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MORE ABOUT ROADS.

Proper Drainage of Dirt Roads of Great Importance.

STRAW WILL MAKE A FINE ROAD.

By dirt roads is meant those roads which are formed of the natural soil found in the line of the roadway. They are so common as to be almost our only road outside of town and city limits, and will for many years be used largely in country districts, and especially on the lines of crossroads which connect the main highways. Dirt roads at their best are greatly inferior to macadam and telford roads in every essential of a good highway-durability, cost of maintenance, drainage, tractive quali-ties and in many localities in point of sconomy also. But the dirt road is here, YARD.

It is not easy to get the farming community to consider this question of important thing necessary for the maintenance of a dirt road may be stated in a single word—drainage. It is the one thing that can neither be dispensed with nor neglected. Most dirt is soluble and is easily displaced under the softening influence of rain, and this process is bastened in the dirt road by the passing. and the public hand must be directed to

to keep on hand a fine quality of Brick, which will be sold at reasonable prices.

In providing for the matter of the matter of the providing for the matter of the providing for the matter of the providing for the matter of the composed. If a heavy, viscous clay predominates the ordinary side ditches should be of good depth, and will even them in many cases be inadequate for the matter of the matter of the composition of the composition of providing for the matter of the composition of the composition of providing for the matter of the matter of the composition of the composition of providing for the matter of the composition of providing for the matter of the matter of the composition of the composition of providing for the matter of the composition of the composition of providing for the matter of the composition of the composition of providing for the matter of the composition of the composition of providing for the matter of the composition o of a center drain running midway be-tween and parallel with the side ditches. farm are the truths to be brought home cines at the bottom, and should be con- themselves. the center drain at proper intervals cost of neighborhood roads only. This, along the length of the roadway, however, is a matter of detail and after

terial is of a loose sandy nature the difficulties of drainage are more easily overcome, and side ditches, if found necessary at all, may be made of moderate depth and left open without incurring the risks and dangers of travel that prevail where the deeper open ditches are on the bottom of the basin. I have also used for draining heavier soils. But on the other hand, the light and shifting nature of sandy road material destroys its value as a surface layer for an earth thoroughly drained ground the warm roadway, and its efficiency in this respect is most easily remedied by the addition of a stronger and more tenacious a short time in getting through and letsubstance, such as stiff clay.

When mixed with sand in proper proportions (which in each case depends apon the nature of the clay and sand sand which can be the date with the first line the air in the tile has a tendency to keep the earth over the tile from freezing as solid as elsewhere.—T. S. McClaunahan. proportions (which in each case depends upon the nature of the clay and sand used, and which can best be determined by experiment), this composition affords many advantages which make it superior to a roadway composed of either sand or clay when used alone. The sand serves to quicken the drainage and the road surface, counteracting the shifting qualities of the sand and making the roadway more easily packed and roadway mor

proper grade and slope. Every day it is becoming more firmly ployed in the roadmaker's art, and indeed without it neither can the founds. tion nor subsoil of the roadway be made uniformly hard and reliable, nor the surface layer be given that uniform compactness and solidity which give expetual economy in the cost of maintenance and repairs. In using the roller in actual work the depressions and soft spots are carefully filled and brought to the line of the required grade, while the successive passing of the heavy roller over the filling gives to the entire road that form and consistency which are so essential to every good highway .- I. B. Potter in Century.

HIGHWAY ENGINEERING

Good Roads Require Technical Skill in general in this country of plowing and Their Construction.

Good roads require something me than the labor of farmers measured out dress by W. B. Naptor. in the spring payment of a petty poll tax. In fact, farmers might devote half their time to "working on the road" and of construction must be scientific.

profession of highway engineering. It may constitute a branch of civil engineering, but it will extend into a field time to enter. Schools and colleges health and happier homes; they make the should make provision for this new pro- country available at all times in the clude first the importance of good roads. fanity and making life worth living .-The student must know that their uses Chicago Inter Ocean. are commercial, social, political and military, and to what extent each of these elements of our national existence and prosperity depends upon the common means of intercommunication. This in- ing guest glancing at the bill of fare. volves a history of highways extending from the times of the Romans and one. Egypthans, since it is well known that "We're furnishing genuine spring their supremacy in the world of their chicken today, sir," said the waiter day was largely due to magnificent stiffly. roadways.

There are many points of distinction between a road and a street which the go Tribune, student must master. Coming specifically to the road, attention must be given to its expense or economy. Then will follow the questions of shape or cross section, surface or finish, direction your beauty needs any addition in the or alignment, and grade or inclination. There is much to learn on the subjects of location, workmanship, maintenance and legislation. The mere enumeration were as pretty as you pretend I am, I would not have to argue so long to get of these points is sufficient to show that good roads depend upon technical skill a new dress. -- Indianapolis Journal. quite as much as railroads and bridges. They can never be had by the aimless plowing and scraping which the pathmaster throughout the country orders every spring, not even though the work extended through the year.

It must be that every farmer realizes the money value of good roads. "In the western wheat region," says a statement in the tenth census report, "according to the estimates received, it costs the or dinary farmer more to carry a bushel of wheat a mile than it does the ordinary railroad to carry a ton; consequently when we get west of Lake Michigan it plays or sings now." rarely pays to grow wheat more than I know."—Washington Star. competition with the rest of the world. the farmer is helpless in the effort to equalize the conditions so far as reaching a market is concerned. He must turn his roads over to some one who knows what they lack and can supply it. The highway engineer is a necessity of the future.-Chicago Herald.

