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$\underset{\substack{\text { P.D. Wi.inmo } \\ \text { Fidd } \\ \text { W. Bemon }}}{ }$ J. H. Cilibs
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## Price \$5.50 Guaranteed for 10 Years

InYoN ELECTRIC SERVICL COMPANY
 is true that there are many road surfaces composed of earth or earthy ma-
terial which do not become very muddy under traffic, even during long raing
seasonn, and since such surfaces usu-
ally tend to harden very rapidy soon as the weather cleary rapidly ap as an
be desirable to drag roads of this kind be desirable to drag roads of this kind
immediately after a rain. Such roads,
however, would not ordinarily need to be dragged after every rain, because
of the strong tendency that they nat-
urally possess of holding their shape.
On the other hand, many rarieties of On the other hand, many rarleties of
clay and soil tend to become very muddy under only light traffic after
very moderate ralins. and it it is evilen
that roads constructed of such that roads constructed of such ma-
terials could not always be success-
fully dragged immediately after a rain. fully dragged immediately after a rain.
Sometimes. in fact, it may be neces-
sary to walt until several consecutive
cell clear days have elapsed after a long
ranny spell before the road is sufficient-
Iy dried out to keep ruts from forming ly dried out to keep ruts from forming
almost as rapidly as they can be filled almost as rap
by dragging.
well-constr
Well-constructed sand-clay topsoil
roads should not often become muddy
after they are once well compet They may become seriously rutted however, under heavy traffic, during
ratiny weather, and are almost sure to
need need dragging several times each year
Such roads should ordinarily be drag
ged ged as soon after a rain as prac
ticable as otherwise the surface soo
net becomes dry and hard, so that it
necessary to do consit necessary to do considerably mor
dragging in order to fill the ruts. Fur
thermore the mater thermore, the material which the drag moves will not compact readily unles
it contains a considerable amount oo

## Gravel roads can be effectively main- tained with a roadd drag only when the

 gravel composing the surface is finegrained and contains a considerable quantity of clay earth. Gravel road
surfaces in which this condition presurfaces in which this condition pre
vails not Infrequently get badly out of
shape during wet weather, and may somet during wet weather, and may
sometime considerably more
attention attention than well-constructed sand-
clay topsoil roads. The time for drag.
ging gravel roads is unquestionably ging gravel roads is unquestionably
while they are wet. In fact, the best
results results are sometimes obtained by do-
ing the dragging after the road has be-
come thoroughly soaked and while it

## In general, it may be said that th est time to drag any type of road i

 face contains sufficient moisture to moved by the drag and is not suffl-ciently wet ciently wet for the traff
drag to produce mud.
Change in Road Sentiment.
When we consider the fact that suc a large proportion of our population difficult to understand the change in
sentiment sentiment in regard to road
that has recently developed.

## Big Saving in Hauling.

If our main highways were improved
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commerce that each year oripinate commerce that each year originat
from agriculture, mine and forest


Having qualified as administrate
of the estate of $\mathrm{H} . \mathrm{K}$. Corn, decease of the estate of H. K. Corm, deceased,
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claims against said estang
hem to the undersigned to exhing


Kind of Mater Doors, Windown, Sitime
 STOCK OF

JOYNER KEl Plumbing Sewerage
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W. F. LITI notary piad Tryon, N.C

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olumbus

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## Whitney Ave.

and terms apply
Haxing gandifind ad andinith ator





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Patice is hereby given to the pa
No








 Nov. 3rd,

