

GREAT FEVER OF ROAD BUILDING IN THE STATE

J. G. Stikeleather, Western Member of Commission, Says \$40,000,000 Could Be Spent in West Alone If the Money Was Available

"There is a great fever of road building enthusiasm in North Carolina. The demand for State and Federal aid is so great throughout the State that the commission, if it had the money, could spend \$40,000,000 in the western part of the State alone. The commission has an available fund of about \$4,000,000 this year for the entire State."

This was the statement of State Highway Commissioner James G. Stikeleather when an Asheville Citizen reported asked him if the commission is experiencing any difficulty in obtaining applications for aid in road construction. The commissioners are gratified at the attitude they have found in all sections of the State and are now starting actual work to carry out the policy formulated at the first meeting, which adjourned last week at Raleigh. The program for this year consists of two definite aims—maintenance of highways and improvement of bad links in the inter-county trunk line roads of the State.

The Asheville member of the highway commission said that he was greatly impressed with the qualifications of his associates on the commission. Chairman Page is an experienced railroad builder who takes up highway work in his State with earnestness and zeal, said Mr. Stikeleather. Mr. Norfleet is known as the best business man in Winston-Salem; Mr. Cameron is a successful farmer and business man; they are all level-headed business men, said Stikeleather.

Mr. Stikeleather stated that the existing field forces of engineers and inspectors are to be retained if they prove efficient in the execution of duties entrusted to them.

Discussing funds available for immediate use, Mr. Stikeleather said that from the 80,000 automobiles in the State the commission will receive \$12 to \$15 each, or about \$1,000,000. Because of the fact that the Federal apportionment for North Carolina has not been expended in the past two years there is an accumulation from this source, making a total from that source of approximately \$3,000,000, the grand total amount for roads for the year will be possibly over \$4,000,000.

The commission is beginning its work by taking up the question of maintenance of inter-county roads. The State is divided into four districts, one assigned to each member of the commission. Mr. Stikeleather has under supervision twenty-six counties in this part of the State and is now visiting the various boards of commissioners to discuss maintenance plans with them. There is a million-dollar fund for maintenance in the hands of the commission, or a net sum of \$600,000 to \$700,000. Maintenance is an obligation laid upon the State by the Federal government, and is one condition for the appropriation of Federal aid in road construction. The State commission also makes maintenance a condition which must be met by all counties. The State commission is now proposing to meet the counties on a basis of \$50 a mile; that sum being the maximum for the commission, the counties to meet it with a like amount. If the maintaining of trunk line roads should cost more, the additional cost must be borne by the county; none of the State maintenance fund can be expended on lateral or connecting county roads; it is intended for use on the arteries which form part of the State highway system. There is now a total State mileage of about 3,000 miles of roads and possibly 500 miles will be added this year, said Mr. Stikeleather. The payments for maintenance will be made quarterly, and the work will be subject to inspection by the State highway engineers.

In road construction, which is of equal importance in the commission's program, the commission announces that it will give preference first to unimproved or bad stretches in the main highways; second, to isolated counties in the east and west which are remote from the main State trunk lines. In McDowell county, for instance, Mr. Stikeleather stated that there is not a mile or surfaced or even good sand-clay road, although a trunk line passes through that county. In Rutherford the road to Bat Cave is badly in need of improvement. There is also a number of counties which are cut off from the State highway, and are entitled to

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aid in making connection with these trunk lines.

The character of the road surface which the commission will favor will be determined by local conditions, said Mr. Stikeleather. In counties where there is abundance of natural top soil material roads can be built which will save money for the county and the State, especially now when prices for hard surface in some localities is excessive. The road from Connelly Springs to Salisbury, said Mr. Stikeleather, is one of the best in the State, and it is constructed entirely of natural top soil material found along the road side. There is a gravel road that with proper maintenance will give satisfactory service for years. On the other hand, there are counties where there are no deposits of satisfactory road building material, and in such places the commission believes that it is economical to build some form of hard-surfaced highway.

All predictions that the optional feature of the Pharr-Matthews road law would cause the progressive and wealthy counties to take the lead in road building is the limit on funds. The commissioner also made it clear that the priority rule adopted by the commission is the relative importance of road work in each community and not the date on which applications were filed for aid.

WHAT SHOULD BE DONE IF GERMANY REFUSES TO SIGN

Military experts, under the direction of Marshal Foch, have been charged with the drafting of a report on what should be done in the event that Germany refuses to sign the treaty of peace.

It is indicated that the methods of coercion which the allies would adopt may include the occupation of more German territory, the blockade of enemy ports and the discontinuance of the dispatch of food supplies to Germany.

The naval terms to be incorporated in the peace treaty, concerning the Kiel canal and Heligoland, have been revised. Instead of destroying the fortifications of the canal, making it a strictly commercial waterway, the allies will leave the present fortifications in existence.

Progress of demobilization was announced by the war department last Saturday as follows: Total discharges, 1,769,999. Officers resigned or discharged, 96,812. Total troops ordered remobilized, 1,949,000.

ABOUT 800,000 TROOPS UNDER BOLSHEVIK FLAG

The armies under the command of the bolshevik government in Russia comprise approximately 800,000 men but only about 250,000 of them are actual combatants, according to information received at Berns from sources usually considered reliable.

