

MONDAY, JULY 31.

Darwin Bristow was in town today. Cool, pleasant nights and moderate warm days. Geo. H. Hill, of Portland, U. P. R. agent, is in town. Marcellus Young of Portland came up on this afternoon's train. The McKenzie stage went out with six passengers this morning. A small runaway occurred on Eleventh street today; no damage. Mrs. Rosa Bellack returned to her home at Oregon City this morning. J. B. Rhinehart returned from Riddle, Douglas county, this morning. Nearly 100 campers are at the celebrated Belknap hot springs up the McKenzie. Mr. and Mrs. H. C. Wortman returned to their home at Portland this morning. The Mowse bakery in the Young building has moved to its old location on Ninth street. M. S. Barker and H. C. Wortman returned from a trip to the mountains Saturday afternoon. A large number of Eugene people Sundayed on the banks of the McKenzie and Willamette rivers. The Pendleton Tribune says nearly all of the Umatilla county wheat this year will be graded No. 2. Chester Osturn, of Athena, formerly of Eugene, is now the pitcher of the "Jag" base ball club at his town. County Clerk Walker, this morning, granted a marriage license to R. McMurphy and Alberta Shelton. Howard Rowland, a GUARD typo left on the local this afternoon for a short outing at Snowden Springs. Lionel R. Webster, of Jacksonville, Republican candidate for attorney general at the last election, is in town. Mrs. O. S. Goodenough, of Roseburg, is visiting for a few days at the residence of H. W. Holden in this city. Granville Fisher and family, of Smithfield, passed through Eugene bound for an outing up the McKenzie. The north bound overland train was five hours late yesterday morning, caused by a trestle burning out near Hissos. H. C. Humphrey and J. R. Campbell returned home from a month's trip up the McKenzie river late Saturday afternoon. We have heard of several people in Eugene and vicinity who had deposits in the failed Commercial National and Portland Savings banks. Mongolian pheasants and grouse can be killed for your own use after today. However, don't sell them or else you are liable to pay a fine. W. H. Murray, a Portland printer, returned from the McKenzie springs Saturday night. He was greatly benefited by the use of the water. J. S. Walker, the owner of the large cattle, Cleveland and Harrison, was again in the city yesterday. His cattle are on exhibition at Albany. Geo. F. Craw returned last night from a visit to San Francisco. He reports having had a very fine trip. He is loud in his praise of the O. P. route. After tomorrow deer may be killed, except one-half hour before sunrise and one hour after sunset. Carcass must be used, preserved or sold for food. Dell Brattain, of Paisley, Lake county, is a graduate of the State University, studying in Lane county. He expects to soon leave on a visit to Chicago. Sheriff Nolan and H. C. Humphrey went to Waltherville this morning to attend a sheriff's sale of cattle and horses in a suit of Hovey & Humphrey against Geo. Millican. Pork will run high for another season at least. Our farmers should pay more attention to raising hogs, as it pays better and more regularly than nearly anything else. Mrs. C. W. Pallet, nee Grace Matthews, formerly a student at the university here but now a resident of Portland is visiting for a few days at the residence of Mrs. T. W. Shelton. Rev. T. Eaton Clapp, D. D., pastor of the First Congregational church, Portland, arrived on this afternoon's local having been requested to officiate at the McMurphy-Shelton wedding, this evening. Annie Pixley has concluded to play only "Allice" next season and is now in New York arranging for its revival with realistic scenic effects. It will make a tour of the west, including California and Oregon. A fellow who could not spare \$1 for a six months subscription to the newspaper, sent fifty two-cent stamps to an eastern Yankee to know how to raise beads. He got the answer to "take hold of the top and pull." Mrs. A. W. Lomas and Mr. Bert Lucas of Moomouth arrived Sunday afternoon, and Mrs. W. D. Fenton of Portland and her three sons Sunday night to attend the McMurphy-Shelton wedding this evening. Harney Items: Last Saturday a small cloud of grasshoppers passed over the southern part of town, the passage occupying perhaps half an hour. A gentle breeze was blowing from the west and the hoppers were sailing along with it at about fifteen miles an hour. Geo. A. Dorris lost his watch on the McKenzie road the other day. It was found by passersby shortly afterward, but as a freight wagon had destroyed the works, and the silver mark is depreciated to such an extent that the case would not pay for freight, it was left on the wayside. Lebanon Advance: Dr. Lamberson has received enough chicken bark (117 tons) to fill his contracts in London and New York, and is not buying any more, although people are still bringing it in; however, he will try to sell it for them, and expects to soon make arrangements to dispose of what is brought in. Messrs. Jos. Koch and H. Tannense visited their friend, Kola Nels at his uncle's hop ranch over Sunday. After the boys came in tired and hungry from trout fishing, Uncle William Nels treated them to an elegant French dinner. Everything looked nice and prosperous on the hop ranch and the visitors claim without hesitation that the Nels hop ranch is the best looking on the coast and will yield the biggest crop.

