ROGUE RIVER COURIER. GRANTS PASS, OREGON, AUGUST 31, 1906.

PROFESSIONAL CARDS. WHY GOOD ROADS PAY

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Striking Instances of Importance of Having Improved Highways Told by an Arkansas Man-Serious Effect of Bad Road Tax on Farmers.

At the recent convention of the Arkansas Good Roads association held at Fort Smith, H. E. Kelley, according to the Goods Roads Magazine, spoke on "Good Roads-Why They Pay," saying in part as follows:

'Roads are the foundation of civilization. They form the means of communication between people, and there is no better index of the intelligence of any community than its roads. Good roads pay. They make high land values, and in time they create high average intelligence in the country through which they are built. Perhaps no hetter example of this can be found than in New Zealand, where the general government undertakes the building and care of all roads-the railroads as well as the wagon roads. The country of New Zealand is much like that of Arkansas, but the government adopted a development policy which is very effective and highly profitable. One of the main lines of business conducted by the government of New Zealand is in real estate. It acquired by purchase or condemnation large tracts of land. The first thing in the way of development was a highway built through the property. Along this the government sells out to settlers on long time and easy payments land in spitable sizes.

for farms and homes. The settlers on this land are first given employment by working on the roads. After the roads are in good condition the population comes quite rapidly, and it is astonishing what that government is accomplishing in spreading its people out on the soil. There is no congestion of the population in cities. Each citizen is encouraged to get a home of as many acres of land as he can take care of. and the result is a population whose general intelligence and comfort are greater than I have seen elsewhere.

"That good roads pay is a generally conceded fact, and it has seemed strange to me that an argument on this subject should be needed. A visit to any of the rural districts of Arkansas is convincing proof that an argument is required, for the good roads are not there, and I cannot conceive of a greater contrast than that which the squalor, poverty and ignorance displayed in our rural districts make with the intelligence, cleanliness and comfort one sees in a New Zealand rural district. I think this difference is more due to the roads than to any other cause. Whether the lack of roads breeds ignorance or whether the ignorance breeds the bad roads is a subject I will not undertake to discuss. At any rate, both exist to such an extent in our state that our first patriotic duty is to either dispel the ignorance in procuring the roads or procuring the roads to dispel the lgnorance.

"I recently purchased a piece of land near Fort Smith past which ran two good roads recently built. This land was timbered, but the timber had been rated an incumbrance on the land. In fact, it hadn't been profitable to steal it and haul it to town, which fact probably accounts for its still being there. I had a lot of this timber cut and put a rather intelligent person looking for a disposal of it. Some time later I was surprised when he told me that it was sold at a net price, after paying for the auting, which would more than pay for clearing the land. On looking into this I found that the good roads made It possible to haul a cord or more at a load of this wood to market and make about four loads a day, whereas before the good roads were built two loads of one-half cord each were all that one team could do. It cost \$3 a cord to haul this wood before the good roads were built and 75 cents a cord afterward. In other words, the wood was worth \$2.25 per cord after the roads were put in, while it was absolutely worthless before. I find that the difference in the cost of hauling a ton of hay to market before and after the good roads for a distance of seven miles is about \$2. One of my farm teams over the bad roads will bring a ton of

impossible to have a clean, healthy, DESTROYER OF ROADS wholesome town without paved streets. We in Fort Smith have had a notable example of how good streets pay."

DUSTLESS COUNTRY ROADS

Asphalt Used In Place of Macadam on New Jersey Highways.

If the experiments to be conducted by State Road Commissioner E. C. Hutchinson of New Jersey turn out successfully, as he predicts they will, the day of the dustless country road is at hand, and automobiling will be given a boom in New Jersey surpassing even that which its unexcelled macadam road system has given it. says a dispatch from Trenton, N. J. Commissioner Hutchinson will during the summer experiment with the use of asphalt instead of macadam for building country roads. The roads built of this material in the rural districts will not be like the smooth surfaced street pavement of the city streets, but will resemble the macadam roads in that they will have small broken stones for their principal component, and these will be bound solidly together by asphalt. This will present a hard surface from which there will be no wearing of small particles to be whirled in clouds of dust in the faces of travelers and in the homes of bordering residents.

Commissioner Hutchinson's experiments have attracted the attention of road builders all over the United States, who are watching the result with the deepest interest. Mr. Hutchinson asserts that the asphalt country road will cost no more than the macadam, and that its wearing qualities will surpass those of the material at present commonly used.

