

THOSE WHO GO AND COME

Messrs. Otho and Chas. Hester of Route 5, were in Oxford Wednesday. Mr. Will Hight, of Dickerson, was in town Wednesday. Mr. Roy Budget of Route 1, was a town visitor Wednesday. Mr. L. F. Currin, of Route 4, was in Oxford Wednesday. Mr. Sam Cornell of Tar River, was in Oxford Wednesday. Mr. W. K. Long, of Route 2, was in Oxford Thursday. Mr. Lee Hobgood of Route 4, was among the town visitors Wednesday. Messrs. E. A. Hunt and M. L. Adcock, of Route 5, were on the streets Wednesday. Messrs. Bud Wright and B. T. Daniel, of Virgilina were in Oxford Wednesday. Mrs. T. G. Stem, is visiting her parents, Mr. and Mrs. J. B. Mayes, in Stem this week. Mr. W. B. Bragg, of Oxford Route 2, was a pleasant visitor to the Public Ledger office Thursday. We were pleased to meet in Oxford Thursday Messrs. Sanford and Butler the two splendid patrolmen on the National Highway. Miss Hattie Wood, of Oxford, is the guest of her sister, Mrs. Howard, in Creedmoor. We learn that Mr. B. L. Hester, the faithful and obliging letter carriers on Creedmoor Route 1, was last week taken down with a severe case of grip.

SOCIAL NOTES

Mrs. Marsh Ray entertained the young ladies Thursday Club at the home of Mrs. C. D. Ray. Delightful refreshments were served. Miss Susan Graham entertained the Thursday Bridge Club at the home of Mrs. B. K. Lassiter. After a pleasant game, a course of dainty refreshments was served. Mrs. A. H. Powell entertained at two tables of Bridge Wednesday morning in honor of Mrs. Stamps Howard of Tarboro. Elegant refreshments were served after the games.

IT HAD THE EAR MARKS

Chief Wheeler on the Sharp Look Out. In order that law and order may be preserved in the community, the members of the police department are sometimes forced to take what are to them very undesirable steps. Sometimes they are compelled to interrupt a sociable game of crap or poker. Again they may be asked to stop some Young Americans from playing the national pastime in the streets and occasionally they are forced to stop and examine trunks arriving from points in "wet States," if they have reason to believe that the trunks or suit cases, as the "case" may be, contain whiskey, which some citizens of the city persist in having shipped here. Recently, according to a story being told around town, a large suspicious-looking trunk sat in the baggage room at the station. Several feet of rope were tied around it and altogether it was just the kind of trunk that one would expect to find liquor in. Chief Wheeler happened along and spying the trunk agreed that it looked suspicious and set about opening it. In a short time the rope was taken off and the lid ready to be lifted, to reveal a quantity of "Old Nick" or other well-known brands. The best of us make mistakes. While the officers do not make many of them in opening trunks, they erred this time, for instead of holding whisky the trunk contained a number of cans of fruit together with some wearing apparel.

CULBRETH-YOUNG MARRIAGE

Couple Pledge Their Troth at Exchange Hotel. The parlors of the Exchange Hotel was the scene of a happy marriage at high noon Wednesday, the contracting parties being Miss Lizzie Culbreth, of Bullock and Mr. Ossie Young, of Virgilina. Justice D. Hunt in mellow and soothing tones pronounced them man and wife. Among those present from out of town were: Miss Gertrude Young, sister of the groom, and Miss Alice Culbreth, sister of the bride; W. O. Culbreth, J. L. Culbreth, Ernest Culbreth, Tom Noblin and Misses Fannie and Grace Culbreth. The bridal party came in on the eleven o'clock train from Clarksville and returned on the afternoon train. The groom is a well-to-do farmer and resides in Granville near Virgilina where they will make their home.

The Colored Firemen

A public spirited citizen informs the Public Ledger that a movement is on foot in Oxford to purchase a Ford automobile and equip it for the colored fire company. The movement has progressed to the extent of a cash donation of \$25.00 and pledges to the amount of \$50.00. We are not fully advised, but we presume that the equipment includes a garage and a driver and a constamt watchman.