TUESDAY, AUGUST 1.

Collection day. Cherries about gone. Farmers busy harvesting. Commissioners court next week. Travel on the train not very heavy. Considerable hay and wood arriving in town. Mayor Friendly and family are now at Monterey, Cal. Rev. J. Hannas is visiting with his brother, Calvin Hanna. Several dwellings are being erected in different parts of town. A large number of hunters are out after the wily Jap today. The Bellingham Bay, (Wash.) National Bank has suspended. The condition of Hon. R. B. Cochrane remains about the same. Mr. Dubois returned home yesterday from a short visit at Albany. Miss Nettie Stewart returned home from Sodalville this afternoon. H. N. Cokerline came home on this afternoon's train from Albany. Several immigrants arrived in Eugene on this afternoon's train. G. R. Chrisman has returned home from a pleasant trip to Sodalville. Deputy Sheriff Croner returned home from Portland on last night's train. J. S. Severs and wife went to their home at Brownsville this morning. At 2 o'clock this afternoon the thermometer registered 82 in the shade. John McClure, assistant postmaster, is recreating up the Coast Fork today. Miss Mable McCann returned home this morning from a visit to Southern Oregon. Crops looking well throughout the country. The wheat yield will be heavy. Rev. T. E. Chapp returned to his home at Portland on this morning's local train. Misses Bertie and May Davis, of Albany, are visiting at the residence of Dr. Biddle. Rev. Robt. McLean and daughter of Grants Pass visited in Eugene over last night. Several parties came up this afternoon who will go to the McKenzie Springs tomorrow. The Eugene Iron Works shipped a car load of lintels and iron front work to Oakland, Oregon, today. Work is progressing in a very satisfactory manner on the state university dormitory building. Monday's Salem Journal: Miss Mabel Bean returned this afternoon, from visiting friends at Eugene. Daniel W. Bass, a graduate of the state university, is now deputy prosecuting attorney at Seattle, Wash. Mrs. Sarah Bevier Carter returned from Santa Cruz, Cal., last night, where she has been since last February. Mr. and Mrs. Norris Humphrey left on the local this morning for a month's outing at their cottage at Yaquina City. Those Lane county people who carried their money in the Portland banks that failed, will find it was in any of the Eugene banks. The O. P. river steamer Three Sisters has been overhauled and made lighter draught and will bring a load of freight to Harrisburg this week. John Beavon, Darwin Yoran, David Linn and H. R. Hollenbeck, will leave tomorrow up the McKenzie on a two weeks' camping trip. Fifty-seven head of cattle and seven head of horses were sold at the sheriff's sale at Millican's yesterday. Fair prices were received considering the times. Mr. Murray, editor of the San Francisco Journal of Commerce and a representative of the board of commerce of that city came up on this afternoon's train. Salem Journal: A. I. Macrum, the Forest Grove banker, left for this city this afternoon. He says that the citizens met Saturday night and decided to set up the suspended bank there or organize another. Portland Telegram: Capt. Humphrey's case is quite serious and his brother, G. C. Humphrey, believes that he will not get well. He is almost a raving maniac. He cannot feed himself and does not know anybody. George Fiesman favored this office today with a box of everbearing strawberries. He has a small patch at his residence on College Hill Park from which he picks a gallon and a half every two days. The vines will continue to bear until frost comes. Here is a warning for the unthinking people of today: A man in Chicago lost confidence in his bank and drew out \$1400 he had in it. It was handed to him in two parcels, one of \$500 and the other of \$900. Before he had walked two blocks somebody relieved him of the \$900. On discovering his loss he went back and deposited the \$500 again, having paid \$900 to learn how to keep \$500. Oregon's fruit exhibit at the World's fair is among the best there—in fact, is acknowledged to be the best for this latitude. Some exhibits include more tropical fruits, which make a very gorgeous display, but Oregon shows only fruit of the first rank and quality. In no varieties that she exhibits does Oregon take secondary rank. Washington has a splendid array of fruits at the fair but Oregon is admitted to have a better one. Salem Independent: Intelligence was received in this city a few days since that Loet Downing was shot and killed in Eastern Oregon about three weeks ago. It seems that Downing and a number of others have been engaged in the horse stealing business, and have terrorized the country for several years, but were finally overtaken by a posse of ranchers and seven of the thieves were instantly killed, one of whom was Downing. He was well known in Salem, where he lived most of the time until about five years ago. The news is no surprise to the people who knew him as his occupation has been known to Salem people for some time. A Presidential Appointment. WASHINGTON, July 31.—The president today appointed Charles B. Morton, of Maine, fourth auditor of the treasury, vice John R. Lynch, of Mississippi, resigned.

