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TO RAISE FUNDS BY COUNTY BONDS

COUNTIES WHICH ARE PREPARED TO SPEND MONEY FOR ROAD BUILDING AND ROAD MAINTAINING SHOULD FIRST LEARN WHAT TYPES OF HIGHWAYS ARE BEST SUITED TO TRAFFIC AND CLIMATIC CONDITIONS.

Logan Waller Page, director of the office of the U. S. Department of Agriculture, has appeared before State Legislatures and county boards in various sections of the country during the past months in response to invitations to tell what methods are best for obtaining funds for road construction and how the roads should be maintained after they have once been secured.

At the present time there are two principal methods of raising funds for these purposes, but Director Page believes that before plans are set on foot for raising funds, much should be said regarding the manner in which such funds should be expended. If the voters of a county show a readiness to spend a generous sum in improving their roads, it is of paramount importance to them to first ascertain what class of roads should be constructed.

It should not be assumed that simply because a county owns quarries from which trap or limestone rock can be secured that the expensive macadam road must necessarily be built. The qualifications of any rock cannot be definitely decided upon until laboratory tests have been held. Much money has been almost thrown away in this country, however, on the construction of rock-surfaced roads, those having the construction in charge neglecting to call in the services of expert chemists, and using rock totally unsuited to their traffic or climatic conditions. In many cases, the results were disastrous, the roads quickly raveling and going to

every depression is quickly filled and all inequalities rolled or tamped.

Two requisites, therefore, confront the county supervisors at the outset—first to ascertain what roads would be most suitable to that particular section, and to provide for funds to expend in their maintenance after completion.

Those are vastly important and the nation's very small percentage of improved roads is due largely to a failure to give consideration to them. Millions of money have been wasted in building roads which local conditions made impracticable and out of all cost proportion to the county's revenue.

There are exceptions to all rules, however, and Pike county, Alabama, stands as a glittering exception to the usual construction blunder. There the county officials had planned to expend a large sum in the building of gravel roads.

W. L. Spoon, United States superintendent of road construction, being sent to make an inspection of the county's road possibilities, learned that 700 miles of important routes needed improvement. He figured that the cost of gravel roads would be \$3,000 a mile—plainly a sum greater than the county could be bonded for. Conditions, however, were ideal for sand-clay construction and he strongly urged its adoption. By a legal proviso the county could be bonded for only 3 1/2 per centum of the assessed value of the real and personal property. The plan was decided upon and an issue of \$143,000 was voted. One hundred thousand dollars worth of the bonds were quickly sold, being disposed of in \$50,000 allotments.

The first allotment brought a premium of \$623 and the second one of \$823. Forty thousand dollars was at once

those bonds sell at a premium, and everybody interested gains a benefit. In some Southern States good road bonds have brought a price so high that the premium has wiped out two or three years' interest on the principal. In Bradley county, Tenn., but a few years ago the supervisors voted a bond issue of \$90,000. Those bonds bore interest at the rate of five per cent. So enthusiastic were the citizens for road improvement, and so much confidence did they have in the locality in which they lived, that the premium was \$20,000; the cash sales placing in the county treasury \$110,000.

It has been ascertained by the office of public roads, the bureau of the federal census, and the land industrial divisions of twelve railroads, that the building of modern highways immediately enhances the value of the property through which they run to a marked extent. This increase is estimated by the most conservative at \$2 an acre, and by the more enthusiastic at \$9. All concede, however, that the increase is immediate and inevitable. Place the acreage of the rural portion of a county, therefore, at 200,000 acres and the increased valuation due to the construction of better highways at but \$4.50 an acre, and it will be seen that the property holders whose land is to be thus benefited would gain not less than \$900,000. So great an increase in the assessed valuation of a county would certainly seem to constitute a powerful argument in favor of a liberal first expenditure.

PUBLIC SCHOOL LIBRARY.

I wish to announce through the News that the Public School library will be open to the public during the Summer. Miss Carrie Eccles will be at the library every Friday afternoon from 4 to 5 o'clock for the purpose of giving out books.

During the year we added about forty-five volumes to the library.

LEAGUE CONFERENCE WILL CLOSE TO-DAY

The State Epworth League Conference of the M. E. church, South, opened on Tuesday night with a sermon by Dr. Frederick Pasco, based on the 10th verse of the 7th chapter of Ecclesiastes, and was optimistic and encouraging throughout. At the beginning of the service the choir sang "The Holy City" as an anthem, Miss Voorhis and Miss Watts taking the solo parts. At the close of the service the Sacrament of the Lord's Supper was administered by Rev. E. F. Ley.