Within the last few months Commissioner Hutchinson has been bobbing up most unexpectedly at the scenes of new road operations in different parts of the state. This is the result of the recent acquisition by his department of an automobile, which enables the commissioner to keep his eye on new road work much more readily than he could before. Contractors and inspectors receive no notice of the commissioner's approach, and consequently any shortcomings of which they may be guilty in the construction are quickly exposed to the gaze of the official who has the say in the distribution of the state's road appropriations. several counties Commissioner Hutchinson has pounced down upon derelict contractors and inspectors, and he has not hesitated to call the attention of boards of freeholders to the conditions that he found, and in some instances he has exercised his authority of withholding the state's money until the work was properly done.

Commissioner Hutchinson is at preent paying particular attention to applications presented to him for new roads. He insists that only the most traveled roads be improved, and in this way instead of building roads that will benefit only a small section he is accomplishing the joining of the chain of macadam roads crossing the state in all directions. This encourages automobiling, and in consequence the state treasury is enriched the more by the increase of the receipts of its automobile department. The day of the narrow macadam road, ten and twelve feet in width, has passed, and Commissioner Hutchinson now enforces strictly the rule that he laid down when he entered upon his office-that | It is the cementing material of the road no road less than sixteen feet in width be built in New Jersey.

AUTOMOBILES SAID TO BE CARRYING street is dustless. OFF THE DUST.

Experiments of Government Experts to Ascertain Quantity Blown Away by Motor Cars-Efforts Being Made to Find a Remedy.

The automobile stands accused on official government authority of a high crime and misdemeanor. It is destroying roads. And if it be asked, How so? answer is: By carrying off the the dust. The dust, strange though it may seem, is the life of a road, without which it soon undergoes disintegration. This will be explained later on, however. Meanwhile it will be interesting to describe some experiments which Uncle Sam's road experts are now engaged in making, with a view to ascertaining just how much dust is carried off from a road by an average motor car travellug at various rates of speed. One method adopted for the purpose

is to mount a photographic camera on the front of a motor car, and, following close behind another automobile, to take snapshots of the latter at different speeds. It is quite a picturesque and interesting performance, the exact speeds being determined by means of stop watches held by men stationed along the track, while additional photographers are placed at intervals on the rondside to take pictures of the machines as they fly past. The work in question is being done in the neighborbood of Washington under the direction of the bureau of roads, which utilizes a certain stretch of roadway for a given afternoon, warning all vehicles to keep carefully to the right.

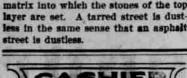
Then something begins to happen. The speed law is abrogated for that afternoon over this particular stretch



DUST RAISED BY AUTOMOBILE TRAVELING THIRTY MILES AN HOUS.

of road. Several motor cars of different types and weights are in readiness. The photographers and the men with stop watches are duly placed at their appointed stations. Whoosh! Off goes a machine at a rapid rate, followed closely by another, in the front of which, with the chauffeur, sits a man who operates a camera. The dust flies upward in a cloud, partly obscuring the automobile in front, but that is what is wanted-to show by photography how much dust is thus thrown up from the roadbed, to be carried off by the breeze, and so, in considerable part, lost.

To say that dust is the life of a road is not putting the fact too strongly surface, which, combining with the moisture contributed by rain, holds to-





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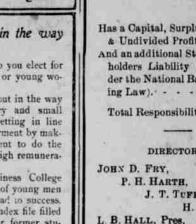
Was Wasting Away.

"I had been troubled with kidney disease for the last five years," writes Robert R. Watts, of Salem, Mo. "I lost flesh and never felt well and doctored with leading physicians and tried all remedies suggested without relief. Finally I tried Foley's Kidney Cure and less than two bottles completely cured me and I am now sound and well." During the Summer kidney irregularities are often caused by excessive drinking or being overheated. Attend to the kidneys at once by using Foley's Kidney Cure. For sale by H. A. Rotermund.

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G. B. Burhans Testifies After Four Years.

G. B. Burhans, of Carlisle Center, N. Y., writes: "About four years ago I wrote you stating that I had been entirely cured of a severe kidney trouble by taking less than two bottles of Foley's Kidney Cure. It entirely stopped the brick dust sediment, and pain and symptoms of kidney disease disappeared. I am glad to say that have never had a return of any of those symptoms during the four years that have elapsed and I am evidently cored to stay cured and heartily recummend Foley's Kidney Cure to any me suffering from kidney or bladder trouble." For sale by H. A. Roter-Bund.

