

Mt. Pulaski Times-News

MT. PULASKI, ILLINOIS

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Thursday, August 25, 1932

THE COST OF GOOD ROADS

The biggest item in the tax budget of most rural towns is the cost of building and maintaining unimproved roads. Practically all of the hard-surfaced roads constituting our main motor highways are paid for by the states or counties with the towns contributing only a small percentage. But there is something worth thinking about in the report recently published by the New York State College of Agriculture, in the discovery that was made that 76 cents out of every dollar in town taxes goes to the maintenance of ordinary roads.

In the state of New York, and this is more or less true everywhere, the typical town contains 23,800 acres, or about 37 square miles. It has an average population of 1,500 with taxable property assessed at \$2,240,000, and its annual tax collection is about \$16,000.

This was the average of seventy-one towns which were studied by the Agricultural College, and each of these towns had a net worth of about 65 miles of dirt highways in addition to the hard-surfaced roads supplied by the state and county.

Five cents of the town tax dweller dollars in these towns are spent for poor relief, to which the county also contributes. Three cents of each dollar pays for the assessment and collection of taxes. Two cents more go for the administration of town affairs, and two cents more for elections. Public health expenses tax seven and a half cents out of each tax dollar, and various other normal town expenses run the total up to 24 cents on the dollar of taxes. The remaining 76 cents out of each dollar collected goes for the upkeep of dirt roads. This is spent for local labor, for operating road machinery, grading and filling mud holes and the other necessary work to keep the roads passable.

There can be no question of the value of good roads to the farmer as well as the inhabitants of villages. But we sometimes wonder whether all of the cost of trying to keep ordinary dirt roads in such condition that automobiles can travel over them safely at a high rate of speed is a fair charge upon the taxpayers. On the other hand most folks have autos and are the first ones to decry poor roads and as long as these people pay most of the taxes we will have to either do one or the other—have good roads and autos or poor roads and a sour disposition.

THE FIVE DAY WEEK

The five day week in industry has been tried for a number of months in a number of important establishments of different kinds and sizes, and the general verdict is that it works to the advantage of everybody concerned. We think it is something which was bound to come sooner or later. The period of depression from which we are now emerging has merely hastened it.

In almost every kind of business in these days the Saturday half holiday is generally observed. It is not generally the case, however, that a full half day's work is done on Saturday morning. Some of the large organizations, like life insurance companies which have had a five day week for their clerical staffs for a long time, say that just as much work is done in five days as used to be done in five days and a half. Also, that their employees get such a definite physical and spiritual benefit from having their time to themselves from five o'clock Friday until nine o'clock Monday morning, that it has proved an actual economy to cut down the working week without reducing salaries.

We have too much of a tendency in this country to make a virtue out of work for its own sake. A sounder philosophy of life is that work is a necessary evil, and it should be regarded as merely a means to the end of achieving more leisure in which to enjoy the really valuable things of life. If the world's work could be done in three days out of the week, we think that this

would be a much happier world in which to live. Or would it?

THE WAY OF LIFE

By Bruce Barton

DAYS OF DOUBT

Another young man had grown up near Jesus' home in Nazareth and was beginning to be heard from in the larger world. His name was John. How much the two boys may have seen of each other we do not know; but certainly the younger, Jesus, looked up to and admired his handsome fearless cousin.

We can imagine with what eager interest he must have received the reports of John's impressive success at the capital. He was the sensation of that season. The fashionable folk of the city were flocking out to the river to hear his denunciations; some of them even accepted his demand for repentance and were duly baptized.

John's fame grew; his uncompromising speeches were quoted far and wide. The business men of Nazareth who had been up to Jerusalem brought back stories and quotations. There was considerable headwagging as there always is; these folks had known of John as a boy; they could hardly believe that he was as much the man of the world as he seemed to be.

But there was one who had no doubts. A day came when he was missing from the carpenter shop; sensational news spread through the streets that he had gone up to Jerusalem, to John, to be baptized.

