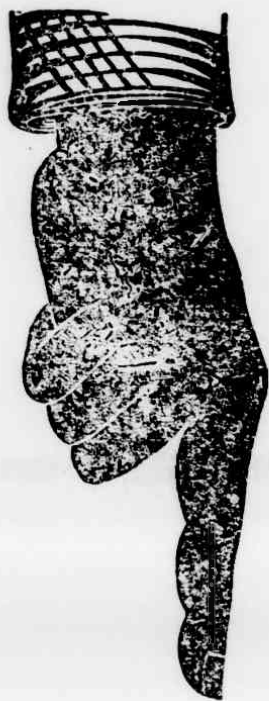


Brevard's Big Demand For Houses

ERECT ONE THE BUILDING AND LOAN WAY



Brevard has very few houses for rent. Those now renting are bringing good prices.

The tannery and belt plant will create a big demand for houses ranging in price from \$1,000 to \$1,500. The big number of employes with families will need homes. They must have them.

Why wouldn't it be a wise thing for you to take a few shares of building and loan and erect a home either to live in or to supply the unusual demand to be made so soon?

The fact that the Brevard Building and Loan Association has helped about 100 of its members to build houses is conclusive proof that it is a fine thing, a great friend to the laboring man who makes small weekly savings. You pay only 25 cents a week on each share you subscribe for.

Somebody is going to hear the knock of opportunity and erect some houses. The privilege is yours. Why will you not accept it? The Building and Loan is ready to help you. Come in and let us explain its plan of business fully and we feel sure you will see it is the very thing you need.



Brevard Building and Loan Association

A. M. VERDERY, JR., Secretary and Treasurer

AN EPOCH OF GOOD HIGHWAYS

Elimination of Waste in Road Management.

GOOD LOCAL INVESTMENTS

The Highway Construction Movement Spreading Over the Entire Country. Taxpayers Awake to the Value of It and Bankers Ready to Furnish Necessary Money.

Road building—rail and wagon—has whipsawed around in the United States until the country road has taken the lead in the field of construction, writes James Brooke in the New York Evening Sun. Where the linking together of cities and important manufacturing centers by steel rails was once an all absorbing preoccupation, railroad construction is eclipsed today by the intensified work of replacing ruts and bog holes between Antioch and Smith's Chapel with a smooth, clean, permanent concrete highway.

Elimination of waste in highway management and prevention of loss of



COUNTY ENGINEER ON HIS ROUNDS.

time in delivering farm products to market because of poorly constructed roads is clearly indicated in the trend of the times. This trend is appraised by students of economy as the prime reason why country roads occupy a leading position in the field of construction today. It was this trend that found expression in the \$7,000,000 bond issue recently passed in New Jersey under the terms of the Egan "good roads" bill, in the \$15,000,000 highway bond issue in California and in the success of similar financial propositions in other parts of the country.

Taxpayers are learning how easily capital may be had in a large volume at low interest rates to build roads that will last and earn their own cost in the reduction of hauling time and in the lessening of wear and tear on vehicles. The old idea that borrowing money to build hard roads means greater taxes without a sufficient tangible value in return is being dispelled by the experience of communities where permanent highways have been built. Rural communities are learning that it is cheaper to issue bonds and borrow money on the outside in large amounts at 4 or 5 per cent to build a new road system and be done with it and ride as you pay rather than use their own money and dribble it along in a pay as you go or pay as you ride policy. They are fast finding out that the bond plan, according to its supporters, is simply one way of bringing more capital into the county or community and applying that capital to home labor and the purchase of home supplies during the period in which construction is under way. And when this construction is done upon a permanent basis, as in the case of concrete, the whole process of hiring outside capital and using it for internal improvements, such as roads, becomes a sound investment for the community for the very simple reason that the rate paid for the use of outside capital so employed is much less than the gain it brings to the community in the virtual elimination of highway repairs.

A visit today to sections where permanent road building is under way reveals a surprising contrast to the old methods of road work. Where in times past a few farmers with teams were scattered along the lane, engaged in scraping ditches and filling up depressions, regular construction gangs are now at work, not merely on one lane, but throughout entire counties.

Before actual construction begins the narrow gauge railroads are usually built along the country road, and material, such as cement, sand and crushed stone, is rapidly transported from the railway freight station to points where the roadbed is being laid. This material, measured to right proportion, is loaded in dump cars and drawn by donkey engines to machines, where it is mixed into a quaky mass and there spread over the road. As construction extends out into the county the dinky railways, as they are called, are extended until the entire system of main market roads has been covered. The county highway engineer or superintendent is usually supplied by the county with an automobile, and he makes the rounds of the entire section each day, visiting districts in which construction is under way.

ARGUMENT FOR GOOD ROADS
Most arguments for road improvements as an aid in transporting farm products are based on hauling grain, cotton, timber and other heavy materials, says the American Highway association. There is another class which is important in some sections to which attention was recently drawn by Fred W. Davis, commissioner of agriculture of Texas. This is the class of perishable products which it is very important to deliver in good condition at the shipping station. Many shipments have been rejected by consignees for bad condition, started while hauling the produce over rough roads. Such rejections are usually ascribed to the crookedness of the commission merchant, but Mr. Davis says he has observed tomatoes and other produce loaded into cars in such a damaged condition that they could not possibly be accepted at their destination. As a remedy in a poor roads district many farmers fit their wagons with springs, which reduce their capacity, and in this way incur an expense to overcome the bad conditions which would go far toward paying the taxes needed for good roads.