Straw Roads.

in the wet land and deep mud of the Mis-aisappi bottom is worth notice. During the late muddy period a farmer hauled straw and filled a short stretch of the

Some people in Egypt some time ago kicked prodigiously at being obliged to make bricks without straw. It may be burned. If it can be made to help out the bad roads, it will certainly be a cheap expedient and worth trying.—St. Paul Globe.

Farmera Opposed to the Movement. It is not easy to get the farming com-munity to consider this question of im-proved roads on its merits because of Of Independence, having a steam of heavy wagons over the wet surface.

In providing for the drainage of a dirt great desirability of the improvement.

creased profit on the product of his The center drain should of course be to him. Once he comes strongly to defilled with loose, irregular bowlders, sire good roads they will come. Their cobblestones, broken bricks or similar cost has not been found an insurmountfilling, covering a line of tiles or fas- able objection. They soon pay for The stone roads might nected with the side ditches by cross- properly be built and maintained by the drains carrying the water outward from state, leaving to the local treasuries the however, is a matter of detail and after In locations where the prevailing ma- consideration.-Philadelphia Press.

An Engineer's Views. I have been asked what I would do been asked in regard to the frost coming out and spoiling the surface of the road. I answer this question by saying that in air entering the tile causes the frost to leave first from beneath. It will be but ting the roadbed dry. If the tile is

Unless general interest can be awakened such an interest as will demand from those who make and those who to destroy the sticky, tenacious qualities execute the laws, such legislation and of the clay, while the clay supplies the qualities of cohesion in the substance of ing the roadway more easily packed and rolled, and more likely to retain its proper grade and slope.

terested in securing a better condition of the common roads of the country for established that a good road roiler is the But the disposition to antagonize a forward movement in this respect, or to retard an intelligent and comprehensive administration of present laws, is based perhaps upon the fear of the amount of money necessary to be expended in se curing in the first instance a thoroughly cellence to the road and insure a perof those who oppose improvements upon the present system.-Forum.

> Worse Than Nothing. At the outset I am forced to say that in my opinion the road work we have been doing here in this country for years has been to a very great extent absolutely injurious and detrimental instead of beneficial and would better have been left undone. I mean particularly the practice which I believe is scraping up the roads, called by our overseers "rounding them up."—Ad-

Tell Reads Are Too Expensive Nothing can be said in favor of the country highways would then show but system of toll roads by which certain little improvement over their present parts of Kentucky have long had good condition. It is not more work that is rock roads. It has been estimated that needed, but better plans; the methods the expense of gatekeepers nione exceeds that of the entire state tax for all This means that there must be a new other purposes.—St. Louis Republic.

Their Beneficent Effect. Good roads make better citizens, betfession. The course of study will in- year; are the means of prohibiting pro-

"you may bring me a small piece of

"Then bring me half a dozen. I'm not very hungry this morning."-Chica-

She Knew Her Deficiencies Mr. Wickwire-But, my dear, you are so pretty that I really cannot see how shape of such expensive finery as you Mrs. Wickwire-No, 1 am not. If 1

Featherstone-I had a narrow escape the other day. I was shaved by a

barber so drunk that be charged me double price. Ringway-Why, how was that? Featherstone-He thought he was shaving two men,-New York Herald.

"Her taste in music is improving wonderfully," said one young woman. "Why," replied the other, "she never "Yes," was the rejoinder, "that is how

A Misunderstanding Rev. Mr. Tyke (at the christening, forgetful of the date)-Let me see, this is the thirteenth?

Proud Father-Good heavens, no! It only the eleventh.-Kate Field's Shakespeare's Fame.

Little Elsie-Who was Shakespeare As a temporary expedient and inex | Scribblems (the playwright)-One of pensive the use of straw recently reported in one of the counties of Illinois Record.

F. R. Neale.

H. A. Smith.

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worst road and made it the best in the county. In the same way a very had road out of Carthage, one of the old towns of the section, was made the best in the section and about the only one that the farmers could had anything to town on. It is claimed that anything to road can be made good for a season at least by the use of straw, and in the working of roads it will pay to put in straw, as it binds the dust together like straw, as it binds the dust together like runs Through Vestibuled Trains Every Day in the Year to ST. PAUL

We have established a Meat Market in the and formerly known as the People's Meat Room Sleepers of latest equipment, Tourist sleeping cars, that it will have a place to fill in road- stand formerly known as the People's Meat making. Some preparation may incorporate it as a permanent element. In the grain regions of the northwest straw has had so little value that it is often

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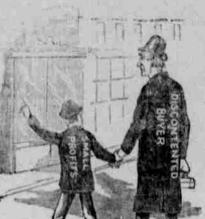
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mun's friend and family doctor.

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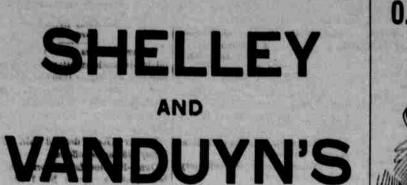
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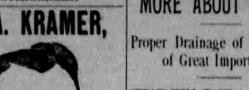
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