### POINTS TO CONSIDER

WHY IT PAYS TO HAVE GOOD COUNTRY HIGHWAYS.

Improved Roads Increase Farm Valnes and Make It Possible to Haul Large Londs of Produce - Poor Highways Isolate the Farmer.

Let us consider the points of opposition that some of our rural friends make to the good roads plan, says a writer in the Motor News. They claim that it is money out of their pockets ! when they are compelled to pay the increased taxes which will be asked. This objection is readily met.

In the first place our friends are actual cost, which is in itself a very small sum. If I own a house in the of it, my property increases in value. Just so with the farmer, If a goo. road is laid past his property, he is

The actual increased valuation of his to church in comfort. ditional tax he was obliged to pay to mean to include good sidewalks and produce to the city each trip, he can | town or country, we must have good make more trips in a given time and be can travel at any period of the year with equal facility, barring the time when snow blocks his way.

ed, recking horses and broken harnesses and wagons are largely done away with. He no longer arrives home late at night after hours of agony over ter rible roads, nervous and exhausted. On the contrary, he suffers no more inconvenience as far as the highway is concerned than if he were riding in an electric car.

I realize that the so called scorcher has brought much discredit on the law abiding autoist and that many a farmer has been scared nearly to death when some motorist has whizzed past him at forty miles an hour, but this is an exception to the rule and is becoming How the Farmers of Illinois Will more and more so as time passes. I dare say that this same farmer has been nearly run down on an equal number of occasions by one of his own fik trying out the speed of his horse or racing with a friend.

How many of us while traveling through the country in the fall have not seen hundreds of bushels of fine apples rotting in the orchards? Why hasn't this fruit been brought into the city and sold? One reason, I opine, is that the roads are in such condition that it doesn't pay the grower to haul them into the city.

If there was an improved highway the owner would probably figure out that it would pay him to save this product. Another side of the question may be found in the social life of the ruralite. Many a time he would like to drive into the city for a little pleasure. He might want to attend the theater or seek some other equally harmless diversion. If he had a good highway to drive over he would do so, but with mud nearly hub deep he would prefer to stay by his fireside and find solace in nicotine.

This means much to the young peoit's coming-there won't be such anxiety Human nature demands some pleasure much suffering. Give us improved time. thoroughfares, then the country boy and girl will have greater chances for social intercourse and will become more contented.

# Rural Delivery Notes

The operations of the rural free defivery service up to March I are shown in a statement recently issued by Fourth Assistant Postmuster Geneml DeGraw, says a Washington dispatch. Up to that time 52,227 petitions and been received and referred. Of these 13,772 were noted upon adversety. The number of routes in operation March 1 was 25.031, leaving 3,424 petitions still pending, of which 294 have been assigned for establishment.

A distinct and important field for the being cultivated to some extent is service. Probably a score of these car- increased in some cases from 20 to clers are regularly using automobiles 100 per cent. Property in the city has to cover their route, and are obtaining also greatly increased in value excellent service from them. Most of them are in the west, where, in spite of the fact that the roads are bad and

box to box. People know to the min- Congressman Lee of Virginia ate when their mail is going to arrive. During the winter months his schedule time for covering his route is four J. C. C. Mayo of Kentucky, who has flon is the relay horse for the next will never experience the fullest pros-

#### BRING HOME SEEKERS.

Nothing Will Build Up a Community Like Good Ronds.

The commercial bodies, the railroads and the newspapers are bending every possible effort to secure immigration, in other words, to attract the attention of the solid and substantial home seeking element and bring them here as that will induce them to come and good roads convention.

