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TAR IMPROVES ROADS

FIRM RESULTS FROM EXPERIMENTS AT JACK ON, TENN.

Highways Thus Treated Stand Wear Tar Is Applied.

Experiments in tar and oil for road improvement at Jackson, Tenn., are described in a bulletin issued by the United States department of agricul

During the spring and summer of 1905, says the bulletin, the office of public roads co-operated with Sam C. Lancaster, city engineer of Jackson and chief engineer of the Madison county good roads commission, in making a duties on any commodity produces a series of careful experiments to determine the value of coal tar for the utility of crude Texas oil and several earth and macadam roads.

The macadam streets in the business center of Jackson were built originally of the hard siliceous rock known as



TABBING A ROAD AT JACKSON, TENN.

novaculite. About May 1, 1905, aftfifteen years of wear, repair of the streets became necessary. The old surface was first swent closu with a horse weeper so as to exp. the solid parament beneath. This done became tar will not pener and a road surface which is covered with dust and loose material. Next, the surface was low ened by means of spikes placed in the wheels of a ten ton steam roller, th street reshaped and new material add ed where needed. The road was the sprinkled, rolled, bonded and finishto form a hard, compact, even surface and allowed to dry thoroughly before either tar or nil was applied, for nelther substance can penetrate a moist road surface. The best results are obtained when the work is done in hot dry weather, and accordingly the tar was first applied in August. It may be well to add that the novaculite used in the construction of the roads is an al most nonabsorbent rock. The tar used was a byproduct from

the manufacture of coke and was practically free from moisture. It was brought to a temperature which generally reached 210 degrees F., but when hose.

enough to cover the surface. One side soak into the surface. The time allowed for this process was varied from a few hours to several days. From the results obtained it can be stated that under a hot sun, with the road surface thoroughly compact, clean , now beginning to crop out in the mothand dry and with the tar heated almost to the boiling point and applied as described above, the road will absorb practically all of it in eight or ten hours. A light coat of clean sand, screenings or the clean particles swept from the surface of the road may then be spread as evenly as possible and rolled in with a steam roller.

After more than seven months, including the winter season of 1905-06. the tarred streets and roads are still in excellent condition. They are hard, smooth and resemble asphalt, except that they show a more gritty surface. The tar forms a part of the surface proper and is in perfect bond with the macadam. Sections cut from the streets show that the tar has penetrated from one to two inches, and the fine black lines seen in the interstices between the individual stones show that the mechanical bond has been re-enforced by the penetration of the tar. The tar is a matrix into which the stones of the surface are set, forming a conglomerate or concrete. A second conting applied a year after the first would require much less tar than the first, as the interstices of the rock

would then be filled with tar. A tarred street is dustless in the same sense that an asphalt street is dustless, though a fine sandy powder wears off, as in the case of asphalt. It can be swept or washed clean, These streets have since been swept regularly and the city government is in favor of treating all of the streets with tar. The cleaning that would soon ruin an ordinary macadam road does not infure the tarred surface, as the stones are not torn up or disturbed. The tar itself has antiseptic properties; hence its use would be beneficial both as a germicide and as a means of securing cleanliness.

Argument For Good Roads.

It is estimated that the summer travel of Maine annually brings into the state between \$15,000,000 and \$16, 000,000, and it is argued that it could be increased by the addition of several millions more if improved roads were

TARIFF REVISION.

A Task That Involves Many Difficult Problems.

The next task President Roosevelt is said to have in his mind's eye is tariff revision. That task involves more inand Tear. Are Dustless and Bene- tricate problems than the Panama caficial to Public Bealth-How the nal, consular service reorganization, the pure food bill or even railcoad rate regulation.