On Wednesday morning at 9:30 o'clock Judge J. Lee McCarty, "did Mayor Wood proud" in an address of welcome in behalf of the City of DeLand. As one visitor expressed, "He said we were welcome, and we just know he meant every word he said." Mr. R. E. Goodman followed with a welcome in behalf of the Senior League of DeLand, which was brief, well-worded and to the point. Master Cullen Talton captured the Conference with a well-phrased and excellently delivered welcome from the Junior League. Rev. F. Pasco responded to these in behalf of the State, taking the place of State President McCullum, who was unable to be present, after which the Conference organized for business.

On Wednesday evening the local Leagues tendered an informal reception

to the Conference and its friends in the parlors of Putman Inn. The reception committee, with Mrs. S. B. Wilson at the head, met the visitors at the steps and passed them on to eager young Leaguers and townspeople, who kept them busy "having a good time." The DeLand band dispersed its best music and President Goodman and Mr. Fieldas, aided by a band of young people, served ice cream and cake. The entire evening was a most delightful one.

Thursday afternoon Prof. Suhme conducted the Conference, in a body, through the University buildings, pausing in the Chapel long enough for Miss Mabel Wilson to render delightful music on the organ.

Thursday evening Rev. F. S. Parker, D. D., of Nashville, delivered an able address on League work, and installed the new officers.

The sessions close at noon today (Friday). Probably a hundred visitors are in town for the occasion, and the sessions, including the sunrise prayer services, have been well attended, and the entire Conference has proved pleasant and beneficial.

The Conference for 1910 goes to First Church, Tampa.

CYPRESS CAMP WILL CELEBRATE

Cypress Camp, Woodmen of the World, will give a big celebration at Beresford on Monday, the 5th of July. The following business houses have agreed to close for the day, so that all their proprietors and clerks can attend:

Klicker Bros.,
M. Davis,
Oscar H. Davis,
V. M. Fountain.

PICTURE POST CARDS

The demand for post cards seems to be as brisk as ever. The following interesting tale of how they originated has recently been printed:

"Not many years ago a French dealer in stationery conceived the idea of printing on postal cards a picture of a famous regiment of soldiers. Little realizing the possibility of the industry he was thus flitting, his cards sold rapidly, and other men quick to see the selling

Wash Suits
For The Boy AT
For The Man

Fountain's

pieces because the cementing value was lacking.

A county which shows sufficient progress to bond itself in a liberal amount for the purpose of securing improved roads should keep its money intact until its officers have learned exactly what class of roads will best meet its requirements; what type of roads it is best qualified to construct and what it can best afford. Those facts can be secured through the aid of the notional government, the office of public roads standing ready to give gratuitous advice and to supply skilled highway engineers who are qualified to tell what type of highway would best meet that county's requirements and to demonstrate those decisions by supervising the building of stretches of model highways, after which local officials may take pattern.

Wide-awake State and county officials are now showing the liveliest appreciation of the results which follow a visit by these skillful men, and the demands for their services are so heavy that it is impossible for Director Page to meet more than 20 per cent of the requests being filed in his office.

When county officers learn to appreciate the fact that road building is an art, they will rely more upon expert advice and scientific demonstration, and when they have learned what class of roads is desirable, they will construct them and then guard them.

Therein lies one of the most important of all American highway questions. Americans build as good roads as Englishmen or Frenchmen, but having done so, they rest content with their efforts and let each passing breath of air, speeding automobile, or drenching rain blow or wash the road surface away.

In the countries of Europe, where the well-nigh perfect roads are the pride of the citizens and the envy and admiration of visiting Americans, most jealous care is constantly given; a careful day-by-day inspection is made and

spent for mules and road-building machinery and work was started.

With the sum remaining, 118 miles of the finest sand-clay roads in the South had been built within two years from the date of issue; a generous sum was still on hand; eight gangs were at work and the people were so pleased that they stood ready to take up the remaining issue of \$43,000 and expend it in the same way.

It is the belief of the director of the office of public roads that such facts should be impressed upon the people of all counties desirous of extending and improving their highways before actual work is under way. When that has been done, he is warmly in favor of the raising of funds by issuing county bonds with the restrictions which the Virginia Highway imposes, viz: that all moneys so raised shall be spent under the watchful supervision of a state highway commissioner, because otherwise the money may be wasted.

