

## GOOD ROADS AND PREPAREDNESS

State and Government Aid Advocated For Highways.

### THE NATION'S ARTERIES.

A. G. Batchelder Says That the Country Must Have a Maximum Opportunity For the Maximum Transport of Men and Munitions by Means of the Motorcar and Roads.

Roads of America may mean the very existence of the nation, according to A. G. Batchelder, chairman of the executive board of the American Automobile association. Roads that go somewhere, arteries of communication that bind the nations together, roads serving to the fullest extent commercial and social and possibly military needs—these are the highways now demanded and obtainable by that logical federal co-operation with the several states which has been accentuated by the facts set concisely forth in the stupendous European conflict, according to Mr. Batchelder. The chairman points to the fact that in exactly the same manner as it became necessary that the states should help their county units in the construction of comprehensive road systems it is now essential that the national government shall lend aid to its state parts in the early realization of a road plan that will in the greatest degree weld to gether coast and coast and lakes and gulf.

Mr. Batchelder says that the country must have a maximum opportunity for the maximum transport of men and munitions, and the motorcar and the roads are the means for its accomplishment. Thirty thousand miles of road would gridiron the entire United States with interconnecting and interlocking highways and would embrace every state in the Union, giving each one a big main artery for highway travel, according to Batchelder, who believes that four direct east and west roads from the Atlantic to the Pacific, with one "Y" from the great lakes to the Pacific coast along the northern border, five north and south roads—border to border—and three prominent diagonals for important interconnections would be included in this total mileage. At \$10,000 per mile Mr. Batchelder estimates that this would mean a road requirement of \$300,000,000. This \$10,000 per mile is based on an average of extremes from low cost because of topography and nearby material to high cost per mile because of contra-conditions, and the figures also include bridges and culverts. At the present population and the normal increase during the period of ten years this would mean an equated payment of 31 cents per inhabitant per year. Mr. Batchelder points to the fact that a state which does not provide interstate road connection with adjoining states is plainly at a disadvantage and says that a road brings commensurate value for the expenditure and is available to those living in the territory traversed, as well as those who come from a distance. He believes that the commonwealth should build arteries of communication and meet the wants of the largest number of people just as it is done by the railroads.

#### Congress and Road Building.

At a meeting of its executive board the American Automobile association went on record as favoring federal aid in a good roads measure which has been drafted by the executive committee of the American Association of State Highway Officials. Briefly, the bill provides for national and state

## GRAHAME-WHITE RESENTS CHARGE BROUGHT BY WIFE



Mr. and Mrs. Claude Grahame-White.

Claude Grahame-White, the noted English aviator, has announced that he will fight the divorce action which has been brought by his wife in London. Mrs. Grahame-White was formerly Miss Dorothy Caldwell Taylor, daughter of Mr. and Mrs. Bertrand Leroy Taylor of New York. The couple were married in June, 1912.

operation on whatever roads may be mutually decided upon, with the state matching every federal dollar it receives on the basis of its area, population and road mileage in proportion to the total for the whole country. It seems to be generally recognized that any bill which the congress of the United States will pass is likely to include a requisite that a state shall first establish a highway department in order to have a centralized direction in construction and maintenance of roads. Just six of the forty-eight states have yet to establish highway departments. Georgia, South Carolina, Mississippi, Nebraska, Indiana and Texas are the six states which have yet to recognize the need of a state highway department.

#### Cost of Hauling Contrasted.

In 1908 France expended \$600,000,000 on her roads, the best in Europe, about \$15.38 per capita. It costs 7 cents a ton per mile to haul tonnage upon her public roads, an average of 25 cents per ton per mile in the United States, 18 cents per ton per mile more than in France. Over 2,000,000,000 tons in this country are hauled seven miles average upon the road. Thus average haul upon the public road before it reaches rail or water transportation costs \$1.26 per ton more for seven miles than it would cost in France, a loss we pay in haulage of freights for the privilege of having bad roads of \$2,520,000,000 a year. The French average, \$15.38 per capita, on our 100,000,000 of population would be \$1,538,000,000.

#### ANNOUNCEMENT

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## Scientific Farming

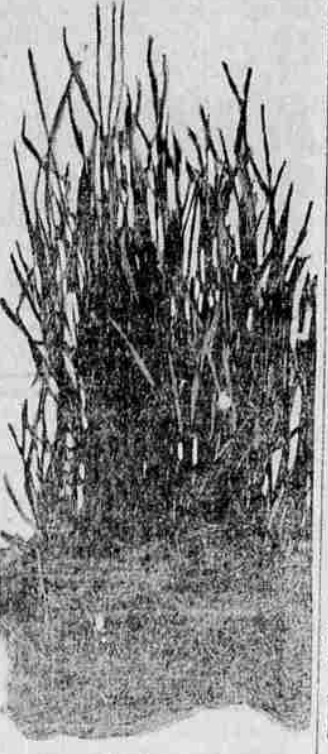
### ERADICATING QUACK GRASS.

