

NEIGHBORHOOD NEWS ITEMS

Mr. L. H. Mabe was here Friday.

Mr. Silas Carroll spent a short while here Friday on business.

Mr. Julius O. Young killed a big moccasin near the river while on his way to Danbury from attending his school at Ore Bank.

Mr. J. Matt Mabe, accompanied by his little son, were in town Friday on their way to Walnut Cove on business. Mr. Mabe is one of the best known merchants of the county.

Mr. Reggie Hartman, who with his mother, Mrs. R. L. Hartman, conducts a mercantile business at Hartman, and are among the county's most substantial merchants, spent a short while here Friday on business.

Wheat sowing is progressing and from many neighborhoods the report comes that there will be an increased acreage over last year, which is pleasing to the ear. It will be hard to sow too much wheat.

Mr. W. Y. Gordon, of Germantown Route 1, was a visitor in town Friday. Mr. Gordon is one of the leading farmers of the county about Flathead. He raises big crops of tobacco and wheat, keeps good fat milks, plenty of cattle and hogs, and lives at home. He owns one of the best farms in that section of the county, and it is a pleasure to go to his home where hospitality reigns, and where one can always find a warm welcome and lots of good things to eat.

Mr. Wm. V. Woods, one of the Reporter's young farmer friends on Danbury Route 1, dropped into the office today and chunked his subscription up in advance to May, 1913.

Several young ladies of different sections of the county are attending school at Walnut Cove. Among them are Miss Bessie Morefield, of Sandy Ridge; Miss Mary Pringle, Lawsonville; Miss Glayds Lackey, of Lawsonville.

Mr. J. S. Whitten, of Route 1, passed through Friday enroute home from Winston where he sold a load of tobacco at a good figure. While curing during the last fall, Mr. Whitten had the misfortune to lose a barn of good tobacco, together with the piping and everything. The contents were extra good quality. The loss was quite severe.

Mr. Geo. Lewis was here Friday. Mr. Lewis has recently been on the ailing list, but is now a good deal better. He is one of the most pronounced advocates of good roads in the county, and is in favor of a bond issue which is after all, the only sure way to get roads, as it provides the ready cash, and gives future generations a chance to pay their part, which is nothing but right and proper. Mr. Lewis says that Meadows township is certainly going to have good roads, and that the next legislature will be asked to provide the bid. Mr. Lewis thinks that the people of his township will vote \$50,000 for roads.

Building Roads.

There has never been a time in the history of the country when the entire matter of highway improvement was so prominently before the public. There is available today a corresponding volume of information and matured experience in regard to highway matters. In particular, it is becoming universally understood that the cost of highway betterment must be regarded not as an expenditure but as a community investment. Viewed as an investment, road improvement tends more and more to be judged by the community as sound investments are judged by individuals.

It is not possible to forecast in dollars and cents the earning power of any system of improved highways with accuracy. Unless, however, the accumulated evidence as to reduced cost of hauling, social and religious benefits and all the other indirect influences of good roads are denied, the soundness of intelligent roads investments on apparent.

During the past year upward of \$40,000,000 in highway bonds have been issued by various counties and road districts throughout the country. Before deciding upon a bond issue, it is well for a community to realize that whatever system of roads is built from the proceeds of the bonds, provision must be made for their strict maintenance. It will not be possible in most counties to undertake the im-

provement of the entire county road mileage nor is this necessary. It is not far from the fact to say that as a rule 25 per cent of the roads carry 75 per cent of the traffic. In any community, therefore, the first bond issues should care for the 25 per cent of active public roads. To determine what roads these are and to plan an intelligent system of improvement and maintenance requires trained service and no county is justified in undertaking road improvement without a strong administrative organization with competent highway engineering advice.

For the retirement of the bond issue and the payment of interest, it is desirable to have a fixed equal annual charge in the form of a tax on the community. An excellent plan is known as the annuity method. Under this plan, the installments include a small amount of principal at first and a relatively large amount of interest. The principal repayment increases gradually and reaches its maximum in the last payment, while the interest payments are large at first and decreases to a minimum in the last payment. The sum of the two, principal and interest, is the same in each year and the entire principal is then redeemed in any desired number of years by a series of bonds. The amounts maturing in the earlier part of the series are smaller than those maturing later. The amount of bonds maturing each year can, of course, be determined to the cent. One great advantage of this plan is that it avoids handling of a sinking fund and accomplishes the same purpose.

It is a well known fact that the people of France are regarded as the most thrifty in the world and it is somewhat significant that for generations, the road system of France has also been held up as a model of perfection for other countries. The mileage of improved roads in France represents an investment by the French people of \$612,775,000.

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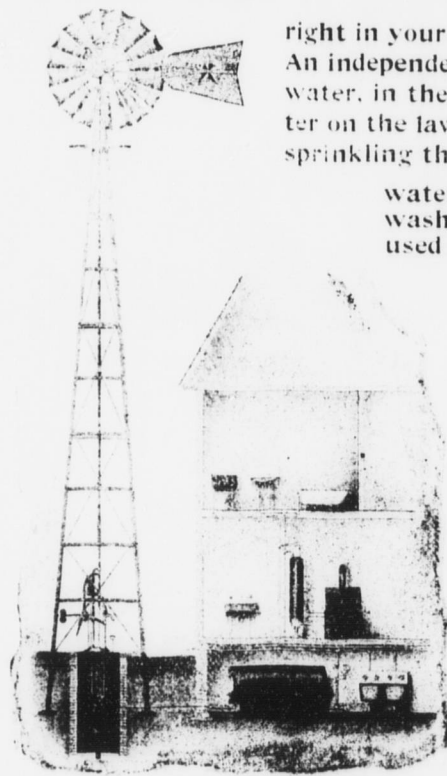
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