

**THE GASTONIA GAZETTE.**

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**A WONDERFUL FEAT.**

More than once since the present world-war began have the Germans surprised the world by the accomplishment of some unprecedented and unexpected feat of daring.

The most recent of these was the sending across the Atlantic for the first time in history of a submarine merchantman. It arrived at Baltimore a few days ago. The details of its arrival and much about the voyage across the waters have been given wide publicity by the daily press. It carried a cargo of valuable chemicals and dyestuffs estimated to be worth considerably more than a million dollars. On the return trip, which will be commenced it is said within the next ten days, this ship will carry back to Germany a cargo of crude rubber and nickel, materials which are very much needed in the war operations at this time.

United States officials who inspected this ship for the purpose of determining whether it was a war ship or a merchantman are said to have marveled at the wonder of its construction. No doubt they also learned some things that may be of value to them in the future of submarine construction in this country. Capt. Koenig of the Deutschland is authority for the statement that this is but the forerunner of a fleet of undersea boats now being constructed by his government which will be used to maintain a regular freight and passenger service between Germany and the rest of the world. The British blockade, he says, is at last broken through the means of the submarine merchantman. Already another one of these ships, he says, is on its way over here and may be expected to arrive at most any time. It will carry back to Germany, he says, a cargo of condensed milk for the babies of that country who are suffering for lack of nourishing food.

It is hard for us to realize that we are making history now, history that will read like romance to the next generation. As we read and marvel at the courage and daring of Columbus in sailing across the unknown seas and discovering a new world, so will our children and children's children read and marvel at Capt. Koenig's feat in sailing across that same ocean underneath the water and thus inaugurating another era in maritime traffic.

Whether one sympathizes with Germany in this war or not one cannot help admiring their ingenuity and daring.

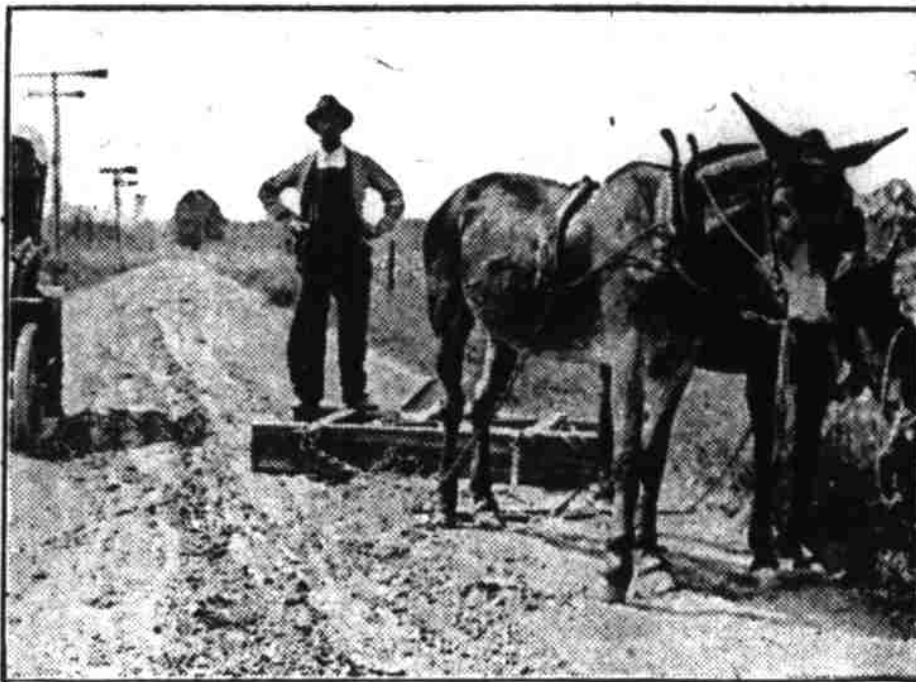
The Gazette congratulates Mount Holly on the progress it is making as evidenced by the handsome new school building which that town is to erect right away to supplement the facilities afforded by the modern building built only a few years ago. The Mount Holly people are not giving to much boasting. Their habit is to saw wood and say nothing. It is towns made up of this kind of people that make Gaston great.