The Willamette valley would have besitate for a moment to-to"had more than double its present poputo this subject. Real estate men in all he suggested. called upon to pay but one-fifth of the parts of this valley will tell you that in many cases they have located good you may," she returned. farmers from the older states, but on city and a pavement is laid in front account of bad roads and the utter tm- way. May I show you how I would possibility to get around, the women put it?" folks get homesick and blue and urged their husbands to go back to the old placed in just the same position that I home where they could get out occasionally to see their neighbors or to go

farm more than makes up for the ad- In speaking of good roads I also secure the improvement. Now, as to good streets. In order to secure proshis profit. He can haul large loads of perity and happiness either in the city, roads for the pedestrian, the buggy, the wagon, the bicycle and the automobile. The modern idea of laying out an addition or improving a given section of Jolting over rough roads, mud cover- any city is most successful when the streets and sidewalks are built in advance, and in making such improvements the real estate owner not only gets a profit od the land he has for sale, but he gets a profit upon the improvements he makes, and he is entitled to it. The investor or home seeker who gets into such an addition or locality shows good sense because he knows he does not have to depend upon his neighbors or the municipal government.

#### HIGHWAY LEAGUES.

Improve the Roads.

Steps have been taken by the Illinois highway commission to organize the farmers of the state into leagues for the maintenance and improvement of the public highways, says the Motor News. Several leagues have already been organized.

The Illinois highway commission was created by the last general assembly and bas taken up in earnest the work of improving the roads throughout the state. Nearly \$5,000,000 is spent annually in Illinois in maintaining highways and bridges. The aim of the commission is to Improve the roads without adding extra expense to the

About 95 per cent of the public highways in Illinois are earth roads. A. N. Johnson of Springfield, the engineer of the commission, has given special attention to this class of roads, and he asserts that they can be greatly improved by "dragging" at a merely nominal expense to the farmers.

When the farmers' leagues are organized and the work placed on a systematic basis it is proposed by the commission to have all the farmers in ole, and you will find that when we get a certain section turn out and drag the state girdled with good roads-and the roads when they are wet and in the condition. Without an organto get off the farm and into the city, ization this cannot be done, as each one now leaves it to another to do. In this world, and it will sometimes go with the result that the roads are not a long way to get it, though it entails attended to or repaired at the proper

The method which has been found to work satisfactorily in Iowa and Missouri consists in dragging heavy logs along the highways at a slight angle, which throws the soft mud or clay toward the center of the road. The logs are about nine feet in length, with a flattened surface.

Why Roads Should Be Improved.

There are many striking examples of the value of good roads. Wherever roads have been permanently improved it is found that there has been a very great increase in value of the adjacent property, says the Good Roads Maga-Among examples of this sort is zine. that of Jackson, Tenn. From figures recently published it is shown that since 1960 the city has increased 5,000 in population. The roads were improved through issuing bonds to start with, and they have advertised the city utility motor vehicle that is already so much that families are constantly coming in from adjoining counties, found in the rural free delivery mail with the result that land values have

Millions Lost Annually.

"I believe the improvement of the streams are frequently required to be roads of the country is of more vital forded, they are doing excellent work. Interest and importance to the farm-J. O. Matthews of Sabelha, Kan., un- ers of the republic than perhaps any doubtedly holds the record in the Unit other that we have heard debated ed States for quick rural mail service, here. All civilized governments build says a Sabetha correspondent of the roads. All save our own have some Kansas City Star. He not only covers established system for building and his route of twenty-five miles in about maintaining public highways, under four hours every day, but he maintains the direction of skilled and competent a regular schedule in the country. Mr. officials. The secretary of agriculture Mutthews starts out from the Sabetha estimates that the cost, the extra burpostoffice at 6:30 o'clock in the morn-dens impoxed upon this country by log. After he leaves the postoffice he bad roads, is not less than \$600,000,000 ta a certain number of minutes from annually.-From a Speech Delivered by

Rentucky's Greatest Handlenp.

hours and ten minutes. In summer been a chief factor in the development his time is three hours and forty-five of the eastern counties of his state, minutes. Mr. Matthews works the reg- and is an extensive owner of valuable ular old fashloned stagecoach busi- coal lands of that region, said recently; ness. He has a relay. He starts with "Our greatest handleap in the a fresh horse and drives twelve miles, wretched condition of our country Here another fresh horse is secured. It roads. In wet weather they are altakes Mr. Matthews five minutes to most impassable, and the farmers canunhitch his horse, hitch the fresh horse not get over them in empty wagons. and start off again. The balance of the The construction of roads in the distance is covered with the second rural districts is one of the biggest porse. The horse left at the relay sta- questions of the day, and this country

perity until the problem is solved."

