

**GOOD ROADS.**

**The Automobile an Argument For Highway Improvement.**

With the automobile steadily pushing its way as an available medium for touring purposes the question of road improvement instead of becoming a dead issue is in reality a most important topic in rural affairs. We shall have this year in the United States no less than twenty automobile clubs, whose members will devote a great deal of their time to pleasure jaunts within a hundred mile radius of the larger cities, says the New York Telegram. Some of them will push farther and make long trips between the east and the west.

In no season has there been such general interest in touring, due of course to the increasing number of automobilists. The road machines are no longer a novelty, but a recognized method of quick and easy transportation from point to point. Communities that have the commercial instinct keep profit well by expending sums upon road improvement, since they bring to their section persons of means who spend large sums in the course of travel.

In addition to the financial reimbursement brought by travel to any locality of good roads it is an unquestionable fact that the residents profit largely by their own ability to get to and from business centers when other sections are tied up because of the impassability of the highways.

The automobile is here as a fixture. It is no longer an experiment, and it is a permanent argument for road improvement. The communities that make the best of new conditions are those that ultimately will profit the most. There is no immediate danger that the automobile will crowd the horse off the road. Both are here to remain indefinitely.

**BEAUTIFYING ROADS.**

**Planting Trees and Shrubbery Along Country Highways.**

The road improvement campaign, which has been so ably conducted by those interested in riding, bicycling and automobiling in recent years, is about to enter upon another stage of progress which will appeal with special force to those interested in things beautiful, says Harper's Weekly. Heretofore the utilitarian view of road improvement has been kept well in the foreground, but now several New England communities are emphasizing the aesthetic value of beautiful roadsides. Scientific road treatment must of necessity come



COUNTRY ROAD IN ENGLAND.

first, but beautifying roadsides represent even a more advanced stage of civilization.

The pleasure of riding over good, firm, smooth country roads is greatly increased when the trees, shrubbery and general roadside appearances are pleasant to look at and cool and inviting to the eye. That there are an art and a science in roadside treatment is made very apparent by experiments made in New England. Instead of sacrificing trees that would take half a century to replace the road masters devise some methods of preserving them, while new trees are planted at favorable places. Shrubbery along roadsides can be either a nuisance or a source of great aesthetic value. It all depends upon its location and nature. Along many roadsides the attempt is made to cut down all weeds, shrubbery and grass. Clean sweep is made of everything, and the result is anything but artistic.

The movement started in New England now is to plant trees and shrubs along the roadside to enhance their beauty. The plantings are far enough back from the roadway so that branches will never interfere with passing carriages, and steps are taken to keep the ditches free from all obstructing growths.

**Rural Delivery Notes**

Superintendent Machen is rapidly extending the rural free delivery service. His latest report shows that a large number of new routes have been established in various states.

Not only has rural free delivery resulted in increased postal receipts and the extension of educational advantages, but farm lands have been enhanced in value, roads improved and better prices obtained for farm products as a result of the producers having been brought into daily touch with the state of the markets.

Senator Fairbanks of Indiana will endeavor to have the next congress appropriate \$25,000 for "experimental rural telephone free delivery." The plan is to have the government issue a new telephone special delivery rural mail stamp. This stamp would be notice to the postmaster at whose office the letter was received that he was to open the letter and repeat the message over the telephone to the person to whom the letter was addressed, or at least deliver it to persons that would see that the contents of the letter were delivered at once.

**The Adulteration of Drugs.**

In the new code of medical ethics prepared by the committee of the American Medical Association and adopted at the recent New Orleans meeting the following paragraph touches a matter of vital public interest:

Any druggist or pharmacist who dispenses deteriorated or sophisticated drugs or who substitutes one remedy for another designated in a prescription ought thereby to forfeit the recognition and influence of physicians.

The language is very guarded, as may be expected in the deliberations of a body of scientific professionals. It remains for the press and the public to heed the warning and make it effective. The substitution and deterioration of drugs intended for medical remedies are as common as the adulteration of cheap food stuffs and alcoholic liquors. Established druggists with a reputation for compounding prescriptions declare without hesitation that they supply inferior ingredients because the popular demand is for cheapness and the public will not pay for quality.

But there is another side to this. The customer in search of a remedy expects what he asks for—that is, pure and uncorrupted ingredients. For him it is a matter of vital interest and it may be of life and death. Some one with scientific knowledge should be in position to refuse to tamper with public health. The druggist is the dispenser of remedies, and legislation has often been aimed at compelling him to have regard for the general welfare if he has not for the dignity of his calling. Stringent laws are needed. The average citizen in search of a remedy is willing to pay any price for the right thing. Disputations as to price are exceedingly rare in the retail dispensaries. Customers expect to pay well for quality, and having paid well should receive the goods. Some of the substitutes in common use in the retail drug stores are of a character to defeat the purpose of the physician, baffle his judgment and confuse him as to results, negative or positive, as may happen.

The remedy for the existing condition of affairs in the retail drug trade lies largely with physicians. They can break up the vicious practice of substitution if they will act as vigorously through their local county and state societies as the gravity of the fraud warrants. In the case of a druggist detected in this form of crime against unsuspecting customers, the physician is fully warranted in putting his patients on their guard.

**The Immigration Problem.**

At the coming session of congress it is practically certain that an effort will be made to get through a bill limiting undesirable immigration into the United States. It is promised that the measure will have strong backing in the senate as well as in the house. It is generally recognized that something must be done to prevent the influx of undesirable immigrants. It has reached such alarming proportions as to give rise to serious apprehensions for the future of the country.

The immigration officials declare that the present law is good so far as it goes, but that it does not go far enough. They also declare that the immigrants now coming over are inclined to stick to the cities of the east, joining the little colonies of their countrymen, retaining the manners and vices of their old homes and learning nothing of our mode of life. Farmers are wanted, they say, and especially farmers from the north of Europe, including Germany, England, Ireland, France, Norway, Sweden and Denmark.

**TRAIN AND TRACK.**

More trolley lines are being built in Ohio than in any other state in the Union.

Railroad men say it costs 10 to 20 per cent more to operate railroads now than two years ago.

On account of the great rush of trolley line travel passenger cars carrying 100 persons are to be introduced on Illinois lines.

The capital stock of the Pennsylvania Railroad company is now \$400,000,000. The sum of \$5,000,000 is to be expended in Buffalo in elevated roads to obviate grade crossings.

**The Kind of Frames**

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