Methodist Church Progress.

There were very large crowds at the Methodist church Sunday morning and evening. Last night a grand free social and reunion was given to the members and friends. The crowd was very large. Refreshments were served and all were greatly pleased. It has been a great year for the church in every way. The amount of money raised will be almost twice as much as any previous year, notwithstanding the times. If each member pays up his or her assessment the church will go out of debt before conference, for the first time in years. People are joining almost every Sunday. Each organization in the church is doing faithful work. Fruit Growers, Attention! R. D. Allen, commissioner and fruit inspector for this district, will meet with the Lane County Fruit Growers Association at their regular meeting in the court house Saturday, August 6th, at 2 p. m. Mr. Allen is making a tour of this district and would like to see as many of our fruit growers present as possible. The prune industry of Lane county is the special subject selected for discussion at this meeting. Come, let us consult together. J. G. STEVENSON, Pres. Lane County F. G. A. THEY LOST THEIR MONEY.—Salem Independent: Mr. George Pearce was in Portland Saturday afternoon and while there went over to the First National bank to watch the run that was being made on that institution. He said that the crowd seemed very eager and were lined up in a solid mass. One man drew his deposit amounting to \$800 and got it in his pocket. When he put it through the crowd he found that someone had coiled the line of every cent of it. A woman put the money which she drew in a small reticule. When she got out of the jam she carried nothing but the handle of the bag; as someone had cut the body away with some sharp instrument. The crowd was full of pickpockets and sneak thieves, watching their opportunity to make a profit out of the excited condition of the depositors who were drawing out their funds. NATIONAL GUARD.—The first regiment of the O. N. G. and three companies of the second regiment, which will include Co. C of this city, will go into summer camp at Gladstone, near Oregon City, on the 12th of August, and continue six days and possibly longer. Major Geo. O. Yoran has been assigned to the command of the battalion of the second regiment. Brigadier General Compton, accompanied by Major Jackson, of the second U. S. cavalry, will inspect O. Company at Eugene on August 9th. Captain C. S. Moore, assistant adjutant general of the brigade, and Major Geo. O. Yoran, commanding the second regiment, have been ordered to report to the brigade commander at Salem on August 7th. LOOK WHERE YOU PLACE IT.—In placing your lawn sprinkler be careful that it does not throw the spray on the sidewalk. In order to be safe in regard to this, it should be arranged so that it falls short of the fence. The reason of this is that at different times the force of the water is greater or less as the case may be, and although at the time the sprinkler is placed it may not encroach upon the sidewalk, two minutes later it may. It is very annoying for a lady, or gentleman either for that matter, to be treated to an unexpected shower bath through the carelessness of someone in arranging his lawn sprinkler. MARRIED.—At the residence of the bride's mother, in Eugene, Monday evening, July 31st at 9 o'clock, R. McMurphy to Miss Alberta Shelton, Rev. F. About thirty invited guests officiating the ceremony after which they partook of an elegant lunch. A number of suitable presents were furnished by friends. Miss Ruby Hendrix accompanied the bride and Mrs. P. Snodgrass played the wedding march. The newly wedded couple have many friends who wish them a happy future in their new relations. NOT THIS YEAR.—Salem Independent: The terms states positively that the buildings will not be erected at the reform school this year. The principal reason is that there are no available funds. The bank failures in Portland have cut off money that belonged to the state. In the Oregon National of that city was placed the Multnomah county tax amounting to \$300,000. Part of this belonged to the state. The state treasury is almost depleted and it is impossible to go ahead with the contemplated improvement. Coyote Scalphs.—A gentleman by the name of J. Anderson brought into the clerk's office this morning seven coyote scalphs, for which he will receive two dollars per head. He was disgusted at the low bounty paid, as he said twenty dollars per scalph would be nearer the amount that should be paid. He killed the coyotes near the summit of the Cascade mountains, in this county. A QUICK TRIP.—Bangs & Henderson sent a conveyance to the Belknap Springs, Sunday night, for a Mr. Davis whose mother had died at Corvallis. The round trip of 122 miles was made in 24 hours and 15 minutes. MARRIED.—In Portland, Or., July 25, J. A. Hart, of Pittsburg, Pa., and Miss A. A. Russ, daughter of Dr. Russ. Her parents is known by many here as Mrs. Russ having resided in Eugene for a number of years. HAY STOLEN.—Some person entered the field of the Huddleston farm last night and stole about a ton of hay. Hay is a pretty cheap commodity to steal this summer. MILITIA INSPECTION.—Brigadier General H. B. Conspen will inspect Company U, O. N. G., at its armory in Eugene, August 9, 1911, at 8 p. m. Senator Mitchell in Washington. WASHINGTON, July 31.—Senator Mitchell has arrived for the special session. He will not discuss prospective legislation. Representative Doolittle, of Tacoma, is also here.

