

THE MUD NUISANCE ON OILED MACADAM ROADS.

A Question That Is Perplexing Road Engineers.

With the coming of summer municipal engineers have brought again before them the perplexing question which has been giving many of them gray hairs for several seasons past:

What shall we do this season to cope with the dust nuisance on macadamized streets?

Probably the most generally adopted plan has been the sprinkling of the macadam with some asphaltic oil. It has been demonstrated that where horse drawn traffic does not predominate such sprinkling is a success in preventing disintegration and undue wear by building up a rubbery traffic mat on top of the stone.

But in escaping from the chorus of complaints of the dust nuisance the engineer runs foul of a new set of protests from indignant citizens who find carriage varnish, clothing and floor coverings ruined by the black, greasy mud which covers these roads after every hard rain.

The cause of this nuisance has been variously explained, but the condition has seldom been remedied. It has now been shown that asphaltic oils and water will form an emulsion whenever colloidal matter like clay is added. This is what happens to the asphalt bound traffic mat under the soaking of rain and the kneading of traffic. Considerable loam and litter are carried on to the road in the course of ordinary traffic, and the rain and wheels complete the process. After the rain has ceased the emulsion gradually dries out, and the traffic mat eventually becomes as effective as before, but it is again converted to mud by the next heavy storm. When the mat contains a large proportion of bitumen and is dense and rubbery this emulsifying is delayed, but only delayed. When the mat grows older and so much dirt and litter have been ground into it that the proportion of bitumen is lowered, then its earlier water shedding qualities are lost and its surface is slimy, slippery and nasty after every shower.

Several remedies are conceivable, but practical objections arise to all of them. For instance, before applying the binder great care must be paid to removing the last traces of fine dust and litter and in throwing on gravel, small stone or screenings as a filler. The finest dust is to be discarded. Moreover, this filler must be of a material not easily reduced to an impalpable powder under traffic. Every means must be taken to prevent the carriage of dirt and litter on to the

traffic mat, as by providing frequently cleaned approaches. The unavoidable accumulations of dirt and litter must be removed before each storm. More oil should perhaps be added from time to time during the season to keep the bitumen percentage high and the water shedding qualities of the mat unimpaired. The expense involved in these measures is obvious. So impractical, therefore, seem all the present expedients for preventing this greasy mud that the trouble seems like a necessary wet weather evil of oiled macadam.

BEST ROADS IN THE WORLD.

The Splendid System in France That Has Brought This About.

In France, where they have the best roads of any country in the world, the highways are divided into several classes, but all of them are supervised by the national government, which maintains a bureau of roads and bridges and supports a school for the education of the engineers and inspectors who are employed in the bureau.

This method of building and maintaining roads in France was started by the first Napoleon, who appears to have been the earliest European statesman who clearly saw the economic advantage of proper highways and who at the same time had the power to carry out what he wished. The effect of these good roads in France has been wonderful. They have brought all of the various parts of the country nearer together, they have made country life less lonesome, and they have reduced the cost of transportation of country produce to a minimum. France is the only country in Europe where the agricultural classes are not dissatisfied and where they do not feel that they have a harder time than those who labor in other fields.

Work in Alabama.
Mobile county, Ala., is preparing to surface 100,000 yards of road with chert, clay, gravel and oyster shells.

Beautify the School Grounds.
While all our cities and towns are making a mad scramble to build or improve parks it may be as well to pause and consider if school grounds are not sadly in need of planting and general care. Cities often have beautiful parks and bare, inhospitable and unsatisfying premises about the schoolhouses. Children schooled amid pleasant and ornate surroundings will make a generation of adults who will demand the finest parks and other improvements.

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HAMPTON BUTTE

The New Town laid out in Section 16, township 21 south, range 22 east, about half way between Burns and Bend

Is Now Placed on the Market.

It is located on the survey of the Oregon Trunk east and west line, and is the same distance from Metolius, the first division point, as that station is from Fallbridge; and Hampton Butte will undoubtedly be the second division point on the Oregon Trunk when the road is extended.

Hampton Butte is in the fertile Hampton Valley, which has been settled up and is being turned from a sagebrush plain into a dry farming grain country. The town is near the Horace Brookings' stopping place, and from one corner of the townsite can be counted the homes of 34 settlers.

A store and Hotel are expected to be built in Hampton Butte this summer by the Oregon Central Improvement Co., owners of the property, and within thirty days the company expects to have a drill on the ground to go down to secure artesian water.

A block of the townsite has been dedicated for school house purposes and another block for park purposes.

The Agents for Hampton Butte townsite at Bend are

THE WENANDY LIVERY COMPANY

from whom any information may be obtained

Oregon Central Improvement Co.

Main Office: 411 Mutual Life Bldg.,

SEATTLE, WASH.

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