### As the Modern Young Man Would Put &

"I have just joined an antikissing ees," said the beautiful girl. "Why, do you believe kissing is dan-

gerous?" asked the modern man, "It depends on what you mean by dangerous. If you mean to ask me home makers and there is no one thing whether I am afraid of microbes, I can say that I am not. I believe a great cause them to stay more than good deal of this microbe and germ talk is roads, said a speaker at the Oregon absolutely ridiculous. As far as catching microbes is concerned. I shouldn't

"To permit that sweet mouth of Intion had more attention been given yours to be kissed by the right man,"

"But I wouldn't put it just that

"I am waiting for you to do so," He gently placed one hand against the back of her splendidly polsed head, with a brand new driver in a brand placed the fingers of his other hand then with a deft movement which, as all. One day be may have been grazing far as she was concerned, was abso in an open field, and when he passed lutely painless, tilted her face upward that way a week or so later he found a and, bending forward, completed the process with an ease and a naturalness that left her with absolutely no

over he asked-"Won't you tell me now why you joined the antikissing club?"

"Because - because," she sighed, "there's such a thrill, you know, about into trouble if it were found out, and ing woman. then it gave me a chance to introduce the subject too. How was it that you

A Confession.

"Would you mind telling the court," asked the examining attorney, "where and when you laid the foundations of this structure of graft that has overshadowed your life?"

The once famous man who had been mercilessly exposed and must now pay lage, a beautiful, rectilinear, new-outthe penalty for his misdeeds lifted his haggard face and replied:

"I will tell you, in the hope that it may serve as a warning to the youngto the very young. My first step in graft was when, as a boy of six or seven, I compelled my big sister's admirers to bribe me to leave the parlor by giving me pennles and nickels and dimes. Step by step I can trace my downfall from that evil time."-Judge.

A Bad Case of Sabbath Brenking. On a recent Monday morning the pastor of a church in Virginia was the reciplent of a basket of strawberries brought to him by a little girl of the

"Thank you very much, my dear," said the minister. "These berries are as fine as any I've ever seen. I hope, however, that you did not gather them yesterday, the Sabbath." "No, sir," replied the child; "I pulled

'em early this mornin', but they was a-growin' all day yesterday." - Harper's Weekly.

# Not Extravagant.



Mr. Meanly-It's something dreadful, My wife is always asking me for money. It's money, money, money, all the

Mr. Japson-Why, whatever does she do with all this money? Mr. Meanly-Eh? Ob, I don't know. I haven't given her any yet.

# The Bargain Sale.

Mabel-These bargain sales are gointo a store the other day where they were having a sale on preserves.

your presence of mind? Mabel-I almost got crushed in the

jam.-Woman's Home Companion.

The Common Way. "Professor," asked the young man, "what's the best way to learn book-

"Huh," growled the old professor, whose friends were depleting his library, "just acquire the habit of borrowing them."-Houston Post.

Amende Honorable, "No, sir," declared Bragg, "I owe nothing to any man." "Ob, yes, you do," retorted Wise.

"No. sir!" "Oh, yes, you owe an apology to every man who has to listen to you blow,"-Philadelphia Press.

The World.

They tell us in our childhood days. The world is round, and we, With youthful heedlessness, accept The ductrine ensity.

When we are grown to man's estate Ve are so overwrought With constant struggling we've no

To give its shape a thought. At last, when we approach the end

And see how small a lot Of stuff we've gathered as compared With what some folks have got, What we were told comes back, and

Are quite prepared to swear Whatever other shape it has, ft surely lim't square, -W. J. Lampton in Judge. English Writer Calls It Stiff, Rigid

