

WANT BETTER HIGHWAYS.

Michigan Fruit Belt Feels the Need of Good Roads.

Indiana and Michigan towns are rapidly following each other in a movement to improve country roads. The town of Michigan City recently engaged in obtaining the signatures of freeholders to a petition in which the question of submitting the improvements of roads in five townships of the county to the voting population is proposed.

The merchants of the town have found it necessary to take some action in order to save or foster its country trade. The town of Laporte spent a large amount of money in making country trade easily accessible, and in consequence a large area was made tributary to the town.

It is proposed to bond the townships in order to raise the money for the improvement. There is a movement also to give the different roads a name by which they will become familiar to everybody in the county.

There is now an active movement going on in Berrien county to connect the towns of Benton Harbor and St. Joseph with Sister Lakes, which is one of the best known summer places in this section of the state. For this purpose more than \$500 has been donated outright. This came in large share from Benton Harbor.

In past years Sister Lakes has been reached mostly from Dowagiac, which is a considerable travel through that town. Dowagiac is said to have had the best roads and got the business, and now the other place is seeking to meet it.

In both cases the roads are sandy, and it will be necessary to grade them in order to make good highways all the year through.

Good roads are especially desirable in Berrien county because of the rise of the "schooner" in gathering fruit from the country districts. Much of the enormous quantities of fruit shipped from St. Joseph and Benton Harbor to Chicago is hauled to the docks in "schooners." A "schooner" is a long coupled wagon with a canvas cover, some of which make a circuit of 20 miles or more daily.

On a good road a team of horses will easily haul a surprisingly heavy load, the loading of the different shaped packages having been reduced to a system.

SALVATION IN ROADS.

They Are the Great Universal Missionaries of Regeneration.

These far fetched notions of the "rural social settlement" and the institution of rural churches, etc., are more moonshine. They are ideas that are visionary and extraneous and forced, says Zion's Herald. They could never be made to work in actual practice because so foreign in spirit and method.

The salvation of the backwoods, like the salvation of the cities lies in opening up the country. Roads, roads, roads; these are the great universal missionaries; roads of all kinds—railroads, electric roads, macadamized highways, bicycle paths—anything that invites wheels.

Build a broad, hard, well graded highway between a decadent town and the nearest well awake town, and there will be no need to send a social settlement resident to aid and frover in any kind of vehicle.

The people will go and find and regenerate themselves. That road will be church and school and library and social center for them. And then, as communication increases, the electric road will occupy one side of the highway, and the steam railroad will find it expedient to build a competing branch into the hills, and so the isolated community will be waked up and saved. That is the logic of the situation as some of us see it.

Divide the Burden.

A great injustice has been done the farmers in expecting them alone to shoulder the responsibility and the expense of building country roads, while the construction of canals has been heavily subsidized, while rivers have been made navigable by the government and while untold millions have been showered upon railroads by cities, villages, counties, states and the nation in stock and bond subscriptions, cash donations and grants of boundless tracts of public lands. It is time to do away with the cruel injustice which places upon farmers and upon the small fraction of property in the state which they own the entire burden of building highways.

The Road Problem.

The improvement of country roads is chiefly an economical question, relating principally to the use of effort in hauling over bad roads, the saving in money, time and energy in hauling over good ones, the initial cost of improving roads and the difference in the cost of maintaining good and bad ones. It is not necessary to enlarge on this subject in order to convince the average reader that good roads reduce the resistance to traffic, and consequently the cost of transportation of products and goods to and from farms and markets is reduced to a minimum.

Asphalt Pavement.

The laying of bituminous pavements in this country began in 1869, and they were first made of tar concrete, or Scotchmac. Asphalt began to be used within the next year or two, and its popularity has been astonishing, as will be seen from the fact that on Jan. 1, 1908, the area of this kind of pavement laid in the United States was, as nearly as could be ascertained, 30,000,000 square yards.

A Friend in Need.