John's reception of Jesus was flattering. During the ceremony of baptism and for the rest of that day Jesus was in a state of splendid exultation. No shadow of doubt darkened his enthusiasm. He was going to do the big things which John had done; he felt the power stirring in him and was all eager to begin.

Then the day closed and night descended, and with it came the doubts. The narrative describes them as a threefold temptation, and introduces Satan to add to the dramatic quality of the event. In our simple story we need not spend much time with the description of Satan.

We do not know whether Satan is to be regarded as a personality or as an impersonalization of an inner experience. The temptation is more real without him, more akin to our own trials and doubts. With him or without him, however, the meaning of the experience is clear. This is its meaning; the day of supreme assurance had passed; the days of fearful misgivings had come.

What man of outstanding genius has ever been allowed to escape these trials and doubts? For how many days and weeks do you think the soul of Lincoln must have been tortured? Inside himself he felt his power; but where and when would opportunity come? Must he forever ride the country circuit, and sit in a dingy office settling a community's petty disputes?

Had he perhaps mistaken the inner message? Was he, after all, only a common fellow—a fair country lawyer and a good teller of jokes? Those who rode with Lincoln on the circuit testify to his terrifying moods of silence. What solemn thoughts besieged him in those silences? What fear of failure? What futile rebellion at the narrow limits of his life?

Next Week: A Man Comes Out

With Congress adjourned the army of unemployed has again been increased.

They used to call it building political fences—now it's political roads.

The only difference we can see between one day and another is that we are a day older.

The gravel road to Lake Fork is a bit of sunshine that will shine all winter and will make this particular season less to be dreaded. In other words, they won't have to "hole in" for the winter.

Even the depression hasn't been able to change some things. A fashion note says that pockets in pants will remain the same size. Well, it's not a bad idea to be ready when old man prosperity does bump into you.

SUNDAY SCHOOL LESSON

by Charles E. Dunn

By Rev. Charles E. Dunn.
Gifts for Building and Tabernacle Lesson for August 28th.—Exodus 35:21-29

In the passage chosen for our lesson we read of a hearty, liberal response on the part of the Hebrews to the needs of their tent of meeting. "The children of Israel brought a willing offering unto the Lord," jewelry, precious metals and stones, clothing, skins, wood, spice and oil in abundance.

Such giving is a test of character. If you crave a sound understanding of the motives governing your neighbor's conduct, do not be greatly concerned over the amount he spends upon the necessities of life, but rather ask him how much of the remainder he gives to benevolent causes.

It is astonishing how vast are the sums expended in America for luxuries. We spend annually, as a people, \$540,000,000 on soft drinks, more than \$750,000,000 for candy, and a billion dollars for various types of amusement. Our yearly tobacco bill, in the neighborhood of two billions, is larger than the annual cost of our religious and educational institutions combined!

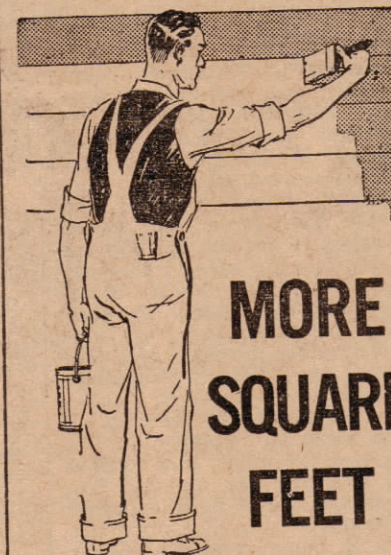
Now while we recognize that civilization must have its amenities, there is surely need, in the expenditure of our wealth, of a greater degree of sobriety and moderation. God is calling us, as stewards of His bounty, to live a simple life, and to return to Him, in the spirit of the Golden Text, a much larger proportion of the generous wealth He has bestowed upon us.

