

MUST KNOW GOOD ROADS FROM BAD

F. G. Young, professor of economics and sociology at the University of Oregon, is the author of a recent bulletin entitled "Tendencies in Recent American Road Legislation." The bulletin is published as one of a new series by the state university. The press work was very creditably done in the office of the Eugene Standard.

Professor Young in his bulletin shows that satisfactory progress in the building and maintenance of good roads requires first of all an appreciation of what good roads mean for the welfare of the people and the development of such an organization of their resources as will furnish road improvement money and brains. Roads must run where they have at stake the difference between good roads and bad roads and then get such a system of laws as will induce the largest measure of effective effort in building good roads.

The bulletin is made up of two parts. In the first Professor Young points out the conditions that led to the most remarkable building of the people of this country during the last 15 years to the interest they have at stake in their public roads.

A great national movement has been organized. The support of the general government in its office of Public Road Inquiry has been enlisted.

The agents under Hon. Martin Dodge, who is attending the work.

It is disseminating most helpful literature on road construction and road laws. It is testing free of charge road material and has built object lesson roads in nearly every state. The very efficient National Good Roads association is supported by about half a dozen kindred national organizations. Every state probably and many sections of the country are organized to promote the cause of good roads.

It is clear that the laws that emanate from a movement of such spirit and earnestness have significance and are valuable as models.

Having shown that the basis of the good roads movement lies in the far reaching importance to a people of their roads and pointed out the fact that in most run good roads are not as yet harder and better built than are bad roads.

Professor Young goes carefully into the laws that have been the outcome of this movement.

He gives tabular digests showing the provisions in the law of the different states and territories bearing upon the characteristic features as they were in 1889; secondly, the changes made in 1895; thirdly those made between 1895 and 1904. The tendencies clearly revealed in this new road legislation are summarized.

Since the meeting of the first cost of the permanent roads is the crucial part of the road problem, that system of road laws is best which secures the most equitable distribution of the burden of road improvement. State aid with state supervision has been adopted by nearly one-third of the states. Indiana has called state aid of cost. Through this state aid very satisfactory results have been obtained.

New Jersey, Massachusetts, Connecticut and New York have given this policy thorough tests and are rapidly increasing their state appropriations. Among the other new features in road laws that the bulletin notes are the classification of roads; provision for called state intendment in the location, construction and continuous repair of roads; substitution of the money tax for the labor tax and the rapid increase of taxation for road purposes; work done under contracts publicly let; recourse to bond issues; utilization of convict labor in constructing roads and preparing road material; protection of roads through favoring use of wide tires; conversion of toll roads into public roads.

The phenomenally rapid development of the sentiment in favor of national aid for road improvement is noted and the "toning up" effect on state systems that such national aid would undoubtedly have.

Work on the Portage Road.

In answer to the inquiry as to how work on the portage road is progressing, contractor Nelson says all is going smoothly and satisfactorily, the cold weather causing practically no delay. About 100 men are now at work, says The Dallas Chronicle.

Contractor Tillerston has two piles driven at work and in four days will be through driving the piling. The pile of the 1100 feet to be driven about 800 are disposed of. On the long stretch at Cape Horn one-third will be completed about the 20th of March. It is expected that all the piling will be finished by the middle of April.

Contractor Allen, who has charge of the grading of 50,000 yards, has half of it graded and 25,000 yards.

Steel for the incline track is on its way and should it arrive in time the work of laying the track will commence on the 10th of March.

Cello is now a village of tents and among them a large two story mess house is much in evidence. It has been built at a cost of \$1500.

Chenowith People Send Thanks.

Chenowith, Wash., Feb. 15, 1905.—Editor Glacier: We again thank you in the Glacier to thank the good people of Hood River for their continued assistance in consequences of our burn out. Mr. and Mrs. Miller doubly thanks Mrs. Fannie Coe for the valentine received in due time in the way of a gift, weighing 8½ pounds, and to say that with my fortune, if any more misfortune, they can get along all right. Again thanking the generous-hearted of Hood River, we remain Yours truly,

T. L. SULLIVAN,
H. C. MILLER.

A Dinner Invitation.

After a hearty meal, a dose of Kodol digestant prevents a attack of indigestion. Kodol is a thorough digestant and a guaranteed cure for Indigestion, Dyspepsia, Gas, the Stomach, Sour Raising, Bad Breath and all stomach troubles. N. Watkins, Lesburg, Ky., says: I can testify to the efficiency of Kodol in the cure of Stomach Troubles. I am affected with Stomach Troubles and drink your Kodol Digestive Cure, which has entirely cured me. The six bottles were worth \$1.00 to me. Sold by G. E. Williams.

