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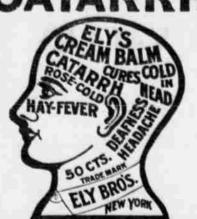
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ROAD IMPROVEMENT

WHAT HAS BEEN ACCOMPLISHED IN RHODE ISLAND.

Pine Highways Have Been Built In Every Section of the State With Good Results-The Repair and Care of Roads.

Much has been done in Rhode Island

to improve the highways during the past four years, and there has been a popular demand of the people of the state that there should be built a net work of thoroughly up to date and substantial roads, not extravagant, no cheap, but a system where at a mini mum of expenditure, yet conserving every qualification of utility and wear ing quality, there should be a service for every part of the state. Roads have been built in every section of the state to the furtherance of its social, moral and intellectual interests, and there is not one part of it that has not felt the rebound. In describing the work done the

fourth annual report of the state board of public roads of Rhode Island says: From every side there goes up the plea for better highways and improved roads, and it is being answered not in the spirit of mere enthusiasm, but out of cold hard sense, for men are coming to see the real value of such roads to the ordinary business and commercial life of the day. Surely it is the best public policy for the state to keep its highways, its feeders of life and commerce, in the best possible state of preservation, for the more compact the life of the community the more necessary do improved, well laid, well kept roads become.

The popular movement for good roads, according to the very nature of the problem, cannot be localized. Therefore the question of a bond issue is one that touches the whole state and one on which the whole state should be heard. There is no question of the expenditure of public money which is more vital than this, and none where a greater number are benefited. Roads cannot in any sense be considered sectional or built for the accommodation of the few. On the other hand, inasmuch as the future is to reap as much if not more of the harvest of utility and is to receive equal benefit, it is only fair that it should pay a proportionate part of the expenses.

The repair of the roads is of vital import. It means the saving of the time, money and engineering skill which have already been invested. It is a question of waste against that of economy. It is a mistaken idea that a macadam road, once laid, needs no furpreserve its fundamental structure it Lake valley and will make some man a should be cared for continually. The value of a macadam road does not lie in the fact that it is mever going to wear out, but in the regulation of grade, the bardened roadbed, the character of drainage that it gives.

The engineering force can make the ates. ecessary repairs to better advantage while at work upon the section being extended than should they be obliged to return to it. Repairs should not be left to outside control, which at best would be irregular, spasmodic and unsatisfactory. The causes of disintegration are not altogether travel and usage. There are also those of atmospheric and climatic conditions, those due to the nature of the stone of which the road was primarily constructed. A roadbed will not wear alike in all places. Were it so there would be needed only the occasional extensive reconstruction. It breaks in patches, and the mending process is therefore constantly necessary.

During the year 1905 contracts were awarded for the construction of 22.08 miles of macadam road, to be built upon the highways included in the plan of improvement as adopted by the general assembly, making a total of fiftyseven miles of macadam road completed since the present plan of improve-

Now that the electors of the state have voted to authorize the expenditure for this public improvement it is but reasonable to presume that they desire and expect to have the use of these improved roads as soon as they can be judiciously and economically built. We believe, however, that they would not approve of an undue haste In the work, which would result in roads of an inferior quality or of an unnecessary cost of construction. Scientific road building on the scale now being done by the state, like every other large building enterprise, requires adequate time as well as money for its proper completion.

Bill For Good Ronds. Representative Sheppard of Kansas has introduced a bill in congress directing the office of public roads of the department of agriculture to advise used for rural free delivery of the United States mails as to the best methods of maintaining them in a passable condition throughout all seasons of the year, to suggest necessary alterations, relocations and improvements, by mail for correction. and, whenever desired by the commuoperate in the manner now pursued by furnish text books, examination said office in the construction of such sections of object lesson roads along sald routes as are necessary properly to illustrate suitable methods of construction and maintenance. The office of public roads is also required to inspect and report the conditions of said roads to the postoffice department whenever requested by it to do so, with such recommendations as may be deemed advisable.

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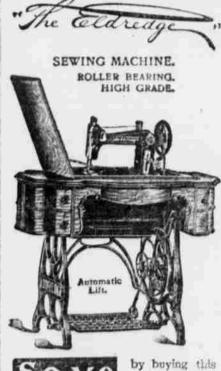
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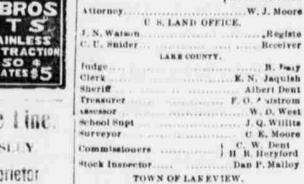
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