Conceding that the present tariff geeds pruning in spots, the question is where to begin, when to begin and how far it is safe to use the pruning

Tariff revision of course involves reduction of duties on commodities of foreign production, and the mere prodecline of its market price. It goes without saying that no merchant will improvement of macadam streets and invest in any particular time of goods roads. Tests were also made of the that are liable to shrink in price on his shelf. It is perfectly safe for a mer grades of its residue when applied to chant to buy when prices are going up. but it is an extra hazardous risk to buy any more of any line of goods when prices are declining than can be disposed of to consumers on short notice. Office at the Bly Hotel, Bly, J. N. Watson. In other words, merchants do not lay in large stocks on a declining market or on an unsettled market. The meaace of tariff revision would within itself constitute a potential element for commercial contraction and statnation. To effect revision with the least harm to the country is therefore the problem President Roosevelt will have to solve.

> It goes without saying that even the most rampant free trader would not want to precipitate a panic or commercial distress, especially in times of geaeral prosperity. Commercial precedence would dictate that general tariff revision be postponed to a period of general depression, when production has overtaken consumption and the Passengers' are \$3. country cannot be seriously affect if OPPICE Savnoldy & Winefield's above by the closing down of factories and mills. In plain English, tariff revision Lakeview Cigar Factory . . can be accomplished more safely in hard times than in prosperous times.

President Roosevelt may have to put off that delicate tariff task for the last part of his term. All that the next congress will be in position to under. Maker of take without creating serious disturbance in the commercial world would be the preparatory work of investigating the subject with a view to eradicating the worst evils that have sprung from excessive protection and ascertaining the extent of the reduction that American industrial concerns can safely withstand without impairing their ability to compete with foreign manafacturers.-Omaha Bee.

SURVIVAL OF THE FITTEST How the Rule Has Worked Out Through Protection.

The survival of the fittest is a rule that has evidently applied to the pro- good ranc.b tective tariff and the demise of free trade. The question, however, is not placed on the road it was reduced to a one of principle, but of policy only. the best results. It was spread with her policy would also be a good one for ates. us to follow. Great Britain has needed Laborers, with street cleaners in the past, as she now needs, quantities brooms of bamboo fiber, followed the of food products vastly in excess of her tank and swept the surplus tar ahead. own comparatively small domestic sup-They spread it as evenly and quickly ply. In manufactures she led all the as possible and in a layer only thick nations of the world so far that no serious menace to her manufacturing of the street was finished at a time interests was offered by free trade, and and barricades placed to keep off the in pursuance of that policy her gain in traffic until the tar had had time to wealth has been enormous, though not so great comparatively as has our own. It is the brain of the Anglo-Saxonagain the survival of the fittest-that

causes both nations to lead the world. The evils of free trade are, however, er country. The agricultural interests have been ruined by it, and a rush to the cities has been caused. This has resulted, we are told, in great poverty, as the overcongestion of population always does.

The very first congress of the United States adopted the policy of the protective tariff for the selfsame reason that led England, under Cobden and Bright, to adopt free trade.

The United States has enjoyed and is still enjoying the greatest accumulation of wealth in the history of the world. Most important of all is the fact that the decline of no interest, of no calling or of American manhood has marked the progress of that in-

In other words, by means of the protective tariff system we have been able to build upon a solid foundation, while England's prosperity has been raised upon the "devil take the bindmos: principle—the free traders' idea.—Portsmouth (N. II.) Chronicle.

Not a National Sentiment.

The demand for a revision of the tariff is so obviously a sectional one. in so far as the Republican party is concerned, that it would be strange if the party leaders should be deceived into taking it for a national sentiment. The revisionists must have anticipattry.-Pittsburg Press.

Towne of New York.

Congressman Charles A. Towne of New York expresses his willingness to accept the Democratic nomination for vice president in 1908. Mr. Town. will be remembered as the man who "exposed Roosevelt" last winter.-Kan sas City Times.

One of Many,

The next Republican national convention will not nominate "the only man who can beat Bryan," for the very good reason that there is no such man, but it will nominate one of the men who can beat him .- Albany Evening Journal.

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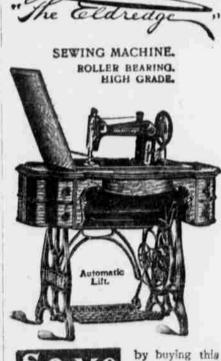
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