

EVENING ROSEBURG REVIEW

DECEMBER 24, 1908.

CARE OF EARTH ROADS.

How Clay Roadbed's Treatment Differs From One Composed of Sand.

On clay roads a thin layer of sand, gravel or ashes will prevent the sticking of clay to the roller or to the wheels of vehicles. Clay soils, as a rule, absorb water quite freely and soften when saturated, but water does not pass through them readily. When used alone clay is the least desirable of all road materials, but roads composed of clay may be created with sand or small gravel from which a comparatively hard and compact mass is formed, which is nearly impervious to water. Material of this character found in the natural state commonly known as "hardpan" makes when properly applied a very solid and durable road. In soils composed of a mixture of sand, gravel and clay all that is necessary to make a good road is to crown the surface and keep the ruts and holes filled and the ditches open and free.

While clay alone never makes a good road except in dry weather, sand



TYPICAL CLAY ROAD BEFORE IMPROVEMENT.

alone never makes a good road except in wet. The more the drainage of a sand road is improved the more deplorable becomes its condition. Nothing will ruin one quicker than to dig a ditch on each side and drain all the water away. The best way, therefore, to make such a road firm is to keep it constantly damp. This can be done by planting shade trees along its sides to prevent the evaporation of water or by growing upon the surface of such sand roads a thick turf, preferably Bermuda grass. Roads running through loose sand may be improved by mixing clay with the sand and slightly crowning the surface.

For the temporary improvement of earth or sand roads any strong fibrous substance, especially if it holds moisture, such as refuse of sugar cane or sorghum and even coconon straw, flax, swamp grass or pine needles, will be useful. Spent tan bark is sometimes beneficial, and wood fiber in any form is excellent. Enough sand or earth should be thrown over such roads to keep them damp and protect them from catching fire.

Earth is composed of small, irregular fragments which touch each other at points, leaving voids between. When the earth is broken up and pulverized these voids are almost equal in volume to the solid particles, and as a result the earth will absorb almost an equal volume of water. In the building or maintaining of earth roads it is therefore very desirable that these small, irregular particles be pressed and packed into as small a space as possible in order that surplus water may not pass in and destroy the stability of the road. To this end rolling is very beneficial. The work of maintaining dirt roads will be much increased by lack of care in properly rolling the surface.

A FEW SUGGESTIONS FOR XMAS.

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Grading a Roadbed.

It is simply extraordinary the lack of judgment shown by many who undertake to shape a roadbed. The road allowance in various states covers sixty-six feet. In rounding up the roadbed the earth is sometimes moved toward the center from nearly the entire distance of the width of the road. This means that the ditches for carrying away the water are not distant from the fences that hedge in the highway. The roadbed is entirely too wide, says the American Agriculturist. It cannot be sufficiently rounded toward the center, and as a result water does not run off with sufficient quickness. The temptation to spoil roads by grading them thus is all the stronger since road graders have come into use. This result follows from the comparative quickness with which the earth can be moved by these machines. A distance of forty-two to forty-five feet between the outer edges of the ditches furnishes a roadbed sufficiently wide.

Effect of Good and Bad Roads.

In issuing a call for a state good roads meeting that was held at Louisville on Sept. 17 Governor Augustus E. Willson of Kentucky said:

"There is nothing which hurts the people more or costs the people more or keeps them back more than bad roads. They make it hard to leave home, hard to get back, hard to haul, hard to visit, hard to get to heaven sometimes. There is nothing that a man can think of that will do more to help the people than good roads, which make it easy to travel, easy to bring goods home, easy to haul your produce and manufactures to market, easy to go to school and church and easy to avoid many bitter thoughts that bad roads cause."

Iceland Out For Fine Roads.

Highway improvement is becoming a live issue in Iceland. It is claimed that with good roads more than 40,000 acres of land could be made profitable for agricultural purposes and that such roads would lead to the development of the rich veins of gold which are known to exist near Reykjavik, the chief seaport.

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FOR SALE—An old established business. Inquire or address Box 421, Roseburg, Ore. dtf

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LOST—An Elk's tooth watch charm, inscribed "J. H. Booth." Finder please return to this office or to J. H. Booth, and receive reward. dtf

FOUND—Gentleman's glove. Owner can have same by calling at this office and describing the glove. dtf

LOST—A hand bag containing a "Douglas County Bank" purse, also money, note and Lodge papers. Finder please return to Review office and receive reward. dtf

FOUND—At H. Marks Co's. Retiring from Business Sale, pocket book containing money and other valuables. Owner can have same by calling at our store. H. Marks Co. dtf

WANTED—To rent or buy, small farm suitable for diversified farming, with some improvements; may consider unimproved place if price is right. Give full particulars. Address C. B., care Review.daw

LOST—On Mill St., near Flook Co.'s mill, night of Dec. 18, lady's long black fur. Finder please leave at this office. dtf

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