Personally I am a strong believer in the Old Testament practice of tithing. I watch my expense carefully thru a budget plan, and aim to give to my Church and various philanthropic causes at least a tenth of my income. To do this demands a systematic method with a "check-up." A tither does not give in a haphazard manner.

As Dr. Charles R. Brown has pointed out, the rich young ruler who came to Jesus was familiar with the phrases, "Sell and get," "Sell and board," "Sell and spend," but the Master's command, "Sell and give," was to him a new and uncomfortable idea. In these present days of widespread and tragic want, "Sell and give" is a slogan that might well be proclaimed from the housetops.

WOMEN FLYERS IN AIR FOR 196 HOURS

Appearing trim and fresh as when they took the air in New York state, even to manicured finger nails, two 24-year-old housewives brought down their "Flying Boudoir" late Monday, with a new women's refueling flight endurance record of 196 hours, five minutes and four-fifths seconds.



OF PAINT IN EVERY CAN

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You, too, can save. Let us show you how!

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CHICAGO

MT. PULASKI THEATRE

FRIDAY AND SATURDAY,

AUGUST 26TH AND 27TH

"The Roadhouse Murder."

A wayside inn abandoned by all but the grizzled care-taker and his black cat, provides a background for RKO-Radio Pictures' mystery thriller, "The Roadhouse Murder."

The story concerns a cub reporter and his girl friend who seek refuge at the inn when their car breaks down in a storm late at night. What for the moment appears a more romantic escapade, suddenly takes a sinister turn when they stumble across a double murder and come face to face with the killers.

Eric Linden and Dorothy Jordan, two of Hollywood's most popular young players, are featured. They are supported by Roscoe Ates, stammering comedian.

After discovering the murder, the boy conceives the daringly fantastic idea of putting the police on his own trail. His gamble for fame, with death in the electric chair the price of failure, carries through thrilling situations which build suspense to the last reel.

Also good Comedy on program—Admission, 25c and 10c.

The southernmost city on the mainland of the United States is Brownsville, Tex.

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Subject to November Election

JOHN R. PARKER



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SUPERTWIST CORD TIRES

Cash Prices

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EACH
in Pairs
Single Price \$3.59
Per Set \$13.96
Tube 91c

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EACH
in Pairs
Single Price \$3.89
Per Set \$15.16
Tube 91c

4-50-21
\$3.83
EACH
in Pairs
Single Price \$3.95
Per Set \$15.32
Tube 91c

4-75-19
\$4.50
EACH
in Pairs
Single Price \$4.63
Per Set \$18.00
Tube 94c

4-75-20
\$4.57
EACH
in Pairs
Single Price \$4.70
Per Set \$18.28
Tube 91c

5-00-19
\$4.72
EACH
in Pairs
Single Price \$4.85
Per Set \$18.88
Tube \$1.00

5-00-20
\$4.80
EACH
in Pairs
Single Price \$4.95
Per Set \$19.20
Tube \$1.14

5-00-21
\$4.98
EACH
in Pairs
Single Price \$5.15
Per Set \$19.92
Tube \$1.16

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- 1 Lifetime Guaranteed.
- 2 Goodyear name and house flag on sidewall.
- 3 Full oversize.
- 4 Built with Supertwist cord, Goodyear patent.
- 5 Husky, heavy tread.
- 6 Deep-cut traction.
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EACH
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\$6.16
EACH
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\$6.45
EACH
in Pairs
Single Price \$6.65
Tube \$1.17

5-00-20
\$6.55
EACH
in Pairs
Single Price \$6.75
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5-25-18
\$7.30
EACH
in Pairs
Single Price \$7.53
Tube \$1.35

6 or 8 'Plies'?
Of the 6 or 8 layers of Supertwist Cord in this Goodyear, two do not run from head to head—they are really cord breaker strips and that's what we call them although some tire makers call them extra plies.

Fred Holmes, Dealer

South Side Square

Mt. Pulaski