

The Cherokee Scout

The Official Organ of Murphy and Cherokee County, North Carolina

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All communications must be signed by the writer, otherwise they will not be accepted for publication. Name of the writer will not be published unless so specified, but we must have the name of the author as evidence of good faith.

THE VOICE OF THE PEOPLE

GOOD ROADS

(By Achille du Fresne)

Introduction

From observation in the past few years some interesting conditions have been brought to light relative to our public highways and roads.

There is an enormous earth road mileage in the state; Material and financial resources will not permit of the general improvement of many of these roads for years to come, except by grading and maintaining the present earth road.

A large percentage of this earth road mileage is under the jurisdiction of the township trustees, or county road commissioners, most of whom are farmers, who do not have the time to devote to a detailed study of proper grading and maintenance methods.

Frequent changes of Road commissioners by election or otherwise, and the small remuneration for service of such officials as fixed by statute have been contributing factors to present earth road conditions.

Experimental work on grading carried on by many states, has demonstrated that an earth road can be improved 100 per cent and maintained in comparatively good serviceable condition at small cost.

In order to transmit the information that has been acquired through years of study, experience, and demonstrations, this writing is being offered to illustrate and describe, step by step, the necessary operations required to drain, construct, and maintain a standard earth road in the most economical way.

The earth road is the primary and original type of road, and forms the foundation for any further improvement.

In many states, the practice seems to be to improve the roads, with hard surface, or with stone and gravel, and allow the earth roads to remain in their original state, forgetting, as we have, that these earth roads in a great many instances can be graded, drained, and maintained for a very small amount of money, and will save in road transportation in one year many times what the cost of maintenance amounts to. Earth roads are allowed to remain in an impassable condition when a little money spent on them will effect wonders if done in an intelligent and systematic manner.

The farmer at one time was content with his weekly visit to the nearest town, but nowadays he wants to visit his neighbors when the daily chores are done, he wants to go to a movie with his family, and to attend the public meetings. He also wants to be able to send his children to an acceptable school, and to be within easy access of a doctor, and a church where he may worship.

The only way that this may be accomplished in sections where there is a limitation of finances is to develop some scheme of earth-road maintenance, so as to provide transportation facilities to the farmer for as many days in the year as possible.

A chain is only as strong as its weakest link, and a road is only as good as its worst spot. Mud holes that retain water and moisture long after the rest of the road is dry should not be permitted to exist. The

cost of hauling machines through these barriers to traffic will, if spent intelligently, more than remedy the evil. Drainage alone will provide the answer in nearly every instance. The "MUD" tax is the largest tax that is paid today, because it is a hidden tax and can hardly be estimated in dollars.

"We are paying for these roads whether we have them or not" because lack of good road facilities means lowered property valuations, inaccessibility to markets, isolation, and higher transportation costs.

Location and Design

Since nearly all public roads are laid out originally as earth roads, and since the original location and design usually have such an important bearing on all subsequent improvements, it seems well to include in this paper a brief discussion of the fundamental principles underlying the proper location and design of a public road. But, before undertaking such a discussion in detail, it is desired to emphasize the all-important facts that for a particular road the best and most economical location depends upon individual judgment, and that well-balanced and experienced judgment regarding the relative importance of the various details involved, is a much more valuable asset in undertaking to locate a road than mere technical skill in handling surveying instruments. No knowledge gain from books alone can give that complete grasp of the relations existing between a public road and the community it serves which is so necessary if the location and design of the road are to secure the greatest possible good for the money expended.

In locating or relocating a public road the prime considerations should be, the comfort and convenience of the traveling public which it is intended to accommodate; and, second, the economy of public funds. The first consideration fixes the general location of the road and limits such details of design and layout as affects the safety and comfort of travelers. The second should control the detailed working out of a location to suit the topography of surface layout of the region through which the road passes, with due regard for such features of the design as affect the cost of construction, of maintenance, and of hauling over the completed road.

The comfort and convenience of travellers require, first, that the road pass conveniently close to the dwelling places of those for whose particular use it is built; second, that it be free from dangerous curves and grades and sufficiently wide for safe travel, and, third that the surface be such as to remain reasonably firm and smooth and to become neither very dusty nor very muddy under any combination of weather and traffic conditions.

The extent to which any particular road must meet these requirements depends, of course, on the state of public sentiment in the community which pays for the road. But in most communities it is safe to assume that the standards of excellence as regards the accommodations demanded of public roads will be raised rather than lowered. Due foresight, therefore, should be exercised in working out the location and design of a road, so that later improvements, such as reducing grades, increasing the width of the traveled way, or constructing a better surface, can be made without the necessity of making expensive changes in the location or otherwise wasting any considerable part of the work already accomplished.