CHAPMAN'S VIGEROUS PROTEST

(Continued from page One.) Irrate farmer replied: "three hundred arantee period. If I am right about dollars." The contractor immediately wrote him a check for the amount. He sent the bill to the company with his percentage added. The bill was paid under protest. Assuming a large quantity of storm sewer material for drainage will be needed, are we asked to pay ten per cent on its cost whether it be bought locally or wholesale. I trust the commissioners can eliminate this objectionable feature. I should like to ask in this connection, does the Board propose to pave any street in Oxford when the property holders petition for it regardless of traffic or local conditions? I trust our Board of Commissioners will carefully scrutinize these petitions as they come before them in order to ascertain if the signers really want the pavement. One day this week I heard a citizen say that a petition was presented to the property holders on King street. A. did not want it, but conditions were such that he could not consistently refuse to sign. B being approached, did not want it but made the same statement. C did not want it but would sign if his neighbors wanted it. D did not want it but did not wish to block it. I can, if desired give the names of A, B, C and D. Now in all honesty is it right that we should be taxed for pavements on streets that have little or no traffic, through petitions acquired as above? A great deal has been said about the cost of pavements in other towns. I will give you an article on this latter. Henderson is the only town from which I have any authentic information. From the data in hand, using a forty foot drive as a basis, it seems we are paying nearly \$4,000 mile more than Henderson paid. Although they allege we are getting a slightly better grade of top. I think if \$1.53 per square yard is good enough for Henderson we might manage to get along on the same pavements. Many people are asking what it will cost. Taking College street as a base, and narrowing it down to 45 feet between curbs we have as follows for a one hundred foot lot: 40 by 100 ft. equals 444 and four tenths square yards, which at \$1.70 per yard gives \$755.48, one fourth of which is \$188.87. Add cost of curbing and gutter \$32.50, which gives a total for 100 feet of \$221.37. So for the first year your assessment will be with interest added, \$35.42, second year \$34.09 and so on down for the ten years. Of course this does not include your increase in taxes, but only covers the assessment, which is less than 1-4 of the cost. The three fourths or four fifths must be paid. Who is to pay it? Do your own figuring Mr. Taxpayer. A great many people seem to think the cost of repairs will amount to little, I think the only opinion worthy of note on this subject is one backed by official datta, taken from records of municipalities some of which I quote, Rochester, Washington, Buffalo, and Brooklyn, have kept cost of repairs in better shape than most other cities, for that reason their results should be of value. The cost in Brooklyn for maintaining eighteen million square yards has averaged 3.09 cents per square yard. In Rochester the cost in 1907 was 6.08 cents per square yard, in 1911 it was 9.17. Attempts have been made time after time to determine the life of asphalt pavements, by the cost of repairs, but results obtained are so inconsistent that it is impossible to draw accurate conclusions. As so many conditions effect its life, such as traffic, bad workmanship, poor materials and carelessness regarding its up-keep. Cost of Repairs in Washington Year cost per sq. yd. 1 & 2 on 53 Sts. out of guar. . . 2 3/4 c 3, 4 & 5 on 86 Sts. out of guar. . . 4 3/4 c 6 on 88 Sts. out of guar. . . . . 4 3/4 c 7 & 8 on 81 Sts. out of guar. . . 5 3/4 c 9 to 18 on 70 Sts. out of guar. . . 4 3/4 c 19 year . . . . . 6c 20 to 32 year . . . . . 5c 24 to 26 year . . . . . 4c 28 to 29 year . . . . . 2c Rochester, N. Y. 2 to 4 year out of guarantee. . . 2 3/4 c 8 year out of guarantee . . . . 6 3/4 c 8 to 16 year out of guarantee. . . 7c Which gradually increased up to the 20th year when it reached 17 1/2 c In Brooklyn and Buffalo, it ranged from 1c the first year to 8 3/4 c the tenth year. Buffalo ranged from 4c in the second year from 4c to 13c in the twentieth year. Quoting from an authority: "The figures for Brooklyn, Buffalo and Rochester are consistent but the remarkable part of the Washington record is the cost never exceeds 6c per yard per year." In the Borough of Manhattan, N. Y., in 1911, 140,995 square yards of asphalt was re-laid which had an average life of 13.08 years. The cost of keeping this in repair for the last 3 years had been 26c per yard. In 1908, 22c in 1909, and 34c in 1910. The average age of the streets surfaced in 1912 was 14.02 years. Mr. Commissioner, what do you figure the cost of our repairs will be? I estimate not less than 4 1/2 c per square yard. Assuming that it does and assuming our streets are 45 feet between curbs, this would give us an annual cost of about \$1,000 per mile per year after the 5 year guarantee period. The life of our pavement here and cost of repairs depends largely on the contract between the Town and

the contractor, as to what condition it is to be on delivery from the guthe maintenance of the pavement, will some one explain where we are to obtain money to keep it in repair. Assuming we spend \$100,000 to cover first cost, we are then practically at our Constitutional Limit and can issue no more bonds, we can levy no more tax as we have reached the limit. Some have said we save so much in the way of patching which we have to do at present, I think the parties using this argument overlook the fact that a team and driver will be needed to sweep these streets in addition to the regular carts which come behind the sweepers, wont this offset our present street expense? Are the Commissioners to lay this expensive pavement over the sewer system in its present condition which they must know exists. To wit: The pipes have been allowed to clog with roots, they may be able to cut these out from time to time but can they arrest that compressed band of roots lying between the spigot and belle ends of the pipe which of necessity will ultimately break the pipe which of course necessitates cutting into the streets. In a later issue of the paper I will give a relative value of Warrenite Amesete and various other forms of pavements and their cost. ASHTON A. CHAPMAN.

