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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."

The Courier has the largest corps of correspondents of any paper in South State Maps—Courier Building.

WHY GOOD ROADS PAY

MAKE LAND VALUABLE AND CREATE HIGH AVERAGE INTELLIGENCE.

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."

"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 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."

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impossible to have a clean, healthy, 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 automobilism will be given a boom in New Jersey surpassing even that which its unexcelled macadam road system has given it.

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.

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.

Adopts the County Road System. One-half of the taxes in the village of Munising, Mich., is paid by the Cleveland Cliffs Iron company.

Dragging South Kansas Roads. The three rural route carriers from Wellsville, Kan., report forty miles of dragged roads on their seventy-five mile routes, says the Kansas City Times.

Fine commercial printing at the Courier office.

DESTROYER OF ROADS

AUTOMOBILES SAID TO BE CARRYING 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? the answer is: By carrying off the dust. The dust, strange though it may seem, is the life of a road, without which it soon undergoes disintegration.



DUST RAISED BY AUTOMOBILE TRAVELING THIRTY MILES AN HOUR.

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.

To say that dust is the life of a road is not putting the fact too strongly. It is the cementing material of the road surface, which, combining with the moisture contributed by rain, holds together the stony particles composing that surface, shedding storm water and preventing the particles from undergoing disintegration.

For some months past the experts have been applying tar and crude petroleum to different sections of roads, and they have found that either (though the tar seems to be preferred) accomplishes the purpose admirably.

It is trying to find a remedy for the mischief—a practical part of the inquiry which is being carried on simultaneously with the automobile tests above described. Something must be found, obviously, to keep the dust from being carried off the roads, and the preventive seems to be either tar or oil.

matrix into which the stones of the top layer are set. A tarred street is dustless in the same sense that an asphalt street is dustless.



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Was Wasting Away. "I had been troubled with kidney disease for the last five years," writes Robert B. Watts, of Salem, Mo. "I lost flesh and never felt well and doctored with leading physicians and tried all remedies tried without relief."

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