IMPORTANCE OF CULVERTS.

When Properly Made, They Save Much Time, Trouble and Money. This question of culverts is really quite an important one, since they bear almost the same relation to roads that keystone do to arches. Culverts made by putting together jointed cement or glazed earthenware pipes are the most satisfactory, being easier handled and comparatively inexpensive, and when laid a certain distance below the surface run little or no danger of being broken. But to obviate this they should be laid diagonally across the road, which prevents the weight of wagons at bearing upon it with two wheels at once and also gives them a better fall. On hills it is advisable to lay some 8-inch pipes at reasonable distances apart, dividing up the gutters into short runs instead of attempting to give the mass of water free flow down the entire hill. A short steep hill needs only a single pipe placed near the foot of the hill. These culverts have one advantage over all others—namely, a concave bottom, with a smooth glazed surface, which allows the water to rush through so freely that it carries all obstructions before it and permits no rubbish to clog up the pipes. These require no further attention than a slight examination every spring to see if the frost has cracked a joint or the ubiquitous country boy has taken it upon himself to stop up the opening by stuffing small stones into it. When carefully built, stone culverts are not bad, but they are expensive to make up, and as a rule their sides are laid up so carelessly in dry walls of such small sized stones that they are liable to upheave and be thrown down by frost. Moreover, the flat stones laid across the top are often so badly dressed and fitted together that the gravel covering them keeps drifting through the cracks, filling up the culvert and exposing holes on top, which are either choked up with cobblestones or left bare until some horse gets hurt and a row is made, with the only result that more earth is spread over, and the same process is kept up ad infinitum. Left entirely to himself, the native roadmaster prefers a more primitive culvert of his own make, which has the enormous merit in his eyes of being cheap, quick and easy of construction. His method, delightful in its simplicity, consists in digging a trench across the road and bridging it over with a few split green chestnut rails cut by the roadside, which are afterward covered with earth or sod heaped above the level of the road in such a manner as to make a disagreeable "break." Besides its liability to become choked and useless, this sort of culvert is particularly objectionable because it is always neglected and forgotten, being left to rot until at last some horse's foot crashes through it, and the driver may consider himself lucky if the animal escapes with nothing worse than a slight wrench or scratch. During harvest, when it is almost impossible to get men to do any continuous work not connected with farming, to save time we are sometimes obliged to put in a temporary box culvert, made of planks nailed together like a long narrow box upon all four ends. These culverts are a slight improvement on the local ones made from chestnut rails, inasmuch as being quite flat on top, they do not destroy the road's level surface, but unless care is taken to have them made of oak planks they rot out even more quickly than the others.—Harper's. Material For Telford Roads. The fittest material for roads is trap rock. The material for foundations may be of any durable stone, laid hand close together and sledged, and if round they should be broken, as round stones come to the surface. The foundation should not be less than 5 inches thick. Before putting in the broken stones it is better to spread a thin layer of loam, sufficient to fill the spaces of stone and make an even surface. When the stone has been put in, it should be properly rolled by a roller weighing about two tons, easily moved by two horses. While a top coating of screenings is desirable it can be dispensed with. The repairs on a road are the most important of the work. If a road is built properly, it should wear uniformly, and when its thickness is so reduced that it is necessary to re-cover it it should be done in sections, from a mile to one-half mile, and it should be laid, spread and rolled in the same manner as described for the building.—Boston Herald. India Rubber Roads. New ideas in paving have lately attracted attention, says Siftings. Among these is the paving of a bridge by a German engineer with india rubber, the result having been so satisfactory as to induce his application on a much larger scale, a point in its favor being that it is much more durable than asphalt and not slippery. In London a section of the roadway under the gate leading to the departure platform of the St. Pancras terminus has for some time past been paved with this material, with the effect of deadening the sound made when being passed over on wheels, besides the comfortable elasticity afforded to foot passengers. Another material which is being satisfactorily introduced for this purpose is composed of granulated cork and bitumen pressed into blocks, which are laid like bricks or wood paving, the special advantage secured in this case being that of elasticity.