Gaston county ought to send a good delegation to Irdeil county next week on that test farm inspection tour concerning which County Demonstration Agent Gray has something to say in today's Gazette. The State is doing a great service for the farmers of North Carolina at the Irdeil Test Farm and a day spent there in observation and inspection of the crops and methods used will repay any farmer for the small amount of cost incurred. Every farmer is invited and The Gazette hopes that many of them from Gaston will take advantage of this opportunity.

**Raising Road Funds by Bond Issue**

Benefits from Good Roads Cannot Be Overestimated—Necessity for Expert Supervision

(Prepared by the U. S. Department of Agriculture)



Using Drag, Dunn, North Carolina.

Of the various methods of financing road projects the one most generally practiced for raising a substantial fund which will be available for immediate expenditure is through the issuance of bonds. Experience, say the road specialists of the department, has shown good roads to be a sound investment, both from a business and economic standpoint. If properly proportioned and managed bond issues are made for their improvement, the roads themselves will pay off the indebtedness thus created through the utility which they afford and the saving which will result in the cost of hauling.

**Some Reasons for Failure.**  
Instances are not lacking where bond issues for highway purposes have proved failures. These failures are due to mismanagement rather than to defective principle. Where counties have issued highway bonds the proceeds of which have been spent to construct temporary road surfaces

and maintenance. Too frequently ill advised locations are adopted.

**Need for Highway Engineers.**  
Highway plans for bond issues require expert skill and professional service. Before the amount of bonds is determined, a thorough study of the needs of the county should be made and careful maps of the proposed highway system should be prepared. The sum to be issued should not be fixed until it is reasonably known what it will accomplish. It is customary for many counties to appoint a commission of business men under whose jurisdiction the bond money is expended. In other cases the county supervisor or county commissioner has the direction of expenditures. The best results have always followed where such commissions or county boards have secured the services of a competent highway engineer.

Guided by the costly experience of



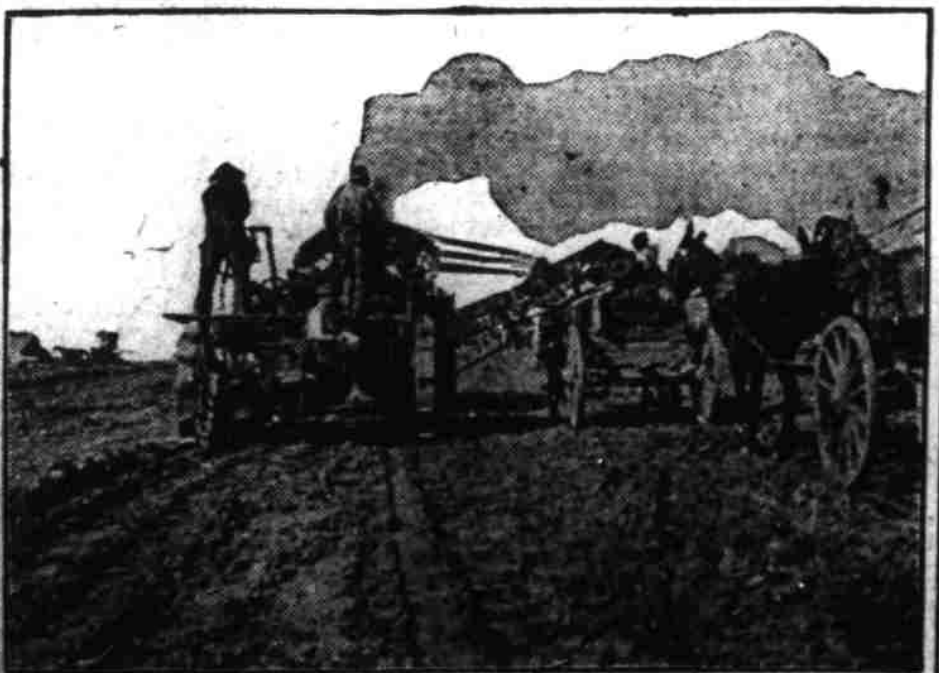
Laying First Course, Poplar Springs Road, Meridian, Mississippi.

