

Road Work Items Don't Correspond

Where Road Commission Claim \$9,271 For Equipment, Vouchers Appear to Show Only \$8,061

MAKES ROAD COST ABOUT \$1900 PER MILE

The Washington township road commission today makes public its statement regarding the work that has been done to date. This statement appears elsewhere in today's issue.

We had hoped that the commission would give an itemized statement of what they claimed as their equipment account but failure to do this leaves us as much in the dark as before so far as this particular item is concerned.

Without any ulterior motive whatever except endeavor to get the most possible for the money spent we will take up their statement.

First, they say there is a full and correct statement of the progress made and expenditures. We take issue with them on this until such time as they may give to the public a complete itemized statement showing of their equipment account. They claim \$9,271.91 for equipment and culverts on hand. We are unable to find items amounting to more than \$8,061.70 which would properly be classed into this account. This leaves a difference of \$1,209.31 which should be added to the \$4,328.99 which the commission admits has gone into road construction making a total of \$8,390.70 and we still contend that unless they get more for their money in the future than they have in the past (which we hope they will) it will require \$2,000 to complete the four miles of road leading out Market street, making a grand total of \$10,390.70 less \$500.00 which they claim to have spent on the Bath road. This leaves a balance of \$7,890.70, or approximately \$1,900 per mile, after making allowance for the \$1,316.92 spent by Mr. C. T. Hardison which we failed to do in our former statement and which we are informed was money well invested.

In attaining their figures on cost it appears that the commission desires to take inventory of stock on hand by referring to amount of feet purchased and on hand, claiming that this should be deducted from their cost. We are willing that they should do this if it will enable them to make a better showing but if it is their purpose to give a correct statement and show the exact cost of the road work why not take a complete inventory and show the market value of all equipment on hand? They are not entitled to a credit of \$477.73 for the feed purchased which they claim will last until October 1st as there only remains about 15 days of September; the feed for this time would be worth about \$135.00.

A reference to our article of September 11 and a careful reading thereof refutes the statement of the commission wherein they say we charged that the roads were costing \$2,750.00 per mile. We did say "it would probably require one month to complete the four miles at an additional cost of not less than \$2,000.00 which will make approximately \$11,600.00 for this distance, or about \$2,900.00 per mile FOR A DIRT ROAD." This was based on the time taken on the work completed—the only method by which we could calculate. We know of no reason why we should change these figures except to make allowances which we have heretofore referred to, which would reduce the average to about \$1,900.00 per mile.

As to the item of \$1,350.13 for interest referred to in the statement of the commission, we give this no consideration, as it was not included in our figures nor was it in anyway referred to.

The item of culverts on hand we assume will eventually be charged into road construction. We have not nor do we now criticize the system adopted by the commission except insofar as it appeared that an exorbitant price was being paid for the amount of work done.

Referring to the engineering on

the Bath road we would be glad to have the commission show us where their engineer surveyed the proposed route in a straight line from the top of the hill on the Washington township side to the top of the hill on the Long Acre side, connecting with both roads. We have been on the ground and failed to find any such survey. We would also like to have them show us where a six foot cut is necessary and to tell us how far it would be necessary to make a fill of 6 feet in order to secure a 2 1/2 per cent grade.

The commission state that it would be more costly to build this road straight and a great deal more costly to maintain and that they would encounter seepage. In this connection we desire to propound a few questions which we hope the commission will answer for the benefit of the public, of whom they are trusted servants.

Is it or is it not a fact, that to make a straight road there would be 1900 cubic yards of dirt to remove from the cut, and place in the fill on the Washington township side? Would not 30 cents per cubic yard be a fair price for the removal of this dirt and placing it in the fill? At this price would not the cost to Washington township be for the construction of this piece of road \$3802? Have you not stated that it would cost about \$1,500 to build the piece of road which you have selected as the proper route? Do you not cut into the side of a hill on your route to a depth of 7 feet and do you not have a fill on the opposite side of the road of more than 6 feet, which will require an additional expense for maintenance? Is there any seepage on the old road near where the cut would be made had the straight course been selected?

Is it not a fact that within about 100 feet of the run—the fill on the straight route would be only 3 1/2 feet and within 325 feet from the run there would be no fill at all? Would not 600 feet of construction complete all the road building necessary on the Washington township side? Are you not building 1550 feet of road on the route selected? Is it not a fact that there are fills in the roads through Chocowinity, made by the county convicts which will exceed 10 feet in the same character of soil? Has there been any complaint of excessive maintenance on these fills?

Now, gentlemen of the commission is it not true that after meeting with the Long Acre road commissioners you would have adopted the straight, shorter and less expensive route but for the fact that your engineer and yourselves were not willing to admit that you had made a mistake and did not want to accept the criticism for having spent the \$400.00 for work done prior to that time?

