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Tom Cronise

PHOTOGRAPHER

Salem, Oregon

NEW TYPE OF ROAD.

Telford Blocks With Liquid Asphalt as a Binder to Be Tried in Jersey.

New Jersey is to experiment with a new type of road, and the experiment will be tried in Essex county, where the county engineer, James Owen, proposes to lay roads in West Orange, Natley, Belleville, Verona, Short Hills, Millburn, West Caldwell and other places. The state is to pay one-third of the cost of these new roads, each municipality one-fourth of the cost of the roads within its limit, and the county pays the balance. Mount Pleasant avenue, West Orange, is to be the first scene of the new road trial. Telford pavement is to be used under a new formula prepared by Mr. Owen, and he thinks that such a road will stand automobile traffic splendidly, and, while it will not be absolutely dustless, it will be less dusty than any other road of a similar kind.

After the telford blocks are laid instead of using clay as a binder liquid asphalt will be used. This has been successfully tried as a binder in connection with patent road formula, and, while it will add about 15 cents a square yard to the cost, it will be cheaper in the end. The foundation of the road will be constructed in the ordinary way and finished in the usual manner. Then a coating of stone screenings will be applied and rolled. Next will come a four inch layer of broken stone and another thorough rolling. On top of this will be put a thin layer of screenings to fill the in-



LAYING A TELFORD FOUNDATION

terstices; then the liquid asphalt will be put on hot in the proportion of one and one-third gallons to each square yard of surface. It will then be given from five to ten hours to penetrate and then another coating of screenings and the road rolled again, and then it will be ready for use.

Many will not agree with Mr. Owen that telford block is good for automobile, as it is well known it is very hard on tires, but it makes a very solid, even road, and until the horse drawn vehicles make it bad it is all right.

What county engineers and other road builders should try to do is to build a road that will stand the horses and the iron shod wagons, and after doing that they will have solved the good roads problem.

GOOD ROADS IN GEORGIA.

Talk of a Seven Hundred Mile Road Between Atlanta and Washington.

The Good Roads club of Georgia has started a movement for the construction of an improved highway between Atlanta and Washington, about 700 miles. The plan is that each of the counties in the different states should agree to maintain the highway after it has been completed. The rapid spread of interest in automobiles has aroused the Georgia men to the urgent need of better roads in the south, and they believe that an improved highway from Atlanta to the national capital would give a great impetus to the good roads movement all over the south.

It has been suggested by the projectors of the proposed highway that the authorities of each county agree to round up, roll and ditch one of the existing connecting roads from border to border and improve it with a macadam surface as soon as possible. It is believed that this plan can be carried out so that motorists will be able to travel over a continuous stretch of fairly good roads by the middle of the coming summer. It is suggested that the dirt roads which must be included in the highway be kept in condition by using split log drags similar to the one devised by D. Ward King of Missouri. The farmers of Georgia are just as enthusiastic over the plan as the automobilists of the state.

Irrigation and Good Roads.

J. C. Osgood, honorary vice president for Colorado of the seventeenth national irrigation congress, which will meet at Spokane, Wash. Aug. 9, recently wrote a letter to the secretary of the board of control in which, among other things, he said:

"I think a good roads convention would add greatly to the interest of the coming congress, but I go further than wanting merely good roads. I want the very best roads, and I believe that the people of the irrigation states have a claim on the government for large expenditures in the building of the principal roads through the mountainous and sparsely settled sections of the country equal in character to the best roads of France, England and Germany."

Good Move of Rural Mail Carriers.
An effort is being made to organize good roads clubs in every county in Georgia. By common consent the rural mail carriers, of whom there are about 1,500 in the state, are taking the lead in the agitation and forming the nucleus for the thoroughly perfected state organization which is aimed at.

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