Was Berlin made last year or the year before? It is impossible to say from looking at it. Some of the trees in the streets look at least ten years old, but they must have been planted long before the city was thought of The houses and the streets and the lampposts and the statues are all much too neat and new to have endured the rains of more than one winter. It is all, in fact, quite too new to be comfortable. One feels afraid to sleep in any of the houses lest rheumatism should be lying in wait in rooms where

the plaster has not had time to harden. I drove from the station in a "drosh-"Well, if you want to put it that way ki" with a monstrously old horse. Time had bent his forelegs into a very good Imitation of a switchback raffway, and as we plodded solemnly along the brand new asphalt roadway, with the brand new bouses on either side and an occasional brand new electric car, new uniform, I found myself wondervery tenderly under her pretty chin, ing what the old horse must think of it new broad bouleyard, with botels and shops and churches and great blocks of Office at the Mercantile Company's tlats, all spring up like mushrooms,

cause for criticism. After it was all Berlin, then, is a great deal too perfect to be satisfactory. It is the machine made, not the hand made, article -it was very decidedly made, not born. There is no spontaneity in it, no life. Compared to, say, London, it is ing with Daily Stage to the railroad. doing anything that would get you like a beautiful marble statue to a liv-

lesson to emperors and others who try would put it?"-Chicago Record-Her- to make a capital city out of a respectable village. It is easy to put up imposing buildings-if you have the money-and to cut out broad tree lined roads and have everything neat and nice and fine, but you only make your village bigger and finer without mak-Ing it may the more a capital city There is no getting away from the feeling that Berlin is a village-a big vil of-the-bandbox village, but a village all the same .- London Chroniele.

#### GIRGENTI THE BEAUTIFUL

"No Place of Ruins In the World More Beautiful Than This,"

Every one has heard of Girgenti, as of Syracuse, before coming to Sielly, The most beautiful city of antiquity has left an endearing name, and if the Girgenti of today be far from the Agrigentum of Roman splendor and still further from the Acragas of Greek beauty and magnificence it is still nobly worth seeing. Even the least responsive imagination can hardly fall to apprehend some idea of what this town must have been of old, when Acragas, with its vast extent and over 200,000 Inhabitants, looked out seroes the dark blue waters of the Greek sea or Mare Africano from a lordly wilderness of superb temples and magnificent build-Ings of all kinds. Today it is worth a pllgrimage from the ends of the earth. There is perhaps no place of ruln in the whole world more beautiful than this. To see it, as the present writer loon, akeview, Oregon. last saw it, in a golden sunset glow, with the great temples gleaming like yellow ivory and the town itself of a dusky gold and the sea beyond and uplands and mountains behind irradiated with a serene glory of light, is to see what will be for life an unforgettable impression, an ever deeply moving remembrance.

To localize the three loveliest views in Sicily (and I fancy that most travelers would agree with me) I should specify that from the terrace of the Hotel Timeo at Taormina, that from the monastery-hostelry of Madonna del Tindaro over Tyndaris and the Aeolian isles and that from the terrace of the Hotel Belvedere on the south wall of Girgenti, looking out on the lovely temples, the beautiful uplands and slopes and the blue sea washing Porto NEW PINE CREEK, · · · OREGON Empedocle below.-Century.

How Canada Was Named.

According to an eminent authority, when the Portuguese under Gaspar Cortereal in 1590 first ascended the St. Lawrence they believed it to be the ing to be the death of me yet. I went strait of which they were in quest, through which a passage might be discovered into the Indian sea. When, Maude-Well, let's know the worst however, they arrived at the point and have it over. Did you preserve when they could clearly ascertain that however, they arrived at the point this was no strait, but a river, they exclaimed repeatedly in their disappointment, "Ca nada" ("Here nothing"). These words, remembered by the natives, were repeated to the next Europeans who visited the land. The new- ates comers, hearing the phrase so frequently, conjectured that it must be the name of the country, so "Canada" It remains.

Money Made No Difference,

A poor but worthy old couple had a rare stroke of luck. Some relative died and left them a fortune of £20. The night of the arrival of the lawyer's letter telling them of their good fortune they sat up late, discussing the future and what they were to do with the great sum they had inherited. When they had done and were rising to go to bed the old man said, with a grand air of magnanimity; "Weel, I suppose, Janet, this'll mak' nae difference. We'll just speak to the necbours as before." -London Standard.

The Fact For the Figure. "Of course," said the bachelor girl, "I am lonely, but I am afraid marriage would be out of the frying pan into the

"It's more likely," answered Miss Cayenne, "to be out of the chafing dish into the gas sove."-Washington Star.

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