

SIGNIFICANCE OF MAINTENANCE

Greatest Part of Highway Expenditure Is For Construction.

BUSINESS METHODS NEEDED

There should be a proper system of road maintenance, with its auxiliary system of road accounts and financial control—this would place expenditures on a sound basis.

The greatest part of the large annual expenditure for roads is for construction, writes E. W. James, chief of maintenance, United States office of public roads, in the New York Evening Post. Another large part is spent in repairing worn out roads. Very little is spent systematically for maintaining in good condition roads already built. The fact that it is usually impossible to separate expenditures for construction, repair and maintenance indicates the indifferent attitude of local officials toward maintenance. What such indifference means should be thoroughly understood.

The idea of building roads with bond money is a good one. The arrangement can often be made to good business advantage, and is a good device for making posterity share in the payment of a certain advantage that we bequeath to it. But as usually practiced the arrangement of issuing bonds serves actually to shift all payment to posterity and to exhaust the proceeds of the sale in our own generation. We are heavily discounting the future in road building, and unless some change is brought about, financial difficulties are sure to come that can be met only by heavy direct taxes that will have to be expended without any direct benefits.

The first step toward remedying this condition is really a very simple one. Every mile of improved road built by a county from any funds whatever should create a determinable annual liability against the annual road revenues of the county. This liability is determined by a competent engineer as the probable annual cost of maintenance of that particular mile of improved road.

Let us assume the case of a county having \$10,000 annual road revenue under the maximum levy. The county already has 300 miles of common dirt roads and is unable to keep them in good condition for \$33 per mile, because of the heavy traffic near the market towns. So it plans to issue bonds and to construct gravel roads near the principal market towns or railroad points or centers of population. The question is, How many miles of gravel road should the county build? The engineer advising the county studies the materials available and estimates that roads built with the best local gravel will cost \$125 per mile annually to maintain. To maintain the dirt roads at least \$30 per mile should be allowed on 100 miles. By a simple computation we find that fifty-six miles of gravel road at \$125 is \$7,000, and 100 miles of dirt road is \$3,000, and our \$10,000 revenue is exhausted. This is, then, the limit of such road that the county should construct.

Our county governments are not so efficient as our city governments. However honest county officials may be, however seriously they take their duties, they labor under a heavy burden of habit and custom that practically makes impossible any thorough, effective work by present methods.

In 1914 the United States expended in all \$249,055,067 for road work; a quarter of a billion dollars; more than one-third of the value of the 1915 cotton crop at 10 cents per pound. If we would conserve this tremendous annual investment of public wealth in public works so that it may be cumulative in effect and not a dead annual charge for transportation, we must revise our methods of conducting road affairs, introduce proper supervision, proper business methods, and once and for all take roads out of local politics.

The instrumentality for accomplishing these ends is a proper system of road maintenance, with its auxiliary system of road accounts and financial control. Such system will save the community from assuming an undue burden of fixed charges, will provide for the permanent and effective upkeep of the public property represented by the road system, will distribute the annual revenues where traffic and investment values demand, and not as sought by local politicians, and will place the largest single item of public expenditure, that for public roads, on a business basis. The result will be that the huge investment of annual public revenues will have a cumulative value and the public property represented by that investment will be permanently conserved.

Rounded Corners Popular.
Rounded corners at road intersections are made at all important crossroads and at the junctions of all roads where the traffic is sufficiently heavy to warrant it in Clatsop county, Ia. This practice, according to the service

AN OLD TIME FARM

And the Methods That Were in Use in the Year 1840.

DAYS OF THE SIMPLE LIFE.

When All Kinds of Clothing Were Made at Home, When Eggs Sold For a Shilling a Dozen and the High Cost of Living Was Not a Big Problem.

In view of the modern day high cost of living and of the many wonderful advances made in the last century—the railroad, telegraph, the ocean cable, the telephone, the automobile and farm and labor saving machinery of all kinds and the amazing changes these inventions have necessarily wrought in all directions in almost every walk of life—it may be of interest to recall living conditions on a farm in the year 1840.

The farm I have in mind consisted of 200 acres. The stock was fifteen cows, a yoke of oxen, twenty sheep, an old white horse, a dozen pigs, fifty hens, ten geese, a few ducks and a flock of turkeys.

The farm produced practically everything the family consumed, both clothing and food. The sheep furnished the wool, which was carded at a "fulling" mill and made into rolls for spinning.

At home it was spun into yarn and woven on a hand loom. For beds it was left white; for clothing it was dyed any color desired. A competent housewife could make dyes of logwood, indigo or cochineal. The white and black wool were mixed to produce a gray like the Confederate uniform.

There were no ready made clothes; all clothes were made in the home. There was no woven underwear. Stockings were knitted at home as well as mittens and tippets. Caps with ear flaps were of rabbit skin. There were no shoes. In the winter boots came up to the knees.

