VALUE OF GOOD ROADS

THEY HELP FARMERS AND DEVELOP A GREAT NATION.

Congressman W. P. Brownlow Shows How Highways Fit to Use at Any Time Would Greatly Lessen Cost of Living In Town and City.

National aid to highway construction as a plain, practical business proposition is, in my opinion, paramount to any question that now presents or that can possibly be suggested, because good roads would do more for the country than any other one thing that can be named or any dozen or more things combined, says W. P. Brownlow, congressman from Tennessee, in Collier's Weekly.

There is a feature of this question which persons accustomed to thoroughness in every other line of thought seem to entirely overlook, especially dwellers in towns and cities. If the common roads of the country were brought to a condition that would enable farmers to market their products at all seasons of the year the cost of living in town and city would be greatly lessened and discontent among

THE KIND OF ROAD TO WHICH CONGRESSMAN BROWNLOW OBJECTS.

laboring people and the operatives of industrial concerns would largely decrease, if it did not entirely disappear. Why and how?

Present road conditions compel farmers to rush their products to market as soon as harvested, when the roads are at their best, since by waiting a convenient time they may not get there at all because of bad roads. This naturally congests the market, forcing low prices, to the great detriment of the producer and without appreciable benefit to the consumer, because the average family in town or city buys only in small quantities at one time, say a day's or a week's supply. What is the result?

The speculator, finding prices low and knowing that in a little while the bad roads season will be on, when competing products will be kept from the trade centers, buys up the surplus and stores it away for the day of necessity when he can demand and receive his own price for his holdings—the stuff for which men toil, which they are compelled to have at whatever cost.

And when the citizen in a town—the mechanic and operative of the shops and factories—is forced in winter and spring to pay exorbitant prices for those articles of household necessity which went begging for buyers at low prices the preceding fall he figures the increased cost of living in comparison and grows restless and discontented and is easily led into strikes and other labor disturbances that are so disastrous to the business of the country and so prolific of other hurtful consequences. This of course is not all that enters into strike causes, but it contributes a full share.

The prices of foodstuffs from the farm would be always at a decent living level to all concerned if the country had systematically improved highways over which farmers could travel to market any day in the year. These farmers would then realize better prices for their products than they now do, at less cost for marketing and still be able to sell to all classes of consumers at lower prices than are forced by speculators in the bad roads season.

While it is undenjable that the influence of public schools, the press, the pulpit and other institutions marks the progress of civilization, yet all these are more or less dependent upon the facilities of intercourse between the people. Good roads through the country would do much to relieve the congestion of population in great cities, and thus the social fabric would be strengthened, because rural life is conducive to the highest moral standards, whereas in crowded city tenements vice runs riot with its malign influence.

Bad roads in the United States cost the producing people $1,500,000 every twenty-four hours. This drain is fearful. It is deadening the national life and is a national disgrace. Good roads develop good people. The wagon roads are the highways along which civilization and development move.

Farmers' Interest In a Speedway.

The farmers residing along the proposed route of the automobile speedway to be built northward from Pennington, N. J., for a distance of thirty miles are doing all in their power through contributing inferior land and charging low prices for better land to encourage the work. It is believed that with the opening of the speedway there will be a boom in real estate values due to the demand by wealthy people for sites for cottages and country residences.

Fine Road Metal.

A ship recently dumped into Pensacola (Fla.) harbor a load of ninety tons of a mixture of shell and coral which had been taken aboard as ballast. The city authorities purchased the lot and placed it on the streets. It grinds down to a powder which cements readily and forms an excellent road metal.

THROAT EXERCISES.

Evils That Come From Misuse of the Vocal Organs.

The chronic sore throat is not infrequently produced by the misuse of the vocal organs. Very often that unruly little member, the tongue, is accountable for the difficulty, as it is for a great many other troubles in this transitory life. Many people have a habit when talking of pushing the tongue so far back against the delicate membranes that line the throat that irritation more or less painful is caused, and if it continues any length of time ulcers will form, and so will a doctor's bill.

Control of the tongue is excellent in all senses of the word. Physically this organ may be managed by depressing it into a hollow at a point three-quarters of an inch back of where the tip of it comes when in a natural position in the mouth and at the same time singing very light head tones. This exercise requires some patience at first, but the habit of keeping the tongue down is soon acquired. In speaking or singing it should not be allowed to hoop up and fill the mouth, thus interfering with the free passage of the tones of the voice from the throat to the front of the mouth, where they should strike and then escape clear as a bell. This hooping up of the tongue in the mouth is the cause of much of the indistinct and slovenly utterances to which we are too often obliged to listen.

In many people we notice the line from the point of the chin to the neck is in the form of a right angle. In a shapely throat this line forms a curve, just as a canary's does when the small yellow artist is warbling his carols.

