

THE ADVANCE

Published Tuesdays and Fridays

By
HERBERT PEELE,
Editor and Manager.

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ARE WE RIGHT?

Noting how slowly the news got about last Saturday morning that Thomas had won over all competitors in the race for the office of Chief of Police, we could not help wondering how long Elizabeth City will put up with its present newspaper facilities.

We can hear plenty of cussing because Elizabeth City has no daily newspaper; but seldom if ever do we find a man willing to help Elizabeth City's leading newspaper to become the paper that is wanted in this town.

The ADVANCE could have come out with an extra giving the results of the primary that might have been on the streets by eleven o'clock Friday night and that at no very great expense. Such an edition would have involved a great deal of work on the part of the Advance editor, but had we felt sure that enough copies would be sold to pay for the expense of type-setting and press work, the paper would have come off the press.

But up to this time, we regret to say, there has been no very marked appreciation in Elizabeth City of this paper's attempts to give the people the news ahead of the out of town dailies. Last May we went to Baltimore to the Democratic convention. While there we sent daily telegrams giving the latest reports direct from the convention halls. After we got back home, we went to considerable expense to get a Baltimore reporter to continue to send these reports until Wilson's nomination was announced. We got back, of the money that we put out, one dollar and seventy-five cents—which was collected by Mr. Lamb. We have understood that some other collections were made; but if so the other moneys have not yet reached us.

This is but one experience. We have had others. We got out an extra after the primary last fall. It didn't pay—at least so far as immediate results were concerned. We got out another when news reached Elizabeth City of the appointment of Dr. Pendleton as postmaster. That didn't pay, either.

The Advance is willing to do its part; but its editor has always been poor and he has got poorer since going into the newspaper business. Between paying rent on his building and plant and paying his bills for paper and ink and printers he is kept between the devil and the deep sea. And before going to another convention or getting out another extra he wants to be assured that he will get back the actual money that he has put out.

A word to the wise is sufficient.

The ADVANCE hopes that Elizabeth City has got a good set of aldermen for the next two years. One or two candidates were defeated whom we would have preferred to some who were selected; but taking the board altogether we expect it to act for the town's best interest. This paper, as has been its policy heretofore, expects without fear or favor to criticize the board's action when we deem it unwise and to commend it when it takes a step in the right direction. We may make mistakes, and expect that we shall; but our columns are always open to those who will show us our error.

Did you know that of the thousands of the people refused insurance every year by one large life insurance company, 41 per cent were declined because of degenerative affections of the heart, blood vessels, kidneys, etc.? A great many of these people were in ignorance of their danger, and immediately took steps to have the trouble corrected. Hence the value of a chance of medical inspection. Why not make it a regular thing?

STATE AID IN GOOD ROAD BUILDING

Maintenance as well as construction of good roads is made necessary by modern traffic conditions. Not only must a road be put in good condition, but it must be kept in good condition in order to serve the purposes for which it is intended, and be a permanent benefit to the community and to the state.

In the earlier years of state aid, the maintenance of the roads was generally left to the counties and townships. Through this action many miles of good roads, constructed at heavy expense, were permitted so to deteriorate that large sums of money were required for resurfacing and restoration. Later laws establishing state aid in road construction have generally made provision for maintenance.

As long as the control of the roads is left in the hands of county or township officials, so long must there be irregularity and unevenness in the upkeep. Local officials, to make a record for economy, may permit good roads to get into such a condition of disrepair, that a succeeding administration may be obliged to spend twice as much for restoration as reasonable maintenance would have cost.

Further, many local officials have not yet realized that improved roads change traffic conditions not only do automobilists seek out good roads, and add largely to the travel, but every resident along the road will hitch up his team and go somewhere half a dozen times, when, were the road unimproved, he would have left the horses in the stable.

To correct this irregularity and unevenness in the care of the highways, it is necessary that uniform methods be pursued, and this can only be accomplished under state direction. The actual work may very properly be placed in charge of county engineers but these should be accountable too and act under the authority of the state highway department.