The News has endeavored at all times to be fair to the road commission and has boosted them on every occasion until such time as it was shown that criticism was necessary. We get no pleasure from having to criticize nor do we believe there are many other citizens who do. We are of the opinion that the criticism which has been made will result in good for the township and if it should we shall feel amply repaid for what our criticism may fall to our lot.

BIG RETURNS MADE ON SMALL INVESTMENT

New York, Sept. 15.—From an original investment of \$1500 in General Motors, about a year ago, Wall Street investors today collected what is said to be the largest profit ever made in a single transaction on the New York Stock Exchange—\$100,000.

PROTECTION OF THE BORDER IS DISCUSSED

MAY FORM CONSTABULARY TO PATROL BORDER ON ORDER OF NORTHWESTERN MOUNTED POLICE.

NEUTRAL PATROL ZONE

(By United Press)

New London, Sept. 15.—The protection of the border was thrashed out by General Biles, assistant chief of staff, before the peace commission here today. He described the practical military advantages and disadvantages of several suggested plans, assuming that protection should be accomplished by the fewest possible men.

The Mexican members of the commission favor a neutral constabulary—a sort of mounted police, with broad powers. The Americans concurred somewhat with this idea.

The Mexicans also believe that Villa is still alive. They agreed to patrol their side of the border and to frame up a scheme for keeping Villa bottled up. It is believed that the plan includes a neutral zone scheme, with alternate patrolling and reciprocal crossing privileges.

PEPPERS DRAW THROUGH HER HANDS INTO BLOOD

After working for an hour or two in preparing some peppers, Mrs. M. G. Singleton was taken violently ill yesterday afternoon. Her condition gave her the most acute pain and she suffered terribly for almost five hours.

Dr. D. T. Taylor, who attended her stated that the case was the first of its kind that had ever been brought to his notice. He believes that the peppers in some way were drawn through her hands and got into her blood. Mrs. Singleton is much better this morning.

SAYS HE WILL SUE THE ROAD COMMISSIONERS

W. A. Miah Is Determined to Have Sign Posts Erected at Cross Roads in the Country.

W. A. Miah, through his attorney, has given notice to the road commissioners of Long Acre township and the county commissioners to the effect that if sign posts are not placed at the various cross roads, pointing the way to the nearest town and giving the number of miles to that town, he will enter suit against them. Mr. Miah has been trying to get sign posts put up for some time but so far his work has not met with success.

CARRANZA ISSUES DECREE FOR THE ELECTION OF CONGRESS BY PEOPLE

Mexico City, Sept. 15.—The most important decree of Carranza's emergency in office, providing for the election of members to the national congress, paves the way for Mexico to resume her place as a republic in the western hemisphere. The decree calling for the election of a constitutional congress will be issued tomorrow.

BIG DEVELOPMENTS IN THE BALKAN CAMPAIGN

(By United Press)

London, Sept. 15.—Field Marshal Mackensen, in supreme command of the Teutonic operations in the Balkans, arrived on the German-Bulgarian front today to direct the defense. Large bodies of troops are concentrated in the Vardar valley, according to Saloniki dispatches. Forces in Macedonia have been hastily regrouped to meet the expected

ROAD COMMISSION EXPLAINS DETAILS OF THE WORK TO DATE

Tipperary Gives In To New Song On Battlefronts

(By United Press)

London, Sept. 15.—"Tipperary" is giving way to a new song on the battlefield, the theme of which is "the bullets always get the other fellow." It is sweeping over the army and goes as follows:

The bells of hell go ting-a-ling-a-ling For you, but not for me. For me the angels sing-a-ling-a-ling. They've got the goods for me. Oh, Death, where is thy sting-a-ling-a-ling. Oh, Grave, thy victory. The bells of hell go ting-a-ling-a-ling For you, but not for me.

FOREMAN ON ROAD WORK HAS RESIGNED

It was authoritatively announced this morning that Mr. Clement, who has been foreman in charge of the road construction work on the road leading out on Market street, had tendered his resignation, to take effect as soon as possible. Mr. Clement has been actively engaged in superintending the work since it was begun. The reason for his act is not known.

MEXICAN ASSASSIN MEETS HIS DEATH

(By United Press)

Mexico City, Sept. 15.—Alfonso Sanjibanos, who assassinated Jesus Carranza, nephew of General Carranza, and who killed General Rafael Equilla, was killed today at Queretel, Zihuatlan, by Aurelio Hernandez.

AUTOMOBILE HITS BOY ON BICYCLE: UNINJURED

An automobile, belonging to Mr. Parrott, of Raleigh, this morning collided with a boy at the corner of Second and Gladden streets and passed completely over his body. The boy, who was riding a bicycle, was Caleb Bell, son of Mr. and Mrs. C. B. Bell.