To develop the throat and make this angle a curve stand before a mirror so that you may watch the throat swell out. Now thrust your tongue out as far as it will go, then draw it back quickly and forcibly, at the same time bringing it downward in the mouth as far as you can. Place your thumb and forefinger against the larynx (commonly called the Adam's apple), and if you are making the right movement you will feel the larynx pass downward. For a week or two make the movements lightly. After that time put as much force into it as you can. The exercise should be practiced for a few minutes several times a day to insure rapid and good results.

To fill up the hollows of the neck stand correctly and then slowly fill the lungs with air without elevating your shoulders. As the air is forced upward into the throat hold it there a few seconds and then expel slowly. This exercise is best performed soon after rising in the morning and before retiring at night.—New York Post.

Time and Eternity.

The stream of time never runs dry, and the ocean of eternity will forever send its mighty surges mountain high against the bank of time's little stream, sweeping with each receding billow over its expansive bosom the frail human craft from the shore of time, with earth's happiness, human affection, toil, trials, tears and sin, to the eternal shore of celestial beauty and bliss. Oh, mighty ocean of eternity, your wonderful anthem of life and death brings eternal woe and condemnation to him who is untrue to himself and his divine pilot, but to the trusting, faithful man it sings of endless felicity in the presence of time who has redeemed his people from the bondage of sin and has swept them through the pearly gates.—Ducktown (Tenn.) Gazette.

The Wonderful Diatom.

One of the most wonderful things in vegetable life is a beautiful and minute class of seaweeds called diatoms. They belong to the seaweed family, yet they may be found by the thousands in any roadside ditch, fresh or salt water lake or even in cisterns, wells, springs, etc. Most species of plants are made up of an infinite number of little cells, but with the diatom it is otherwise. Each representative of this wonderful family of plants is formed of but a single cell and this so minute that it would require 2,500 of the most common form, laid end to end, to make a string an inch in length. Some species of diatoms have the power of independent motion, and on that account were for some time believed to be animals.

Candy and the Flag.

The following is accredited to the late Senator Hoar: At a Fourth of July celebration in a Canadian town where both English and American guests were assembled the flags of the two countries were used in decorations. A frivolous young English girl, loyal to the queen, but with no love for the stars and stripes, exclaimed: "Oh, what a silly looking thing the American flag is! It suggests nothing but checkerberry candy." "Yes," replied Senator Hoar, "the kind of candy that has made everybody sick who ever tried to lick it."

Charity.

Charity is a universal duty which it is in every man's power sometimes to practice, since every degree of assistance given to another upon proper motives is an act of charity, and there is scarcely any man in such a state of imbecility as that he may not, on some occasions, benefit his neighbor.—Johnson.

His Advantage.

First Man—How do you do? Second Man—Beg pardon, but you have the advantage of me. First Man—Yes; I guess I have. We were engaged to the same girl, but you married her.

The taste of beauty and the relish of what is decent, just and amiable perfect the character of the gentleman and the philosopher.—Shaftesbury.

Land Notice.

JOHN MULLAN,

Attorney and Counselor at Law.

1310 Conneticut Avenue

Washington, D. C.

All persons who have heretofore made FINAL PROOF in any kind of Land, Mineral or Timber Entries, which has been accepted by the Register or Receiver of any U. S. Land Office, can have the issuance of their U. S. Patent for said Lands promptly attended to by sending me their Duplicate Receists, or Certificates of Entry, and an agreement to pay me $10 when-ever said Patents shall issue.

JOHN MULLAN,
Oregon, California and Nevada State Agent

TIME CARD.

Effective May 29th, 1906.

9:15 A. M. Lv.	a	Reno	Ar. 5:35 P. M.
11:50 A. M. Lv.		Plumas	Lv. 2:45 P. M.
1:12 P. M. Lv.	b	Doyle	Lv. 1:12 P. M.
2:15 P. M. Ar.		Amedee	Lv. 12:01 P. M.
3:00 P. M. Lv.		Amedee	Ar. 11:15 A. M.
3:20 P. M. Lv.	c	Hot Spgs	Lv. 11:00 A. M.
7:30 P. M. Ar.	d	Madeline	Lv. 7:15 A. M.
1:20 P. M. Lv.		Plumas	Ar. 12:45 P. M.
3:00 P. M. Lv.	e	Beckwith	Lv. 11:05 A. M.
4:55 P. M. Ar.	f	Mohawk	Lv. 8:45 A. M.

a Connections made with East and West bound trains of S. P. Co.

b Stages to and from Milford, Janesville, Buntingville.

c Stages to and from Standish and Susanville.

d Stages to and from Eagleville, Cedarville, Fort Bidwell, Adin, Alturas, Lakeview, and other points in Oregon.

e Stages to and from Genesee, Taylorsville and Greenville.

f Stages to and from Johnsville, Cromberg, and Quincy.

Excursion Rates to Pacific Coast

Notify your friends in the east that reduced round-trip excursion rates will go into effect June 1, 1906, and tickets will be on sale daily until September 15, 1906.