These forces are divided into 15 armies of 17,000 combatants each. Twelve of them are described as completely organized. Each army consists of two or three divisions and each division of two, three or four regiments. The number of officers and men in each regiment varies from a few hundred to 2,000.

The first army is under command of Gen. Michael Touhatchevski, who, until the bolshevik revolution took place, was a simple lieutenant in an infantry regiment. His military education is far from complete, but his general staff is composed entirely of officers who formerly belonged to the Russian general staff, so that they compensate for the deficiencies of their commander-in-chief.

The second army is headed by a well-organized general staff which includes three colonels who formerly belonged to the Russian general staff.

The commander-in-chief of the third army is an individual who, up to the time of the bolshevik revolution, was a sergeant in one of the regiments of Siberian infantry. He also is supported by a general staff composed of former Russian staff officers.

The fact that so many officers of the former Russian army have consented to serve with the bolsheviks is one of the worst features of the situation in Russia. Without them the bolsheviks would have been unable to organize such military forces as are now at their disposal, and their dictatorship, based solely on violence, would have ended long ago.

The artillery equipment of the bolshevik armies is declared to be very incomplete. A division has, on an average, from five to eight guns. Munitions are said to be scarce and their supply is deficient. Munitions for the infantry are running short.

WOULD GIVE FIVE DOLLARS A BOTTLE

Railway Superintendent Says Tanlac Helped Him to Hold His Job

"I would give five dollars a bottle for Tanlac before I would be without it," said Joe Owens, division superintendent of the Memphis Street Railway, whose address is Box 131, Memphis, Tenn.

"I was getting in mighty bad shape with stomach trouble," he continued, "and was all broken down and tired out. I was so nervous and had such awful headaches that I could hardly sleep or rest; I could eat but little of anything, for nothing agreed with me; I was simply down and out and don't believe I could have kept my job much longer if I hadn't got hold of Tanlac.

"Since starting on Tanlac I have gained five pounds, I eat and sleep just fine and it has strengthened me up and made me feel so much better every way that I can't say enough in its praise."

Tanlac is sold by leading druggists everywhere.

FRENCH FIELD OF HONOR FOR U. S. HERO DEAD

The American hero dead whose relatives do not insist upon the return of their bodies to the United States will be interred in a great field of honor in France, which will be beautified and maintained by the United States government. Secretary Baker has announced this plan.

The whole matter, Mr. Baker said, would be left to the intentions of the families of the dead men. Wherever they desire it, and it is practicable, the bodies will be returned home.

MORGANTON'S NEW TRUCK

Morganton has just purchased and tested out a new \$10,000 fire engine, which, added to the present apparatus, will give Morganton an efficient and up-to-date fire fighting equipment.

Eight bandits backed five employes against the wall and fled from the Baden bank, St. Louis, with loot said to have totaled \$100,000. The bandits scooped cash and securities into a large sack and escaped in an automobile.

ALL OF THE THIRTIETH HAS NOW RETURNED

With the arrival of the Zealandia at Charleston last Friday the entire 30th division has been returned to this country. The division comprises the national guard units of the Carolinas and Tennessee and did valiant service, its infantry and engineer units gaining the reputation of being the first to break the Hindenburg line and the entire division being cited in British and American orders for gallantry in the performance of duty.

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The national joy smoke

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P. A. never tires your taste because it has the quality! And, let it slip into your think-tank that P. A. is made by our exclusive patented process that cuts out bite and parch—assurance that you can hit smoke-record-high-spots seven days out of every week without any comeback but real smoke joy!

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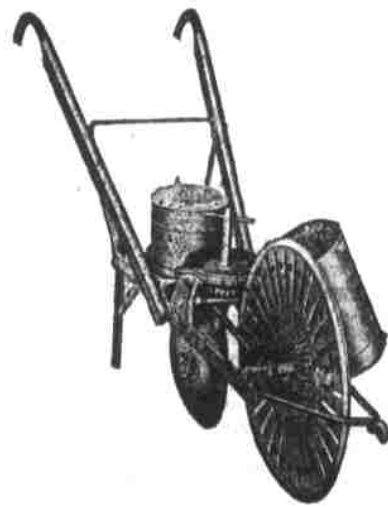
Use Grandma's Sage Tea and Sulphur Recipe and Nobody Will Know

The use of Sage Tea and Sulphur for restoring faded, gray hair to its normal color dates back to grandmother's time. She used it to keep her hair beautifully dark, glossy and attractive. Whenever her hair took on that dull, faded or streaked appearance this simple mixture was applied with wonderful effect.

But brewing at home is messy and out of date. Nowadays, by asking at any drug store for a bottle of "Wyleth's Sage and Sulphur Compound" you will get this famous old preparation, improved by the addition of other ingredients, which can be depended upon to restore natural color and beauty to the hair.

A well known downtown druggist says it darkens the hair so naturally and evenly that nobody can tell it has been applied. You simply dampen a sponge or soft brush with it and draw this through your hair, taking one strand at a time. By morning the gray hair disappears, and after another application or two it becomes beautifully dark and glossy.

SUPERIOR CORN PLANTERS



Most perfect furrow opener on the market. Automatic throw-out device is patented and possesses many advantages not found on other planters. Flat and edge drop plates with each planter. Two, three or four kernels to the hill without changing plates. Features that are of vital importance to the corn grower.

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