In trying "Good Roads" through the land the cycle shows to best the best, and now a friend has come to help it. Because the motor's to help it.

TO GET GOOD ROADS.

POSTAL SAVINGS BANKS URGED AS A MEANS TO THAT END.

Our Highways Could Be Reconstructed With the Road Tax Now Levied. Production Cheaper and Land Values Raised.

Professor S. Waterhouse of Washington university delivered an address on good roads before the transmissionist commercial congress recently held at Houston. He said in part:

According to the careful and extended investigations of the office of road inquiry bad roads inflict upon the industries of the United States an annual loss of \$600,000,000. A clear gain of so vast a sum would be national prosperity. In a commercial competition between Americans and Europeans the good roads and cheap labor of Europe give our rivals a great advantage. The construction of good roads in the United States would more nearly equalize the conditions of competition. To relieve our industries of the enormous burdens which now oppress them, to shorten primary transportation, to enable planters to utilize rainy

days, to save perishable fruits by seasonable marketing, to secure the largest profits by sale and delivery of field products at the time of highest prices.

FARM GARDEN

MUSKMELON VARIETIES.

Results of a Test—Several kinds of muskmelons are described. Farmers and the general public appear to be taking a great interest in muskmelons. Very spruce, therefore, is Professor Hens' report of his experimental work with this fruit at the New Hampshire station. Of 96 varieties tested a number are illustrated: 60. Large White French. Color, bluish green, turning to yellow when



VARIETIES OF MUSKMELON.

ripe; flesh, orange; size, 7 1/2 by 11 1/2 inches. Too late for the market. 61. Netted Nectar. Fairly productive, dark green; flavor, sweet; flesh, green.

62. Large Black Paris. Many vines, few fruit; flesh, green; size, 8 by 12 inches. 63. Anne Arundel. Flesh, green; size, 6 by 8 1/2 inches.

64. Atlantic City. Dark background, netted and ribbed; flesh, green; medium productivity; size, 6 by 10 inches.

65. Improved Jenny. A typical dark green Hackensack, 5 1/2 inches in diameter, lightish green; flesh of fair quality. 66. Acme. Dark green, 4 1/2 by 7 1/2 inches; flesh, green; productive.

67. Citron. Dark green, all sizes, productive, rather late; flesh, salmon. 68. Ward's Nectar. Dark, 2 1/2 inches in diameter, fairly productive, but few ripened; flesh, green.

69. McCotter's Prize. Large vines, fruit irregular, orange red flesh, not very productive, late last season. 70. Shippers' Delight. Vines small, but productive, fruit 5 1/2 by 3 1/2 inches, good quality; flesh, green.

71. Ivy Green. Medium size, yellow flesh, skin light color, good quality, not very productive, late last season. 72. Golden Eagle. Size, 5 1/2 by 6 1/2 inches; shallow ribbed, heavily netted. 73. Arlington Nectar. Size, 8 by 8 1/2 inches; deep ribbed, netted; flesh, pale yellow.

74. Honey Drop. Dark green, smooth ribbed; size, 5 1/2 by 6 inches; resembles orange somewhat; flesh, yellow to salmon, good quality.

75. Cassaba. Nine to 11 inches long by 5 1/2 to 7 inches broad, darkish in growth; flesh, green; a good melon. 76. Blenheim. Smooth, grayish melon, 4 1/2 by 5 inches. Too late for out of doors.

77. Hero of Lockingame. Very late to mature. Size, 4 1/2 by 6 inches. 78. Conqueror of Europe. But two fruit matured. Size, 6 by 7 inches; dark green.

79. Netted Gem. Small, green fleshed, ripens early and is very productive. 80. Queen of All. Flesh, salmon; ripens rather late.

81. Nectar of Angels. Size, 7 1/2 by 7 1/2 inches; yellow when ripe; flesh, pale yellow; flavor, not very sweet.



VARIETIES OF MUSKMELON.

