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TO SAVE MILLIONS IN ROAD WASTE

Logan W. Page Makes Tests of Materials.

BUILDS MODEL HIGHWAYS.

Director of Public Roads Gives Advice to Farmers and Others Who Wish to Make Transportation of Crops Easier. Durability of Materials Differs.

In an effort to prevent waste of millions of dollars annually in the distribution of funds for construction of public roads Logan W. Page, director of the office of public roads of the department of agriculture, has been making scientific tests to determine what materials should be put into the roads designed to meet different kinds of traffic. It has been found that more than \$1,000,000 a day is spent on construction of roads. No estimate is made of the portion of these funds that is wasted, but it is believed to amount into the millions.

Efforts are being made to teach the country that the expenditure of large sums of money on certain types of roads may result almost in a total waste. A road built of materials which



AN EXAMPLE OF A GOOD ROAD.

would be ideal in one locality may not serve the purpose elsewhere, and the money expended may bring scarcely any result in reducing the cost of hauling or making it easier for the farmer to get to the shipping point with his crops.

To aid the farmers who want to build their own roads and assist communities that desire to improve roads near by, the office of public roads of the department of agriculture has employed experts to test all materials and study their usefulness on roads subjected to certain traffic conditions. The office of public roads is acting in an advisory capacity to many states and counties, giving a practical form of national aid.

On roads where there is heavy traffic it has been found that certain kinds of materials are better than others and that while one kind of binder may not serve the purpose, another kind preserves the road indefinitely. Millions of dollars doubtless have been wasted because of the absence of the scientific knowledge.

"There are two ways in which the engineer may avail himself of the information necessary to a proper selection of road material," says Director Page. "The only certain one is to make an actual service test on the material under observation and under the same conditions of traffic and climate to which the proposed road will be subjected. This method is impractical except in rare instances, due to the lapse of time before definite results can be obtained. The second method is, by means of short time laboratory tests, to approximate the destructive agencies to which the material will be subjected on the road, supplementing this knowledge by a study of the results obtained in practice on material of a similar nature."

MIRE!

BY GEORGE F. PAUL.
The shades of night were falling fast
When through a country village passed
A youth, who bore through slush and slop
A carpet sweeper and a mop.
Excelsior!
The shades of night fell like a log,
They roused the cricket and the dog—
He floundered through the ruts so deep,
And as he slipped he swore a heap.
Excelsior!
He lived but seven miles from town,
Just where the hollow road slopes down,
Yet when at last he reached the place
Long whiskers covered all his face.
Excelsior!
No more he ventures in to town
To act the mud bespattered clown.
He's sitting there; he waits and waits
Till mud dries on the pearly gates.
Excelsior!

BAD ROADS EXTRAVAGANT.

The Hon. Champ Clark says: "I saw it stated once that the energy, material, animal life and time wasted in this country by reason of bad roads amount to the enormous sum of \$400,000,000 annually. This is astounding and may be exaggeration, but it is known that the waste is enormous. This state of affairs is so easily bettered that it is idiotic, if not criminal, to let it continue. Twenty odd years ago I advocated building by convict labor four great roads across Missouri. I was twenty years ahead of my time, but I rejoice that what I suggested then, and even much more, is in contemplation and near fruition."

THE INFLUENCE OF GOOD ROADS ON HEALTH.

A Point in Their Favor That Has Not Received Much Attention.

The influence of good roads on public health is a point in their favor that has not received much attention. The Kansas state board of health puts the feature in the foreground and wants modern improved roads in that state because they prevent disease.

They do this because they afford drainage. A good road can never remain a good road unless it is well drained. The roadbed must not have any standing water either on its surface or below the surface. It must have drainage, and the gutters beside the roads must have slope and be kept free from obstruction so that all surplus water can escape quickly and easily.

An old fashioned, ill drained road, with its frequent pools of standing water on the road or by the roadside, with its ditches filled with weeds, brush and all sorts of trash, is a breeding place of insect life. Mosquitoes, flies and other insects, such as chinch bugs and grasshoppers, multiply there in profusion. It is these insects which either carry disease or are of the kind which destroy the farmer's crops. For these reasons well built, well drained highways are a double benefit since they give the farmer the inestimable advantage of easy communication with his market at all times of the year and by improving the drainage check the breeding of harmful insects.

Good roads mean, therefore, not only a great saving of time and labor for the farmer, but the improvement in the hygienic conditions of the farming community. He is brought nearer to his market, the hauling capacity of his teams is greatly increased, and he is no longer marooned on his farm for many weeks each year owing to the impassable conditions of the roads. That health is promoted as well as comfort and wealth by good roads should give the argument for their construction irresistible force so that their building shall not cease until the whole country is lined with them.

SCOTLAND FOR GOOD ROADS.

Projected Construction of Experimental Road Sections in Scotland.

In December, 1912, according to an article in a recent issue of the Journal of the Institution of Municipal and County Engineers (Great Britain), the Scottish District of the Institution of Municipal and County Engineers appointed a committee to "collect and tabulate data as to improved methods of road construction and particularly information as to the effect of climatic conditions taken in conjunction with traffic upon experimental road lengths to be laid down in districts in Scotland which have distinctive climatic conditions."

After having the matter under advisement the committee decided to put down experimental road lengths in a number of districts in Scotland. Arrangements have been made for the location of these sections in parts of that country where the climatic conditions are suitable for the experiments and where the local surveyors will cooperate with the committee. Provisional arrangements with county surveyors have been made.

It is stated that the road board is cooperating with the institution in this work and that it is expected that the experiments will be of exceptional interest on account of the close consideration it is proposed to give to the effect of climate. It is also expected that the great variations in climatic conditions in Scotland will facilitate the isolation of the factor of weather effect in the destruction of road surfaces.

Rubber Roads.

The proposition to build rubber roads has been seriously put forward in London. It is said that the vibration in the streets due to the heavy solid tired motor trucks and omnibuses has become so great as to constitute a serious menace to the integrity of old buildings. It is, besides, in some portions of the city an intolerable nuisance to the office workers. The case of the region about St. Paul's cathedral is cited in particular. It will soon be a question there of reducing vibration at any cost. And, although it has been calculated that a rubber road to compete commercially with wood blocks or asphalt must have a life of fifty years (which of course it would not have), the big cities may be driven to such roads in congested districts despite their high cost.

EXPLAINS POSITION

LABOR COMMISSIONER DISCUSSES EIGHT HOUR LAW

O. P. Hoff Defends Stand and Declares Labor Question Should Not Be Hampered

Editor Examiner: Having been attacked for my attitude in enforcing the eight hour law on public works, I wish you would kindly print the following:

Much adverse criticism having been made because of my determination to enforce the eight hour law on public works, the same as other laws, I desire to answer so that the work of the Bureau, which is dealing with what is today the greatest question before the American people—the labor question, should not be

hampered by wrong conclusions. The laws coming under my jurisdiction to enforce, like all laws, are enacted by the people of the State, either direct through the initiative or by the legislature. I am not responsible for the same. When an act is passed it is either a good law, a faulty law, or no law at all. If a good law it should be enforced that the faults may be seen and cured; if no law at all, or its intent obscure, it is for the Supreme Court to decide. I believe all good men and women on sober second thought will realize that it is my sworn duty to see that the laws are enforced. "Trimming" by officers settles nothing. I should know what the law means and the people whom it affects should know what it means. It is my duty to enforce the labor laws, and I believe that the right thinking people of this state, when they understand the situation, will back me up in doing so, but whether they do or not, believing I am right, I shall go ahead.

O. P. HOFF
State Labor Commissioner.

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