Twenty-nine members of the crews of the steamers lost their lives.



A stretch of highway on the Rural Hall road, near the Joe Marshall place, which is a good example of sections all over the county where the supervisor could use a road drag to good advantage.