

proposed site, in reaching Lincoln. A new road, indicated by the heavy ~~lines~~ has recently been contracted for to lead from Purcellville to Philomont. The seven (7) Philomont children and the two (2) Silcott Springs children would naturally follow the good road in the future through Purcellville and past the point D in reaching Lincoln. The Bluemont~~x~~ pupil comes to Purcellville by train and past point D ~~xxxxxxxxxxxx~~ to Lincoln and the one near Round Hill drives through Purcellville daily. This is a total of ~~21~~ ninety-six (96) who reach E only after passing D.

On the other hand three (3) from North Fork and twenty-one (21) from Lincoln neighborhoods, only these, a total of twenty-four (24) would pass E in reaching D.

Between D. and E are located six (6) pupils who might go in either direction with about equal facility.

Here we have ninety-six (96) collected at D and twenty-four (24) collected at E and our problem becomes one like this. Which is cheaper and fairer, for ninety-six (96) pupils to travel 1.2 miles twice daily for 180 days annually for 50 years or for 24 pupils to make the trip. The saving in milage is 31,104 annually if the schools is located at D. At $3\frac{1}{2}$ cents per mile~~x~~ which is about as cheap as this transportation is likely to be this amounts to \$1088 in a year.

From the standpoint of the present administrative policy which has been in practice for 10 or more years of hauling children at public expense from Hamilton and Purcellville, the outcome is similar.

A motor vehicle now hauls children from Hamilton to Lincoln going past point D on our map. This vehicle re-