HEAVY ROLLERS ON DIRTY ROADS.

They Give the Firm and Consistency That Are Essential to All Good Roads. Every day it is becoming more firmly established that a good road roller is the most valuable piece of machinery employed in the roadmaker's art, and indeed without it neither can the foundations or subsoil of the roadway be made uniformly hard and reliable nor the surface layer be given that uniform compactness and solidity which give excellence to the road and insure a perpetual economy in the cost of maintenance and repairs. To one who has seen a heavy roller used in compacting the soil of a new roadway these facts will be very evident. If a length of 1,000 yards in an ordinary earth road be cut to an exact and uniform grade one foot below the original surface of the road, it will be found in most cases that the new surface thus exposed will present an appearance which to the ordinary observer is of a uniform material and even hardness from end to end. But the passage of a roller weighing from 10 to 15 tons over this new surface will soon disclose defects and soft spots located at irregular intervals throughout the length of the work, and as the process of rolling continues the uniformity of the grade will disappear, and what at first appeared to be a tolerably satisfactory surface will develop into a succession of humps, holes and undulations. In the using of the roller in actual work these 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 firm and consistency which are so essential to every good highway. It is true that heavy rollers are rarely used in the construction or improvement of dirt roads, but this is owing as much to a lack of knowledge of the real value of a good roller as to the apparently formidable outlay involved in its first cost. All dirt roads become hard and passable by the use of a roller. Every wagon wheel acts as a roller upon the road surface, and the value of its rolling qualities depends upon the width of the wheel tires and the load which the wheel sustains, but the wagon wheel is generally so narrow as to create ruts in many cases, and its use always tends to develop the weak spots, humps, holes and undulations which are so quickly revealed in the use of the regular roller. Moreover, the rolling qualities exerted by the wheels of passing traffic are never bestowed uniformly upon the entire width of the roadway, but are confined throughout the length of most country roads to the two narrow lines of travel which marked the tracks of the wheels of the first passing vehicle, and which soon to have been followed with scrupulous care by all the vehicles which came after. The result is that the roadway on both sides of these beaten tracks is often left in soft, muddy or rutty condition, and when two heavily loaded vehicles are compelled to pass each other the necessity of turning out results in a breakdown or in the delay and difficulty which are familiar to every farmer just in proportion to the number of times that he has been stuck in the mud by reason of the conditions here described. Influence of Good Roads on Country Life. The improvement of country roads undertaken upon a large scale would decentralize labor while it was in progress as well as afterward. There would be a large floating population of laborers in the country while the work was proceeding. With the improvement of the roads we could have a great improvement in the conditions of country life; greater facilities for social gatherings, church and school attendance; the discussion of public questions; cheaper and easier transportation and improved access to towns; less dependence upon the railways. One defect of the railway system is its tendency to build up large cities at the expense of small towns and villages. Good roads help to build up thriving market towns and other small communities. Then they cannot be monopolized like railways. There can be no oppressive tariffs for carriage, nor discriminating rates, nor disputes about long and short hauls. They are the people's roads. There is no need of any movement to nationalize them. They are already nationalized, and all that is needed is for the nation to recognize the value and the splendid possibilities of its own property. Fair and free, night and day, Fair and free is the king's highway. —Toronto Globe. Broad Tires Improve Roads. The introduction of broad tires upon all farm wagons and carts adapted for heavy draft purposes alone would do much to improve roads, since half the trouble seems to arise from heavy loads carting over country roads at seasons of the year when the ground is soft. At Tuxedo, where all draft wagons are prohibited an entry unless furnished with broad tread wheels, the tremendous advantage over the ordinary tires has been plainly proved, for there, even when the roads are softest and at their worst, they pass cut up through the constant carting of heavy loads of brick or stone.—Exchange. Road Repairing. Road repairing is a practical rather than a theoretical art. The first requisite is a list of tools, consisting of a roller, one road drag, two wheel scrapers, two wheel scrapers, road plow and other paraphernalia. The crew should consist of a foreman, a driver and an expert roadman. First and most important is drainage.—W. S. Choate.