82. No. 555. Round, smooth, netted, dark green. Too late. 83. Superior. Size, 4 by 5 inches; dark green; flesh, green; productive, but late.

84. True Jenny Lind. Small Gem type. Flesh, green, fine flavor. Prolific and early. A very desirable variety. 85. Giant Chicago Market. Size, 6 1/2 by 6 1/2 inches; green flesh. Medium in productivity, but rather late.

86. Improved Canteleupe. Size, 7 1/2 by 12 inches. Flavor much like Long Yellow. Fairly prolific. 87. Oval Netted Gem. Small Gem type, 4 by 5 inches, elongated, netted. Prolific and desirable.

88. Southern Beauty. Size, 6 1/2 by 8 inches; dark green, netted and shallow ribbed, good flavor, green flesh, not very productive.

Farmers and Wheelmen United For Road Improvement. The increasing interest in the subject of good roads is now one of considerable significance, owing to the class of men who are working up the agitation.

The League of American Wheelmen contends, and justly, it seems, that there are very few matters of more vital importance to the entire country than the one of good roads. When a government official instructed to investigate the economical side of the question reports there is an annual loss of \$600,000,000 to the country because of bad roads, it certainly appears the matter is worthy of the serious attention of the political parties and congress.

Road Improvement in New York. Extensive improvements are now being made or contemplated in Westchester county. In New Rochelle \$400,000 is being expended in paving about 200 miles of streets, while extensive road building is now going on in the townships of White Plains, Rye, Greenburg and Mount Pleasant.

It is stated that the good roads committee of the Westchester county board of supervisors will soon be able to begin the work of the construction of two fine macadamized boulevards through the entire length of the county.

MINNESOTA FARMER BOARDS AND FOUND THEIR AID OF LOCAL

labor values. This was not the case, for the wheelmen have always been consistent advocates of highway improvement and the "plank of good roads" found the chief plank in their platform with the League of American Wheelmen a was organized. It has been charged that the motive of the wheelmen was a selfish one, and in the early days of cycling, when every wheelman was a road rider and rode a high wheel, there may have been some ground for the charge, but no foundation for such a belief exists today. Since the adoption of the safety machine as a business vehicle by all sorts and conditions of men not one city wheelman in ten is seen upon a country road more than a few times each year, and the wheelman's interest in good roads is purely a business proposition, the adoption of which would benefit him only in proportion as it would benefit any other member of the community.

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Her Husband's Story. My name is E. J. Sprong, and my address is 16 Bondman Block, Troy, N. Y. I want to tell how thankful I am that my wife's health has been restored to her. About a year ago she caught a dreadful cold, which settled in her bronchial tubes and lungs. She certainly had bronchitis, and I think consumption, too, and we departed of her life. She had a tightness and soreness in the chest, and it was difficult for her to breathe. There were darting, sharp, dull and heavy pains, with constant coughing and expectorating. Each day she was worse than the day before. I was advised to get a bottle of English Remedy, and did so, but my wife only shook her head and said, "Another dollar thrown away." She took the Remedy, however, and said the effect was magical. In less than an hour there was a remarkable change. She got better at once, and in a short time she was entirely well and strong again. The cure was permanent and there has been no relapse. I don't know what Acker's English Remedy is made of, but I am sure it contains something that fortifies the system against future attacks. My wife is in better general health now than ever, and you can't imagine how happy she is for her recovery. She tells everybody about Acker's English Remedy, and so do I, for I believe it to be our duty to the public to help every sufferer who has throat and lung troubles. My neighbors say it is a sure specific for cough, and has saved the lives of hundreds of little ones around in this vicinity alone. Sold at 25c, 50c, and \$1 a bottle, throughout the United States and Canada; and in England at 1s. 6d., 2s. 3d., and 4s. 6d. If you are not satisfied after buying, return the bottle to your druggist, and get your money back. We authorize the above guarantee. W. H. BUCKLE & CO., Proprietors, New York.

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