In order to maintain the roads in good condition, uniform plans must be put in operation, applying to all localities alike. It is not sufficient to state that county or township officials must keep the roads in repair; the particular condition expressed by the words "in repair" is susceptible of too many constructions. The exact condition of required excellence must be clearly stated and the methods to be used to maintain the standard plainly expressed in order to secure adequate results. Even then, the state should have authority to proceed promptly, in case of failure of local officials to perform the duties devolving on them.

Arguments of "home rule" and county or township "units" in road management only tend to becloud a subject that should be, and is, as clear as daylight. This age is an age of "standards" in almost every factor which enters into our commercial and social existence. Standards of road and bridge construction are necessary to make the highways available to the people to the great extent advantage. Likewise standards of maintenance must be established that the functions of the highways may be continued without interruption.

When state funds are invested in the highways the investment is for the benefit of all the people of the state, and it is the duty of the state to see that the integrity and value of that investment is maintained in a condition which makes it at all times worth

the money which was put into it; otherwise the money might as well not have been expended.

A road can never be worth less than it cost, unless, through neglect, it is permitted to go to ruin. In order to preserve the value of the highways, so that they shall always be an asset to the state, always represent funds well invested, earning dividends in the enhanced valuations of property, in the economy of primary transportation, and in the heightened welfare and happiness of the people, the systems of maintenance and repair and upkeep must be under the direction and control of the state, and paid for, partially, at least, with state funds.

JUST A WORD

The Advance has tried, in the two years of its life in Elizabeth City, to avoid flattery of public men and to refrain from venomous and spiteful attacks upon those in high places. It has always been our policy to say nothing about matters about which we knew nothing and to keep our month shut generally, where no good could be done talking.

Pursuing this policy we have had nothing to do with or to say about the attacks of W. O. Saunders upon men in public life. In these attacks he was talking about things generally which happened before this paper appeared here and about which were not prepared to speak with authority. But noting how maliciously false and untrue were many of his insinuations against men in private life we long ago ceased to regard as worthy of belief his charges against any one.

We note that Saunders has been asked to retract and apologize for his latent attack upon E. F. Aydlott. It has taken no keen observer to see that Saunders was pursuing Mr. Aydlott with malice and the dullest of us have been able to detect gross misrepresentation in these attacks from time to time. The Advance is glad that a halt has been called upon them. They are continually stirring up old strife in this community to no avail.

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Norfolk Southern Railroad

CHANGE IN THE

SCHEDULE OF THE NORFOLK SOUTHERN

Schedule in effect April 27th 1913.

N. B.—the following schedule figures published as information ONLY and are not guaranteed.

Trains leave Elizabeth City - SOUTH BOUND

11:00 P. M., Daily for Raleigh. Pullman sleeping cars for Raleigh and Goldsboro, and intermediate stations. Connection at Mackey's for Belhaven branch leave Mackey's daily except Sunday 7:15 A. M.

11:37 A. M.,—Daily for Raleigh Goldsboro and intermediate stations—Also connection for all branch lines south of the sound. Pullman Parlor car for Newbern.

NORTH BOUND

6:08 A. M.,—for Norfolk and local stations.

2:30 P. M.,—for Norfolk and local stations.

1:45 P. M.,—Monday, Wednesday, and Friday for Suffolk and local stations.

For Further Information apply to F. L. Garret, Ticket Agt., Elizabeth City, N. C.

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Gen'l Sup't.
W. W. CROXTON
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NORFOLK, VA.

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Eyes And Furnish Glasses

But I Do It Right

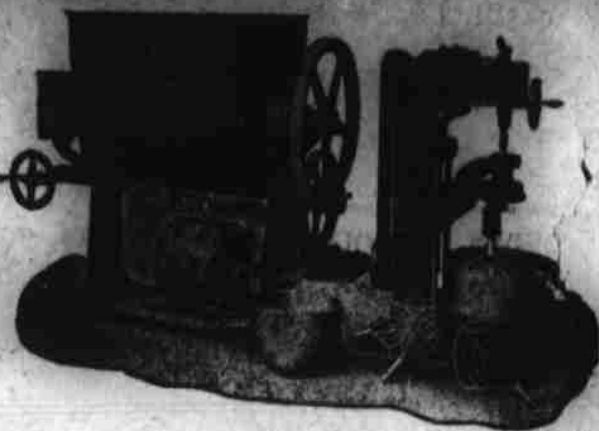
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