

turns to Hamilton empty each morning and leaves empty each afternoon. The same trip now made could leave the Hamilton children at D and bring the Lincoln children to D each morning and deliver these to Lincoln and Hamilton in the afternoon and presumably this would cost the same as now.

Likewise a motor vehicle now hauls children from Purcellville to Lincoln. The vehicle is a 2 ton truck driven by a school boy. My own observation indicated a lack of capacity due to the number of children. The normal expectation is more children in the future from Purcellville because the average daily attendance in that elementary school was 60 in grades 4, 5, 6, and 7 four years ago but was 73 in 1925-26. This indicates an increase of 22% in the high school attendance from the Purcellville neighborhood 4 years hence. It would result in 2 trips with the vehicle instead of one as at present. To do this the vehicle would travel 3 times as far as at present and cost at least 2 times as much, or say \$1,000.

On the map the denominations of the blue fractions indicate elementary school enrollment as taken from the term reports from teachers to the division superintendent at the end of the 1925-26 session. Our purpose now is to see how many of these would find D more accessible, roads considered, and how many would find E more accessible.

We must add Philomont 52, Silcott Springs 49, Hamilton 103, Purcellville 198, and Hillsboro 43, taking only half at Hillsboro because it has two years of high school work. This total of 445 are more accessible to D. The 44 at North Fork and 84 at Lincoln a total of 128 are more accessible to