Many farmers fear a bond issue as they do the visit of the chinch bug or the Kansas grasshopper, but the benefits they derive from that method of raising money for road improvement are far-reaching and immediate, while the individual tax on each is so small that it is scarcely noticeable. In reality borrowing money through the sale of road bonds is like buying a house, a farm, or a business on the installment plan. The purchaser receives the object at once and derives the benefits from it while paying for it. As the benefits derived from perfected highways cover long periods of time, fairness and equity demand that the rising generation should bear a portion of the cost and that the increased citizenship, always attracted to the locality by a system of good roads, should also aid in paying for the added benefits.

Besides that, there is a financial wisdom in floating county bonds for road improvement. In many cases

Chaplain Stewart contributed ten volumes and a number of magazines. Miss Esther Snow also gave a few volumes. Such contributions are always acceptable.

During the summer or early autumn the money made at our entertainment will be spent for books and other things the school needs. We will have a list of the books, etc. purchased so the public may know just how this money is used.

Very truly,
THEO. D. CULP.

"Oh, dear!" sighed her husband's wife. "I can't find a pin anywhere. I wonder where all the pins go to, anyway."

"That's a difficult question to answer," replied his wife's husband, "because they are always pointed in one direction and headed another."

Tenant (angrily)—I'm going to move the first of the month. That house of yours isn't fit for a hog to live in.

Landlord (calmly)—Ah, I see. That is why you are going to move.

"It cured me," or "it saved the life of my child," are the expressions you hear every day about Chamberlain's Colic, Cholera and Diarrhoea Remedy. This is true the world over where this valuable remedy has been introduced. No other medicine in use for diarrhoea or bowel complaints has received such general approval. The secret of the success of Chamberlain's Colic, Cholera and Diarrhoea Remedy is that it cures. Sold by all dealers.

Chamberlain's Cough Remedy is sold on a guarantee that if you are not satisfied after using two-thirds of a bottle according to directions, your money will be refunded. It is up to you to try. Sold by all dealers.

Patronize the people who patronize the papers.

W. C. Watts,
J. Frank Aldis,
W. H. Halsey,
W. D. Haynes,
G. L. Hord,
Aug. Pfeuger,
Wm. F. Hall,
A. H. Woodall,
Blane Bros.,
J. F. Allen Furniture Company,
John Fowler,
G. A. Dreka & Co.,
Marsh Bros.,
R. D. McDonald,
F. G. Brill,
Post Office,
Leonardy Bros.,
Reeve & Howard,
C. T. Kruse,
News Publishing Co.,
F. M. Nash,
M. L. Bigelow,
Watts & Miller Co.,
Fudge & Haynes,
G. W. Fisher,
W. A. Allen,
B. J. Eccles & Co.

The Woodman have arranged for special trains leaving DeLand at 8:00 in the morning and 10:00 at night, and a special rate for the day, good on regular or special trains, of 25 cents for the round trip.

There will be music by Bushnell's Orchestra and dancing in the evening. Rowboats and launches will be for hire. Photographs of the crowd will be taken. Refreshments will be sold in the pavilion.

The public is cordially invited to attend and to bring all their friends, relatives and relatives, friends.

A claim against the government for \$181,000 was settled in Washington the other day. When the lawyers and the costs had been paid the claimants got \$10,000. And that is about the way such things run.

possibilities of the feature, took up the matter. Germany especially went in for souvenir cards heavily and soon found a ready market in all parts of the world.

Even to-day immense quantities of German cards are sold in this country. It is scarcely ten years since the idea was taken up in earnest, and since then the craze (for such it may be termed) has spread everywhere. It is said that in one day during the height of the season at Coney Island last summer over 200,000 cards were mailed.

In about every city, town or village, local views may be had, and many printers have found much profit in producing them.—Selected.

SHE WAS NOT PLAYING

In a Western Kansas town, relates Paul Lovewell, according to the Trenton Times, at a party of adults it was proposed that the entertainment consist of the games that prevailed in the good old days of childhood—"Postoffice," "Tin-Tin," "London Bridge," and so on. Finally a prize was offered for the person who could make the "ugliest face." The judges witnessed the contortion of the faces for a while and then awarded the prize to an old maid. "You win," they said, handing her a box of bonbons.

"I will thank you to know," she replied, "I was not playing."

Busted Bill—I lost everything in the terrific storm last week!

Innocent Bystander—Too bad!
Busted Bill—Yes, I was dreaming I was a millionaire when de thunder woke me!

Swift—Jones and his wife seem to be very fond of musical comedy.

Smith—Yes, indeed, his wife goes to see what the women in the audience have on and Jones goes to see what the girls on the stage have on.