Final return limit October 31, 1906.

Rates from principal Eastern points are as follows:

From Chicago.....$75.00
" Council Bluffs, St. Joseph, Leavenworth and Kansas City...$60.00
" Sioux City.....$62.00
" Denver, Colorado Springs, Pueblo and Iniiad.....$50.00
" St. Louis.....$69.00
" New Orleans.....$69.00
" Houston.....$60.00

For further information call upon or write nearest Agent or

D. S. Taggart, Reno, Nev.

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THE M'MILLEN V DRAG

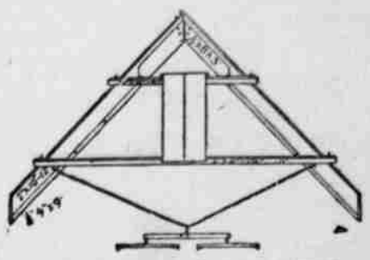
IOWAN'S DEVICE FOR WORKING HEAVY GRADED STONY ROADS.

Directions For Making the Implement and How It Works—Cost of Construction Small—Claimed to Be Better Than Split Log Drag.

One of the men who have been impelled to turn their attention to the betterment of the roads in their own town is J. H. McMillen of Hesper, Winneshiek county, Ia., and the problems he has had to meet in dealing with roads extending over heavy grades and stony ground have been the necessity which is the mother of invention, says the Good Roads Magazine.

Mr. McMillen has devised an implement which is termed the V drag to do this work and which he describes as follows:

"The McMillen V drag requires two pieces of plank 2 by 10 inches by 12 feet, one piece of 2 by 6 inches by 14



DETAILS OF THE M'MILLEN V DRAG.

feet, one piece 4 by 4 inches by 6 feet, four one inch steel pins twelve inches long, one link twelve inches long, with eye bolt and two staples to hold rear end in position; two staples to hitch to, two pieces of band from nine feet long by four inches wide and one-eighth of an inch thick for shoes and two pieces of band iron three feet long ten inches wide and one-eighth of an inch thick to make the adjustable opening in rear.

"To make the V drag first bolt on the shoes, letting them come even at the front end and extending half an inch below wood for a cutting edge. Next bore through the ends of the 2 by 6 pieces the six inch way; then bore holes six inches deep and twenty-four inches back from front end in the side pieces; then bore holes and put in staples to hitch to. These should be about the center up and down in side pieces and three feet from the front end. Next set up the sides and put the 2 by 6 inch piece on top up edgeways, and drop in the pins; then place the sides together at the rear end with one extending three inches past the other. Pin on the 4 by 4 by 6 feet. Now bore a hole in the side that extends farthest back three inches from the upper edge and two and a half inches from the rear end; put in the eye bolt, which is fastened to the link, and place the link up beside the other side piece; put in one of the staples to hold the extended side from drawing back and the other one to hold them from working up and down on each other; put in a pin as in a barn door fastening. The side pieces should be cut out on lower side at the rear end, starting five inches from the upper side and coming to the lower edge three feet from the rear end, thus making an opening for extra dirt to escape; bore a hole in lower front end of the three foot band irons and three holes in the rear end of each, and by placing them over the opening in rear end of drag the opening can be made adjustable. This opening should be kept closed as much as possible, so that it does not carry too much dirt, though the drag should carry some dirt in the rear all of the time to fill holes and low places. When the surface of the road has been cut and rutted by travel during a prolonged rain and before the earth has dried out, the drag should be drawn back and forth over the road. This fills the holes and ruts and crowns the road, preparing it to shed the water precipitated by the next rainstorm, and, by doing the work before the road has become hard and dry, the material thus scraped up becomes incorporated in the road instead of remaining on the surface to be ground into dust. The cost of the construction of the drag being insignificant, it is possible for almost every farmer living along a road to build one and, by devoting a few spare moments after each rainstorm, maintain a good highway."

The idea of the V drag was derived from the pioneer split log drag, which from the recent earnest advocacy of D. Ward King has come to be known by his name, and it is claimed as an improvement in that, having more slant, it draws more earth to the center; having two sides, one balancing the other, it keeps its position on the road better and, being wide and rigid, it cuts the humps and fills the holes without leaving a wavy surface, as results from using a one sided tool.

Long Macadam Road.

Before many years a macadam road 440 miles long will extend across the state of New York to Buffalo, going through Albany, Utica, Syracuse and Rochester. It will be the policy of the New York state engineer's department in providing good roads under the $50,000,000 proposition approved by the people at the recent election to lay out a single road through each county, so as to form one continuous highway from one end of the state to the other. Nearly all the counties between New York and Albany already have taken action toward the construction of such roads, and plans and surveys have been made for good roads which will form a continuous highway from Albany to Syracuse. Plans also have been prepared for a third of the route from Syracuse to Buffalo. Sixty-six miles of the entire distance already have been completed.