FEDERAL AID FOR ROADS.

Nearly 5,000,000 Square Yards Supervised in Last Fiscal Year.

Nearly 5,000,000 square yards of roadway, the equivalent of 561.9 miles of road fifteen feet wide, were constructed under the supervision of federal road specialists in the last fiscal year, according to the annual report of the office of public roads and rural engineering of the United States department of agriculture. This is more than double the mileage so constructed in previous years. The roads constructed under supervision of the office include experimental roads, post roads, county roads and roads in national parks and forests. The expenditures of the office for this purpose were chiefly for engineering services and supervision, the communities, except in the case of forest and park roads, meeting the bulk of the costs for material and construction.

A special appropriation was made for the construction of the post roads in the postoffice appropriation bill of 1912. Eight of the eleven post road projects remaining at the beginning of the last fiscal year were completed by the end of the year, bringing the mileage of the completed roads under this special project to 637.6. Three of the original seventeen projects, aggregating 59.17 miles in length, remained uncompleted at the end of the year. The eight projects completed are in seven states and traverse fifteen counties.

The demonstration maintenance work undertaken in 1914 on a through route from Washington to Atlanta was continued during the year, the mileage under supervision increasing from 724 to 876. The cumulative effect of continuous maintenance, says the report, has been demonstrated by the fact that from March 15 to the end of the fiscal year, June 30, 1915, the road was not closed to traffic at any point.

In the national parks and national forests the office supervised construction of approximately 170 miles of road, of which about seventy miles were completed. One of the roads under construction—the Escalante-Windermere road in the Powell national forest, Utah—will open up communication with a settlement in the valley of the upper Colorado river which has heretofore been practically cut off from the rest of the world.

INCREASE IN ROAD BUILDING.

Expenditure on Highways Shows 250 Per Cent Gain in Decade.

An enormous increase in the total expenditures for road building and bridge construction marked the development of highway work in the United States during the past twelve years. Statistics compiled by the office of public roads show that the expenditures for this work increased from approximately \$80,000,000 a year in 1904 to about \$282,000,000 in 1915, or more than 250 per cent. State expenditures increased from \$2,500,000 to more than \$53,000,000. In addition, more than \$27,000,000 of local funds were spent under state supervision in 1915, bringing the total road and bridge expenditures managed by the states to \$80,514,000.

The rapid growth in importance of state highway departments is shown by the report. Since 1891, when New Jersey established the first of these agencies, every state except Indiana, South Carolina and Texas now has some form of highway department. The falling off in value of road work performed by statute and convict labor was from 25 per cent of the total in 1904 to less than 5½ per cent of the total in 1915.

Road Building in Peru.

The government of Peru has adopted a scheme of road building to apply to all parts of the republic. Projected roads are classified in four groups—national, departmental, provincial and district. The national government is to have charge of the construction and maintenance of the national roads, which will be those between the principal points of the republic. Other roads will be in charge of departmental, provincial and district authorities. A staff of road engineers will be organized and provided for in the annual budget.

NEW OFFICE SUPPLIES

Dr. W. M. Lyday, whose new sign is at the up-stairs entrance to the Cooper building, shares his reception room with Dr. J. H. McLean and has a suite of offices on the same side of the hall.

The room adjoining the reception room is for white patients, and there Dr. Lyday has installed a new outfit of surgical supplies and appliances. Among these are a fine cabinet of instruments, an operating table, and other things useful to the surgeon.

CONCRETE SILO AT INSTITUTE

A concrete silo is in process of construction at Brevard Institute. Prof. T. W. Bridge extends an invitation to all who would like to see the work being done to visit the institute. The silo is expected to be completed this week.

TEACHERS INSTITUTE

Supt. A. F. Mitchell has been informed that J. H. Highsmith and Miss Susan Fulham of the State Board of Examiners and Institute Conductors are expected to arrive in Brevard and begin the county institute on Sept. 21. All public school teachers are required to attend this institute.

SHIP YOUR WHEAT, RYE AND CORN TO W. P. HENDERSON

Wheat rye and corn, shipped in quantities of ten bushels or over, will be taken from the depot to my mill, ground into the kind of product desired for bread purposes or stock feed, and returned to depot and shipped without charges for transportation to and from the depot.

The ten bushels may be made up by a number of parties if necessary.

My new rye and wheat mill is working satisfactorily and I would be glad to serve all persons wishing their grain ground.

W. P. HENDERSON,
Brevard, N. C.

WARREN "STA-LIT" LANTERNS

SEE THIS BAIL?
STAYS ANYWHERE



Will not blow out.

Are made of the best IXAA Charcoal plate, hence are less liable to rust.

Every part is heavily Retinned.

The Bail stays anywhere.

The Shape of the "Sta-Lit" Dome gives added strength.

It has a Strong Globe Cap.

Guards prevent breakage and secure Globe at all times.

Easy Working Inside Lift.

Genuine Brass Burner.

Large Brass Filler Cap.

Mammoth Fount, holds oil sufficient to burn 56 hours.

Prices from \$1.00 to \$3.50.

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