on unimproved grades and without proper drainage, failure has necessarily resulted. There are on record in the department of agriculture instances showing where the so-called macadam roads have been built with bond money by simply dumping broken stone at the wrong time of year on muddy surfaces without grades or alignments and without rolling or binding. Investment of money in new roads does not become real economy until provision is made for keeping these new roads in condition by maintenance and repair after they are built.

Through a misunderstanding of the essential principles underlying the establishment of a proper country road system, conflicts of interest sometime arise which cause the failure of the bond-issue plan. The location of the roads to be improved should not be determined by argument, but upon sound engineering and economic principles. Before a community votes to issue bonds for highways it is necessary to study thoroughly what roads ought to be improved, and the approximate cost of their construction

many communities, it is now becoming common for counties to adopt this plan. In all engineering construction it is customary to allow a certain percentage of the cost for engineering and supervision. There is no reason why highway building should be made an exception to this rule. At least five per cent of the bond issue may well be set aside for engineering and supervision alone. Money spent to hire a competent engineer to make preliminary investigations before bonds are issued and to plan and supervise construction will be well spent. It is not uncommon to find counties that will repeatedly postpone the sale of bonds in order to obtain an increase of one per cent in a bid for \$100,000 or less and then proceed to construct the roads in a most haphazard and ill-planned manner.

The split log drag has contributed more toward the economic maintenance of public highways than any implement of modern usage. A drag can be built or purchased for \$20 and is easily operated by anyone who can drive a team.



Elevating Grader at Work.

**Lecture on Wesley Tonight.**

At Ozark Methodist church at 8:15 o'clock tonight the pastor, Rev. W. A. Jenkins, will deliver an illustrated lecture on the life and times of John Wesley, the great founder of Methodism. The lecture will be illustrated with excellent stereopticon views of scenes related to the life of Wesley. There will be no charge for admission and the public is cordially invited to attend.

**New Principal Elected.**

Prof. C. B. Garrett, for several years superintendent of the graded schools at Belhaven, N. C., has been elected principal and general manager of the South Fork Institute at Maiden. The next term begins September 4th and a large attendance is expected for the coming session. Rev. J. T. Newton, of Dallas, is a member of the board of trustees.

**Biliousness and Stomach Trouble.**

"Two years ago I suffered from frequent attacks of stomach trouble and biliousness," writes Miss Emma Verbryke, Lima, Ohio. "I could eat very little food that agreed with me and I became so dizzy and sick at my stomach at times that I had to take hold of something to keep from falling. Seeing Chamberlain's Tablets advertised I decided to try them. I improved rapidly." Obtainable everywhere.—Adv.

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**Watches**

Every man wants to own a real good watch some-time during his life-time. Usually it is put off from one year to the next.

But a good watch gives service for a life-time, so why not decide on it now and have the satisfaction of having the right time for the coming years.

- Hamilton
- Howard
- South Bend
- Elgin
- Waltham
- Watches

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**Broadway Theatre**

TODAY

Cleo Madison in  
"WHEN THE WOLF HOWLS"  
SATURDAY

The Second Series of "The Mishaps of Musty Suffer."

MONDAY

Big Railroad Picture  
"THE RAILROAD BANDITS"  
Featuring Marie Walcamp

TUESDAY

Mary Fuller in  
"THROWN TO THE LIONS"

Miss Fuller wears a half-dozen different gowns, the most costly ones that could be found in New York.

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