WHY FARM VALUES HAVE DECLINED.

Our Bad Roads Prohibit Competition With Foreign Producers. People must fully understand the necessity for good roads before they will become interested in engineering problems. The question of the commercial advantage of good roads, the relation of good roads to the price of wheat, must be fully understood before people can be interested in macadam. Railways have within the last seven years reduced all transportation charges by more than one-half. Country roads have done nothing along this line. Railroads have been in the march of civilization, country roads in the decline. The price of wheat in the west has been relatively increased by the improvements in transportation facilities by rail and water. Transportation facilities over country roads have not been improved. The farmer has been the sufferer. The price of farming property in many sections has declined. Certainly farming property has not kept pace in its earning capacity with other productive properties. This is because transportation facilities from the farms to the markets, together with other marketing facilities and farm methods generally, have not progressed along with the rest of the world. Farthermore, many sections of the wheat producing regions of the world are surrounded with and helped by good roads. In England we hear it said "that through improvements of our roads every branch of agricultural, commercial and manufacturing industries has been materially benefited. Every article brought to market has diminished in price, and the number of horses has been so reduced that by these and other retrenchments \$5,000,000 or about \$25,000,000 is saved annually to the public. The expense of repairing roads and the wear and tear of carriages and horses are materially diminished. Thousands of acres the produce of which was formerly wasted in feeding unnecessary horses are devoted to producing food for man. In short, the public and private advantages which result from effecting this great object of the improvement of our highways and turnpike roads are incalculable." England and Wales are spending upward of \$20,000,000 annually in the maintenance of roads. France probably has the best system of roads in Europe today. There are more than 130,000 miles of smooth, dustless, hard, clean roads, kept up by a system which never allows the slightest defect to remain without attention. The sum of \$19,000,000 is thus annually spent by the French republic. The result is increased productivity of all farm lands—a wealthy land owning peasantry throughout the French republic. The farm land of this section has been on the increase along with the development of good roads. These illustrations could be paralleled wherever road improvement has been practically considered. With us the greatest attention and skill have been addressed to railroads until it is found that a barrel of apples or a sack of wheat can be carried from the far west to the market in the east at a cost not exceeding the delivery of the same articles from many of our farms to the nearest market. The result of this has been that those who have depended largely on the railroads have been benefited and have become wealthy, and that the farmers, so much of whose energy has been wasted through the struggle over bad roads, certainly have not gained in wealth in proportion to other branches of industry. The price of wheat is not made by the cost of marketing it in America. It is made in Liverpool. The price of our surplus is fixed in that market. The farmers have to compete with the world in wheat raising. The price of the surplus which we send to Liverpool and other foreign markets fixes the price with us, so that in the end we of America have to compete with all the conditions and elements of the cost of production which exist in other sections. If the countries which are furnishing the English markets with wheat have better roads than we, they can underbid us in selling wheat. We of America, who spend so much time and energy, so much ability, in getting our grain and other foreign products, are suffering in comparison with others who operate under more advantageous circumstances. If the press of the country impress the farmers as a class that they are to be individually benefited by good roads, there will in time come about an impression, if expenditures be properly and honestly made, that the payment of a road tax is in the nature of an investment which advances the value of all property along the line of improved roads. So much money has been expended in roads improperly cared for that many of us look upon such expenditures as a waste. Our public officers have not yet learned that the way to have good roads is to take care of bad roads. We must know that all good roads become bad roads if neglected and that all bad roads become good roads if well cared for. LOUIS H. GIBSON. Claims Damages For Bad Roads. Harvey M. Sigafos, a milkman residing near Carpenterville, N. Y., while driving on the public highway leading to Phillipsburg recently had his wagon broken by the use of a bad road, which he alleges was caused by the bad condition of the public road. Mr. Sigafos has employed ex-Judge Elias M. DeWitt of Phillipsburg to bring suit against the Greenwich township authorities for \$1,000 damages. The suit will be a test case.



VIEW OF ROAD IN ENGLAND.



MACADAM ROADWAY ON ROLLED EARTH FOUNDATION.



OUR WAGON TRANSPORTATION.