A few general rules regarding the location and design of public roads may be stated briefly as follows:

1. Avoid sharp curves in the road because such curves are a menace to traffic.
2. Provide ample width for vehicles to pass each other without leaving the travelled way. The question of proper width will be discussed later.
3. Bear in mind that if a road ever becomes of any considerable importance, its users probably will demand that all the steeper grades be reduced to the lowest maximum that would conform to the general topography of the region which the road traverses. The question of grades will be discussed later on.
4. Avoid all unnecessary distance. Aside from the advantages to traffic of a short route, each mile of additional road involves a considerable extra yearly expense for maintenance, and this alone may

warrant the extra expense of shortening the route when the road is constructed provided that the decrease in distance does not materially increase the steepness of the grades.

5. Regard land lines only in so far as this may be done without decreasing the usefulness of the road or increasing its ultimate cost. The tendency in most rural communities is to locate new roads along land lines, regardless of the suitability of the route, and this has been responsible for much waste in the past. Not infrequently roads located along land lines have been graded at considerable expenses, and abandoned later when the community demanded a more highly improved road with better grades.

In mountainous regions, the problem may be to fit the road to the contour of the country, regardless of land lines, cultivated fields, and all other considerations except grade, drainage, and line.

OLD BRASSTOWN ROAD

To The Editor:

When I wrote my first letter on this subject some weeks ago, I had no idea that it would arouse so much interest and evoke such a stream of correspondence on the subject and such apt comments on so many different aspects of the question.

I was particularly interested and pleased with the letter from Mr. du Fresne, not only on account of the sound and unanswerable arguments he uses in the cause of good roads generally, but also on account of his excellent literary style. Such well written letters would dignify the columns of any newspaper and set us a standard which we should all try to attain.

I have not the pleasure of his acquaintance, but understand he is a more recent arrival than myself and I am sure that, in his case at any rate the County is to be congratulated.

I am in cordial agreement with all he says as to the all around advantages, material and spiritual, accruing to community which has a good road system, but I strongly take issue with him on the means of getting such a condition.

His ponacea for bad roads is, evidently, don't ask the duly constituted authorities for help, but repair them or build them yourself. I know there is an old saying to the effect that if you want a thing done well you should do it yourself, and Mr. du Fresne evidently had that in mind and has put it in practice, with excellent results so far as the road he tells of is concerned. From what he says of his road, however, I would not think—I may be mistaken—that the two roads can be compared. This road of ours is not a short semi-private road leading to a few habitations but is a county highway, one of the main arteries of travel into Murphy, a Rural Free Delivery route and extensively used by the people of all points east of Murphy, both in North Carolina and Northern Georgia. The reason for this is that it is much shorter than the route over No. 28 and the Patterson Hill, and has not the sharp curves, nor steep grades of Patterson Hill to contend with. In fact this road is logically the route over which No. 28 should have been taken, but I suppose this is another of those cases where politics got in its questionable work.

Again it is not given to everybody to have had the long and varied experience in road building which Mr. du Fresne has to his advantage and what to him as an expert would be a mere matter of everyday work would to the inexperienced layman be quite an undertaking. I may say here that when we made our complaint before the Commission several of my friends made the proposition that if the county would provide the necessary appliances and material the people would furnish the labor. This offer was received with a smile and the remark that they had heard that kind of talk before. While if that offer had been taken seriously I would have been willing to do my share, and more, in providing labor. I was not in agreement with the principle for the following reasons:

There is another old saying that "It is no use keeping a dog if you have to bark yourself" and why should we pay taxes and maintain Road Commissioners etc if we have to be our own road makers. I think that while Mr. du Fresne has no doubt built a road of benefit to himself and others, to extend the principles to the upkeep of all the county roads would be establishing a dan-

gerous precedent, which, if carried to the logical end, would mean that every land owner would be expected to maintain and keep in order the roads adjoining to his property.

To extend this principle of "Do it yourself" we might, although paying heavy taxes for schools, police etc., be asked to educate our own children and be our own enforcers of law and order.

I do not think that the solution of the bad road and empty treasury question is to be found in Mr. du Fresne's remedy, but rather that the people of the County and especially the press, should be ever vigilant and watchful over the finances, to the end that value shall be received for every dollar spent and that the public funds be not foolishly frittered away in useless and costly extravagance or dissipated in ways which, not to put it too pointedly, would not bear examination. To quote Mr. du Fresne; over \$30,000 is collected every year in this county for roads, and I am sure if this sum was wisely economically and honestly administered the roads could be kept in a far better condition than they are at present.