Tuesday, February 29th at Oxford Dr. N. Rosenstein, the Optometrist of Durham, will be in Oxford Tuesday, February 29th, stopping at the Exchange Hotel for the purpose of examining eyes and fitting glasses. If you need the services of a Specialist, be sure and see Dr. Rosenstein. adv

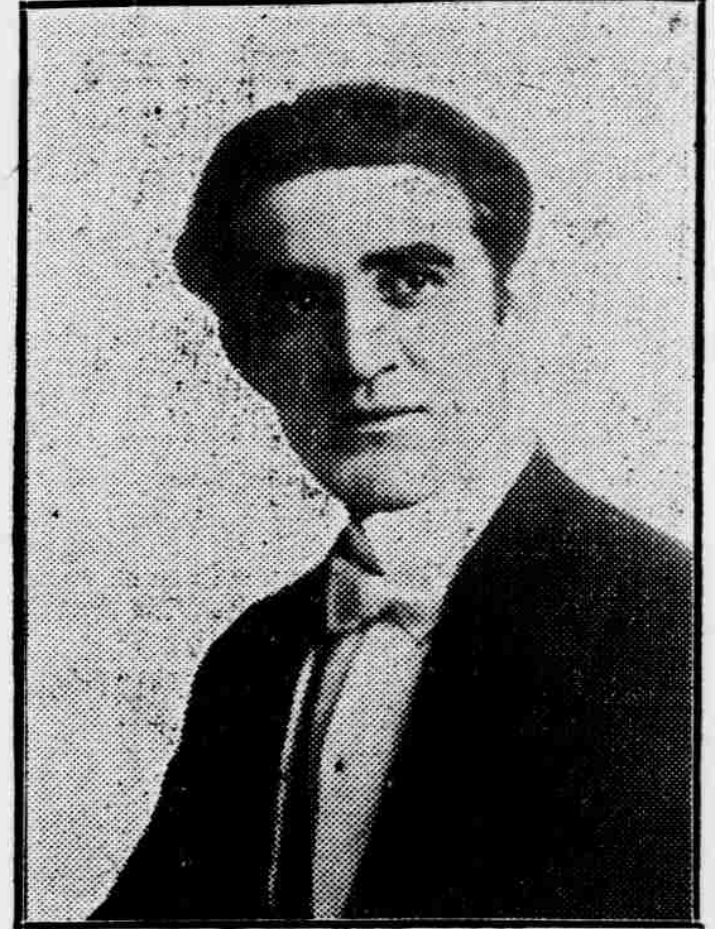
Sensational charges against the Army Aviation Service, with a demand for immediate investigation by Congress, have been made before the Senate military committee by Senator Robinson of Arkansas. He declared that the service was "contemptibly inefficient" and its head, Lieutenant Colonel Samuel Reber, not only was making no effort to improve it but deliberately was preventing the facts from reaching his superiors. The charges are being investigated.

ANNOUNCEMENT Dr. L. T. BUCHANAN is now located in the Brown Building for the Practice of Medicine and Surgery. Office Phone 82-J Residence 210-J Office hours 10 to 12 A. M.; 2 to 4 P. M.; 8 to 9 P. M.

W. A. Hilderbrand, for 15 years editor of the Asheville Gazette-News and president of the Evening News Publishing Company, has sold his interest in the Asheville Gazette-News to United States Marshal Charles A. Webb, Postmaster Gudger of Asheville and others. The new owners took charge Monday. Mr. Hildebrand will devote himself to the Greensboro News, of which he is editor.

Austin Dunston, a negro who had been messenger in the Governor's office in Raleigh since 1876, with the exception of a short period during the Russell administration, died a few days ago. The council of State passed resolutions of regret and appreciation for his long and faithful services. State officers sent flowers and the Governor and council attended his funeral in a body.

ORPHEUM THEATRE Saturday, February 26 Back Again! Who's Back?



IN "THE BROKEN COIN" Every Saturday With Other Pictures

Monday, February 28

William Fox presents:

"St. Elmo" A Stiring Story Of a Souls Salvation. 10, 15c

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WE ADVISE all of our friends and customers to buy early for the market is very scarce of a great many things and the tendency is toward higher prices. Fortunately we had placed our orders and our Mr. Landis is now in New York seeing that what we had already bought is delivered. If we hadn't bought early we would have had to pay an advance, and some goods not able to get at all. Come early while we know prices are right.

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Oxford, N. C.