The automobile was going along Gladden street and the boy was coming down Second, riding alongside of a wagon. Neither could see the other. The wagon turned into Gladden, coming toward the automobile. The boy kept on down Second and just as he cleared the wagon, he collided with the automobile. Mr. Parrott put on the brakes as fast as he could, but, due to the wet street, the car slid for several feet. It passed over the boy, but he was so small that the bottom of the car merely scraped him. He was able to get up and did not appear to be hurt any.

Claim That the Present Road Being Built Will Cost Only \$1,000 a Mile

DEFEND THEIR WORK ON BATH ROAD: SAY STRAIGHT ROAD WOULD NOT HOLD

To the Editor of the Daily News:

On account of a statement that appeared on the front page of your issue of the 11th instant, entitled "New Roads Are Being Built Under Very Heavy Expense," and another item that appeared on your editorial sheet in your issue of the 12th inst., the Washington Township Road Commission feels constrained to request that you publish the statement below which will give to those interested in the road fund and the work being done a full and correct knowledge of the progress made and the expenditure of the fund to September first.

We note in your criticism that you criticize first, the results accomplished from the amount of money expended, stating that the roads have cost \$2750.00 per mile, and, second, the engineering that was done at the hill going down to Runyons Creek beyond the County Home, on the Bath Road.

In answer to the first criticism we beg to submit this statement:

Of the \$50,000.00 bond issue voted in Washington Township for the improvement of roads therein, \$16,680.46 had been spent to September first in the following manner:

Equipment and expense incidental to bond issue \$7,629.98
Amount spent on convicts for two months while at work on Harrison school house road under supervision of C. T. Hardison 1,316.93
Interest on bonds (which will be refunded out of taxes when collected) 1,253.13
Culverts on hand 1,641.93

Total \$11,851.97

Balance on road construction under Snowden, engr. ... 4,828.99

Total expenditure \$16,680.46

Itemized statements showing to the cent each of the amounts above mentioned can be found in the Registrar's Office and in the office of the Chairman of the Road Commission and we will take pleasure in going over them with any one interested in ascertaining the facts.

With the expenditure of this \$4,828.99, and depreciation to equipment added work has been done for five miles on the road leading out of Market street. Between \$500.00 and \$1,000.00 will complete this five miles. In addition \$500.00 of the above amount was spent on the Bath Road by the County Home. In addition out of the above amount \$477.73 worth of mule feed was purchased last month, on account of the rising market which gives enough on hand to run to October 1st.

It will, therefore, be seen that the road work to present is costing around \$1000.00 per mile, and not \$2750.00 per mile, as stated in the items above referred to. This, however, is too great a cost. We are not, and have not been satisfied with the cost. They should be built for not more than \$700.00 per mile, and we will not be satisfied with any cost above that. It must be borne in mind, however, that this covers the organization period; that for two weeks while the equipment was coming and we were getting labor, 15 mules were eating and a man was attending to them; the team was then sent, and the weather hot, and several from time to time, were out of commission on account of sickness and medicine and doctors bill were charged against the fund; no well near by could be found for the red hill by the cemetery and sand had to be brought and hauled from the wharf in Washington; there has been an excessive quantity of rain during this period that makes road building more costly just as it does farming. These are some of the things that we have been up against that

we hope are now over come and lead us to expect cheaper roads per mile hereafter.

As to the engineering in reference to the Bath road beyond the County Home going down to Runyons Creek, we have this to say:

When this Commission was first formed the individual members as laymen desired to see the road straightened from hill to hill and sent Mr. R. E. Snowden, the engineer, to this place as his first work, to make survey and profile of the proposed straightened route. After making same, he reported to us that it was inadvisable to build the road straight, and made a survey and profile of the route now being constructed. He reported the other route necessitated a nine foot cut in the deepest part and a six foot fill to reduce the grade to three and a half per cent; that this would be more costly to construct, and a great deal more costly to maintain. He further reported that we would encounter seepage water in this heavy through cut which would still add to the costs of maintenance. After we had commenced the work on the other route, the Long Acre Township Commissioners requested that we meet with them and consider the proposition of making the road straight. We held up the work, had our engineer to come back and fixed an engagement with the Long Acre Commissioners to go further into the matter. After the hearing and after the Long Acre Commissioners had presented their views to us and our engineer, he still advised against a straight road, and we were still of the opinion that to make the road straight was unjustifiable as good engineering. Of course we realize that it is desirable to straighten roads, everything else being equal.

(Continued from page 3)

ROAD MEN TO HOLD MEETING

Members of the advisory committee have been notified by the Washington township road commission of a special meeting, which is to be held Saturday morning at 11 o'clock in the office of E. A. Daniel. The purpose of the meeting is not stated in the notices, but it is mentioned that important business is to be brought up and the attendance of every member of the committee is urgently requested.

TODAYS PROGRAM

New Theatre

18th episode of

"THE IRON CLAW"

Triangle Keystone Comedy

"HIS AUTO RUINATION"

Featuring Mack Swain

Show starts at 7:45 p. m.

ADMISSION 5c and 10c