To turn to the letter of Mr. Mulkey on the subject of the Hanging dog road. I have only travelled this road in summer, when I found it good but perhaps in winter it is not so. He has my sympathy. But from Mr. Mulkey's statement it is plain that a large amount of tax money has been spent on this road, no doubt not always wisely, but at any rate enough to make others, less fortunate, envious, and to compell the thought that somebody with influence in the matter must be interested.

I was not aware that the district he spoke of was so well populated. They must have more need of schools than good roads. As for the people having to walk twenty miles to mail a letter, as the length of road he speaks of is only 7 1-4 miles—by his figures—I fail to see how this could be, unless they forget it the first time and had to make a return journey.

THOMAS SPENCER.

Schedule next loading, Hayesville April 5th to one p. m.; Murphy all day Tuesday; pick up Andrews, Top-ton, Almond local freight Wednesday morning.

North Carolina Department of Agriculture, Division of Markets, Raleigh, N. C., March 28th, 1927.

Dear County Agent:

The following are poultry prices cash to farmers for loading week ending Saturday April the 9th:
 Colored Hens 22c per lb.; Leghorn Hens, 20c per lb.; Cocks, 10c per lb.; Ducks, 18c per lb.; Geese, 12c per lb.; Turkeys 22c per lb.; new Broilers, heavy breed 2 lbs., and under 40c per lb.; New broilers light breed, 2 lbs. and under, 35c per lb.; Friers, 25c per lb.; Guineas, 30c per lb.

Poultry market New York unsteady lower prices expected. Heavy movement al lover country.

New York egg market is stronger, outlook for eggs better.

Friers should weigh over 2 pounds to 2 1-2 pounds.*

Your very truly,
 V. W. Lewis, Sr. Marketing Spec.

Report of the Condition of THE BANK OF MURPHY At Murphy, in the State of North Carolina, at the close of business, March 23, 1927

RESOURCES	
Loans and Discounts.....	\$287,162.26
Demand Loans	550.00
Overdrafts, unsecured	143.05
United States Bonds and Liberty Bonds	6,700.00
Banking House, Furniture and Fixtures	3,287.00
Cash in vault and net amounts due from banks Bankers and Trust Companies	168,045.18
Cash Items held over 24 hours	149.00
Checks for clearing	2,358.71
Total	\$468,395.20
LIABILITIES	
Capital Stock paid in.....	\$ 30,000.00
Surplus Fund	15,000.00
Undivided Profits, less current expenses and taxes paid	2,559.19
Deposits subject to check, Individual	125,532.50
Time Certificates of Deposit, Due in Less Than 30 Days	289,082.68
Cashier's Checks Outstanding	5220.83
Total	\$468,395.20

State of North Carolina—
 County of Cherokee, March 31, 1927.
 I, L. E. Bayless, Cashier of the above named Bank do solemnly swear that the above statement is true to the best of my knowledge and belief.
 L. E. BAYLESS,
 Cashier.

Correct—Attest:
 M. W. BELL,
 W. M. AXLEY,
 WALTER W. HYDE,
 Directors.
 Subscribed and sworn to before me, this 30th, day of March, 1927.
 J. D. MALONEE,
 Notary Public

Take a visit to old Japan tonight, in the Musical Comedy presented at the school auditorium by the Music Club.

DR. A. C. DOWNS O. D.
 will be at the Patton (Henry) Boarding house Murphy, N. C., Thursday, April 7th, 1927.

Come, have your eyes examined and glasses fitted by a licensed Optometrist.
 Dependable eye examinations and quality glasses.

PROCRASTINATION—In many instances causes grief sorrow and remorse.

WHAT ARE YOU GOING TO DO ABOUT IT?

Suppose your wife and children were out for a ride and the car skidded off the road into a ditch and turned over. Suppose

one of your children was peened under the car and could not be released until help came. Suppose the gasoline tank or pipe line would spring a leak and catch on fire—What would it be worth to your wife if she could grasp the handy little Fyr-Fyter and snuff out the fire in an instant?

Ask yourself this question—Would insurance save your child from a horrible death?

See

J. W. AXLEY
 Representing
THE FYR-FYTER COMPANY
 Dayton, Ohio

Approved extinguishers of all types for Your Car—Your Business—Your Home
 PHONE 73 MURPHY, N. C.