Court Will Convene Each Month.

Special to the Glacier.

Goldendale, Wash., Feb. 28.—Circuit court will convene the second Tuesday of each month. There will be no jury trial until there is business enough to justify it.

Herman Kuhnhausen, Frank Gray and John Conboy were in Goldendale on land business before Land Commissioner W. B. Presby last week.

Birthday Party for Miss Mullin.

Wednesday afternoon, February 22,

Gladys Mullin entertained her little friends, it being her tenth birthday. Those present were Laura Rand, Besie Wheeler, Leonora Wait, Valeria Wait, Orva Wright, Myrtle Husbands, Shreve, Margaret Bone, Max Collier, Rose Johnson, Ollie Mayes, Lulu Prather, Elma Weakly, Mary Oliver, Kathryn Hartley, Rita Hiatt, Wilma Thompson, Brownie Haynes.

HOOD RIVER APPLES AT 75 CENTS DOZEN

Hood River apples are selling for 75 cents a dozen in New York city, states C. A. Hamilton in a letter of inquiry to W. J. Baker & Co., local real estate dealers. Mr. Hamilton wants to know if there is an opportunity to get work in a Hood River orchard, and whether the stories he reads about this wonderful country are all true. Continuing he says: "I have a good market here, and hope I can sell them in New York. I mean to Washington market, covering a whole block, one firm offering for sale Hood River apples at 25 cents per dozen and on an outside stand, a larger sized apples, 25 cents per dozen, and they sell them at 35 cents per dozen, and they are just as juicy, but have a harder climate I presume to back against."

Annual Banquet Hoosier Society.

Eighty-five natives and former residents of Indiana were seated at the banquet of the Hoosier society of Hood River in the Odd Fellow's hall last Wednesday night, the 23d of February.

The banquet was a sumptuous affair.

After the dinner there were several speeches, and some musical numbers.

Leslie Butler of Butler & Co., bankers, was reelected president of the local Hoosier society, and Miss Gladys Hartley was chosen secretary.

President Butler is anxious to find a place. Hood River society now being formed in Portland to be secured to hold their first annual gathering in this city.

Among the addressers was a talk by Rev. J. S. Rhoads of the United Brethren church. This was followed by a duet by Miss Hartley and Miss Orr. Two little girls, Kathryn Hartley and May Stewart, then sang "Mr. and Mrs. Malone."

George Wilson amused the Hoosiers with a humorous reading. H. W. Wait, the inimitable story teller and songster, rendered his "Zanzibar" in graphic style. The house applauded him.

Other entertainments were delivered by Nina Hollowell, Marie and Aldine Bartness, Helen Stewart and Garnett Hayner.

The Napkins used at the banquet were the present of Mrs. L. Henry, who sent all the way to Columbus, Indiana, to get some of home manufacture.

Has Narrow Escape in Wreck.

Lincoln Stauffer, who returned last week from a five-months' visit at his old home in Ohio, narrowly escaped serious injury in a wreck on the Southern Pacific in California. One man was killed in this wreck and another died later. Over a dozen were injured.

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Take Away the Dead Horses.

If the city authorities of Hood River have any regard for the people of Underwood who cross to this side of the Columbia to do their trading, there is a good chance just now to remove a couple of dead horses from the road on the sand bar leading to the river.

At the Uniford and Jim Hayes called the Glacier attention to this nuisance last Saturday. Farmers from Underwood have to pass directly by the carcasses, and the evil smell emanating from the dead horses is fierce.

Uncle Amos says he expects the next thing to see some of the old men, whom Dr. Orr would have chloroformed, cast out on the sand bar.

Bulletin Boards for Train Arrivals.

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Two weeks after Mr. Stauffer arrived at his old home, his father was taken suddenly sick and died. Mr. Stauffer says the winter weather was very pleasant, until a few weeks ago, when it became very cold. Mr. Stauffer's ears still bear marks of frost bites.

Harry Steed of Wordsworth, Ohio, came West with Mr. Stauffer to make a home in Hood River. Mr. Stauffer says there are many people who will come West this summer to look for homes in Oregon.

Will Present Bonding Petition.

F. C. Sherleib went to The Dallas

to the county court and to be present when the petition of the Barrett and Crappier farmers is presented for their ditch having priority. About 75 farmers have been placed on the petition, which includes practically all of the farmers within the proposed district.

The converted depot is a handsome improvement to the city. The building has been repainted and repainted inside and out. There are now two waiting rooms, one for women and one for men. The office room of the agent and operators has been enlarged and made handsomer, and new quarters for the baggage and express departments.

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