Several cows were killed each year. There was a tannery near by, where the skins were tanned. A shoemaker made our boots. They were usually too small and gave much trouble and pain.

The flax, cut and laid down until the fiber loosened from the woody part, was put through a heckle worked by hand and then spun and woven. This strong linen cloth was used for summer clothing, towels, etc. The seed was saved to make flaxseed tea (a medicine) or poultices for bruises.

For food we had everything needed—fresh meat, potatoes, beets, cabbage, parsnips, pumpkins for pies, apples, which lasted from fall to spring; cider, which gave us vinegar or produced a cider champagne.

Half a dozen pigs killed in the fall gave us plenty of ham and bacon, lard, sausages and salt pork. The hams and bacon were hung up in the smokehouse, a small building with no opening except the door. A small fire produced more smoke than heat, but gave the hams and bacon a very delicious flavor.

There were plenty of chickens for roasting and puddings and eggs, turkeys for Thanksgiving and Christmas, occasionally a roast goose with apple sauce.

From the cows' milk we made both butter and cheese. What butter and cheese the family did not consume was sold in a nearby village. Butter usually brought 12 1/2 cents a pound. Cheese was also made at home, as there were neither creameries nor cheese factories. Cheese was sold at 5 to 6 cents a pound. All eggs not used went to the village store and brought 10 cents to 12 cents a dozen.

Every farmer made his own soap. It was called soft soap. It was soft, but very strong, and took the dirt off your hands and face very thoroughly and some skin also unless you were careful in your ablutions.

Little was heard of the world at large. Twenty miles from the railroad the great four horse stagecoach came every day, bringing the mails. There were few newspapers or magazines. The telegraph was unknown. The Atlantic cable did not succeed until 1866. There were only twenty-three miles of railroad in 1830.

All the wonderful agencies which have added to the power of man in the last century will not be lost, but will be added to constantly. The many problems of the modern day high cost of living can only be solved by time and the efforts of our greatest minds.—Warner Miller in New York Times.

How Indigo is Produced.

A primitive but effective method of obtaining indigo in southern India is practiced by the natives. The plant is tightly packed the day it is cut, in a large vat, into which water is run, and boards are then placed over the top and are kept in position by heavy crossbeams. The plant is allowed to soak for ten or twelve hours, during which time a heavy fermentation takes place. The liquid is then drained off into another vat, after which coarser beat and stir the soaked mass thoroughly with staves until the dye begins to emerge. The whole is then allowed to settle. The clear liquid is drained off, and the residue is boiled in copper vessels. It is then pressed into hard cakes ready for the market.

bulletin of the Iowa state highway commission, is regarded with so much favor by the farmers that they donate the land required for extra width in the right of way.

A Mummy's Doll.

Among the ancient objects exhibited in the British museum is a doll more than 3,000 years old. When some archaeologists were exploring an ancient Egyptian royal tomb they came upon a sarcophagus containing the mummy of a little princess seven years old. She was dressed and interred in a manner befitting her rank, and in her arms was found a little wooden doll. The inscription gave the name, rank and age of the little girl and the date of her death, but it said nothing about the quaint little wooden Egyptian doll. This, however, told its own story. It was so tightly clasped in the arms of the mummy that it was evident that the child had died with her beloved doll in her arms.

Remarkable.

"One of the astronomers claims that he has charted 60,000 new worlds." "By George, it's remarkable!" "Not so very when you consider the fact that he has the use of the largest telescope in the world." "I wasn't thinking of that. What I consider strange is that with so many other worlds in existence the lady who is acting as stepmother to my children had to fight on this one."—Chicago Herald.

Weeding Out Process.

"How are you getting along with your new efficiency expert?" "Remarkably well," answered the head of a large business firm. "In fact, we are still quite friendly, although he has discharged several members of my family."—Birmingham Age-Herald.

Quarrelsoms.

Polly—I never knew such a quarrelsome girl as Molly. Dolly—That's right. Half the time she isn't on speaking terms with her own conscience.—Philadelphia Ledger.

Neither should a ship rely on one small anchor, nor should life rest on a single hope.—Epictetus.

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Faith of Partners.
A member of the New York supreme court, reviewing a New York firm of architects for canceling an agreement, says, "Authorities unanimously agree that there is scarcely any relation in life which calls for more absolute good faith than the relation of partners." Also, "A purer and more elevated morality is demanded of partners than the common morality of the trade." The meaning is that an individual who transacts business for himself may look out solely for himself, while a partner must never consider his own advantage apart from that of his associates.—Exchange.

Explained at Last.
Rufus—Pardon me, sah. Can you explain to me de meanin' ob domestic felicity? Rastus—Suttinly Ah kin, Rufus. Domestic felicity signifies dat de man ob de house kin whup de wife ob his hunsom.—Farm Life.

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