Methods Are Based on Knowledge of Its Habits and Growth.

The experiment station of the University of Minnesota has conducted a series of experiments for the eradication of quack grass, which is a serious pest throughout the northwest. In some instances farms have had to be abandoned to it. Following is a summary of the results of the experiments:

Methods for successfully preventing the spread of quack grass and for eradicating it are based on knowledge of its habits of growth.

Quack grass seed will grow even if the plant is cut before the seed is mature. In order to prevent quack



QUACK GRASS.

grass from developing seeds to the point where they will germinate, crops in which it is growing should be cut not later than the last week in June.

Young quack grass plants, attached before they have formed underground stems, are as easily killed as plants of wheat or other grains of the same age.

Manure containing quack grass seed may be applied on plowed ground before preparing the soil for a cultivated crop. The seed will grow the same season, and the young plants will be killed in the preparation of the seed bed and the cultivation of the crop.

Digging by hand and removing from the field all portions of the plant, smothering with tar paper and spraying with a solution of sodium arsenite are best for the complete eradication of quack grass on small spots.

All methods of eradication on large fields are based on thorough tillage.

The implements found on any well equipped farm are all that are needed to eradicate quack grass.

The most effective bare fallow method of eradication was plowing in July three or four inches deep, reploting not later than Aug. 15 five or six inches deep and again in November six or seven inches deep. The disk was used as needed between plowings to keep the quack grass from showing green above ground. The cost of the additional labor necessary for complete eradication under this system was \$9.00 per acre. No crop was secured from the land that season.

Complete eradication of quack grass while following a system of crop rotation was found practical when more than the ordinary amount of tillage was given.

Tillage given now and then when nothing else needs immediate attention is largely lost effort in the eradication of quack grass. To be effective there must be a well planned and carefully carried out campaign with which other work is not allowed to interfere. Tillage operations should injure the quack grass as much as possible and should be repeated often enough to make effective the work that has preceded.

Eradication of quack grass on land that has been plowed each year is more difficult than on land that has been undisturbed for a number of years.

In carrying out the different rotations a regular plan of "cleaning" to eradicate the quack grass was followed on each field with uniformly successful results. The plan was varied on three of the fields to secure additional data.

A four year rotation on four fields each one in turn having in successive years grain, hay, corn, and corn, gives exceptional opportunity for the eradication of quack grass. This rotation can be followed to advantage, especially on fields where quack grass is very vigorous or when weather conditions make the eradication unusually difficult.

#### Storing Squashes.

Squashes should be stored in a dry place at a temperature of about 50 degrees. Do not lay more than one deep on shelves.

## IS CANDIDATE FOR HIGH COURT PLACE



Judge Henry D. Clayton.

Judge Henry D. Clayton of Alabama, congressman from that state for eighteen years, is the selection of many political wisecracks as the man who will be chosen by President Wilson to fill the vacancy on the supreme court bench caused by the death of Justice Lamar.

### DRINK HOT TEA FOR A BAD COLD

Get a small package of Hamburg Breast Tea, or as the German folks call it, "Hamburger Brust Thee," at any pharmacy. Take a tablespoonful of the tea, put a cup of boiling water upon it, pour through a sieve and drink a teaspoon full at any time during the day or before retiring. It is the most effective way to break a cold and cure grip, as it opens the pores of the skin, relieving congestion. Also loosens the bowels, thus driving a cold from the system.

Try it the next time you suffer from a cold or the grip. It is inexpensive and entirely vegetable, therefore safe and harmless.

### RUB BACKACHE AND LUMBAGO RIGHT OUT

Rub Pain and Stiffness away with a small bottle of old honest St. Jacobs Oil

When your back is sore and lame or lumbago, sciatica or rheumatism has you stiffened up, don't suffer! Get a 25 cent bottle of old, honest "St. Jacobs Oil" at any drug store, pour a little in your hand and rub it right into the pain or ache, and by the time you count fifty, the soreness and lameness is gone.

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### GENERAL DISAGREES WITH SECRETARY OF WAR

WASHINGTON, Jan. 19.—Demanding a regular army of 210,000 men, General Wood told the senate military committee that the Garrison continental army plan was a

makeshift. It would be entirely ineffective, and its adoption would lead to national humiliation.

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