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State Maps-CourierBuilding.

hay to town in a day. Over the good roads they will bring three tons, so the product of a meadow of 100 acres is worth about \$300 more with a good road to it at seven wiles from town than it is with a bad road. Before this good road was built the meadow was worth \$10 per acre. Since it is built

\$30 seems a reasonable price for it. "I have found by actual experience that the tax the farmers are paying which keeps them poverty stricken is that imposed by bad roads. For many years I tried earnestly to locate an industrious class of farmers in this county. On different occasions I did succeed in getting several such colonies started. None of them remain, Usually they were a hardy class of Germans such as settled the prairies and states to the north and west of us. One by one they would sell out and go back to the prairie country. On close questioning I would find that the lack of roads and schools was so great these people wouldn't stay. The country they came from had a tax three times as large as ours. In fact, many of the school districts in Kansas where they had lived levied a school tax muck greater than our total tax, and it was not unusual for the total tax to be 5 per cant in the counties from which these German settlers came. They would try it a year or two in our country of bad roads and low taxes, then sell out and return to the 5 per cent tax rate.

"Good city streets pay just as well as good country ronds, and it is almost Courier office.

State Highway Department

Virginia is to have a state highway department. The bill, which has passed the senate, provides for a state highway commissioner, to be appointed by the governor and confirmed by the legislature, and an assistant, both of whom must be civil engineers, and the commissioner, together with the professors of engineering in the University of Virginia, the Milltary Institute and the Polytechnic institute, are to constitute the highway commission. Local authorities are to apply to the commissioner when they desire permanent road improvement, and on his advice the work will be undertaken. The county is to supply necessary materials and tools, and the state will supply convict labor free of cost to the locality. The first year will necessarily be largely devoted to preparation and organization, after which a liberal state aid measure is expected.

Adopts the County Road System

One-half of the taxes in the village of Munising, Mich., is paid by the Cleveland Cliffs Iron company. This company has agreed to expend \$1 for every dollar raised by the village for permanent street improvements, so that, in fact, three-fourths of the cost of street improvements will be paid by the company. Alger county, in which Munising is located, has, following the lead of the Cleveland Cliffs Iron company, adopted the county road system and voted to raise \$100,000 for road improvement in the county.

Dragging South Kansas Roads. The three rural route carriers from Wellesville, Kan., report forty miles of dragged roads on their seventy-five mile routes, says the Kansas City Times. The work is the direct result of the agitation recently started when the Good Roads special sent out by the Santa Fe railroad stopped there and D. Ward King made a practical demonstration of the possibilities of the "split log" drag. At that time seventy-five farmers and business men agreed to build and operate drags.

Fine commercial printing at the

gether the stony particles composing that surface, shedding storm water and preventing the particles from undergoing disintegration. Thus it may be said that dust is to a road what shingles are to a house. If it is taken away the roadbed goes to pieces. The amount of dust thrown up by the automobile is in proportion to the speed at which it goes. But, in order to obtain exact figures on this point, the government experts take a series of photographs of each motor car, traveling over the same stretch of road, at ten miles, twenty miles, thirty miles,

and so on up to seventy miles an hour. A stretch of road with a fairly sharp turn is chosen by preference, in order that photographers posted at the bend may, with safety to themselves, snapshoot each motor car from directly In front, as it approaches, and also directly from behind, after it has passed by. Now, it is not merely for theoretical purposes that the road bureau is making these experiments. It is trying to find a remedy for the mischief-a practical part of the inquiry which is being carried on simultane ously with the automobile tests above described. Something must be found. obviously, to keep the dust from being carried off the roads, and the pre-ventive seems to be either tar or oil.

For some months past the experts have been applying tar and crude pehave been applying the and cloud per troleum to different sections of roads. The only Electric Lighted first-class Train from Portland to the East. (though the tar seems to be preferred) accomplisies the purpose admirably. It appears that an application of tar costs less than 2 cents a square yard. including labor, and it will last for a year or so, though just how long cannot be stated exactly as yet. The cost of oil is even less. The tar is transported for the purpose in tank cars and heated in the car by introducing a coll of steam pipe into it and furnishing the requisite heat from an engine on wheels which is run up alongside a this way the material is made fluid. so as to be easily spread by mea with brooms or otherwise over the surface of the roadbed that is to be treated. The tar gives a hard and smooth coating, resembling asphalt. It penetrates to a depth of one or two inches, and in the case of macadam forms a sort of

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