ECONOMY OF GOOD ROADS.

Improvement Would Make. public meeting at Abington re-

Will it pay? I have only to refer you

hat will roads cost? The answer fair roads under favorable condihave been laid for \$3,000, and or managed. the company, while the commu-

system of 'working out the taxes' be called 'working in the tax,' akes the road soft, and in a short he rains and travel have washed l back and clogged up the ditches,

line of least resistance, level, ht, hard and smooth as possible— s, with due regard to the traffic, act will be more fully appreciated it is remembered that to pull a of one ton on different surfaces redifferent powers, as stated in the

		Cost
	Lbs.	per mile.
and requires	400	40c.
rd earth requires		20c.
scadam requires		10c.
ooden blocks requires		Sc.
icks requires		2.5c.
phaltum requires	15	1.5c.
on trams requires		lc.
eel rails requires		De.
ater (canal) requires		20.
he farmer hauls every		he uses

the roads, to and from the market, t is easily seen that he pays more is transportation than any one else se of the great resistance offered arthy, sandy or muddy roads."—
adelphia Record.

The Extravagance of Mad.

have in the United States somelike 16,000,000 of horses and mules e the age of 2 years upon our farms, t the moderate estimate of twentynts as the cost of feed and care of the aggregate expense of maintainem is about \$4,000,000 per day. If they are kept in the stable in a conof enforced idleness by the deep of spring and fall for a period aving twenty days in each year, we easily compute that the loss in this ct alone will amount to \$80,000,000 ear, a sum sufficient to build 16,000 of excellent highway. ourse, considering the great va-

of conditions and the consequent ber of factors to be regarded, it is ble by mathematical formula to the loss entailed on any comby the continued toleration of roads in their present coni; but the error in the result of any tation is more likely to show a aller than actually exists, and in ver way the matter be regarded rtain that with the imposed bur extra help and extra draft aniloss of time, wear and tear of and harness, the drawing of ds and the depreciated value of ands, we are pursuing a shortto continue. Besides the actual thich a moment's reflection will to show, we are gaining nothing ng nothing in that great departof agricultural industry to which ition of the dirt road is of such importance.-Isaac B. Potter in

ould Insist on Good Roads. w to make a good road depends on ty and the materials most eas- A. A. Pope in Forum. cheaply procured, but the farmcommunity are in duty to take the master into their own by refusing to elect any one to

OUR COUNTRY ROADS.

Country-Their Improvement. The common roads and country high- The excellence of French roads is well by Professor Lewis M. Haupt, of the ways in the United States are worse known. The United States consul at rersity of Pennsylvania, told some than those to be found in any other the truths of road construction. country in the world pretending to be The materials are brought from the

to such a condition that three common roads was seriously felt, and in used must be of the best quality and common roads was seriously feit, and in those parts of the country settled by particularly longheaded people, as, for instance, in the neighborhood of Boston, it is stated that the cost of hauling a products is at least \$15,000,000 there have always been pretty good public highways. But as a rule all over the country from then till now we then it would be if the roads were the country from then till now we have been content with dirt roads which red, and that such improvement have been content with dirt roads, which with small pieces, so that the whole is

precedents of other countries for Henry, then governor of Virginia, that ing most distant parts of the country, wer. If it will not, why do we the location, the building and the reand are constructed and maintained and are constructed and maintained by the government; department roads, which connect different points of the local authorities; for he saw, which connect different points of the same department or of two adjointies which to us would be appalling. It is spor Swiss have built roads through ges and around precipices which and seem impassable, and which must by any attempts to make them better. This is not because these local authorities made and repaired by the department; he property of the commune through which they are mismanaged, badly built, and even in their worst condition harmed by any attempts to make them better. This is not because these local authorities made and repaired by the department which they run, but are in practice made and repaired by the department from taxes levied on the commune, supties would not like to have good roads, from taxes levied on the commune, supbe guarded by the dimensions, but it is because they have no means plemented by a department subsidy; core of metal, soils, grades, drainwith which to do much better than is cross roads, which are maintained by done, and if they did have the means sums derived from the ordinary revealed. from \$2,000 to \$10,000 per mile. they lack the requisite knowledge, withnurs of the commune, occasionally suppair roads under favorable condi-

share been laid for \$3,000, and or managed.

Strange though it may seem, the farmequired it may run up to \$10,000,
I should say, with rolling topogy, varied soil and fair material should not exceed \$7,000. It is r, in my opinion, to build the roads
the country roads which are kept in order by the commune, except they are injured by unusual traffic, when an indemnity may be claimed by the communal administration. For the purpose of maintaining the common roads the inhabitants living in the district are meral subscription than to farm told of the roads which were built in obliged to work three days in each year the franchises to joint stock com-is, as in that case the condition of when the Carthaginian roads are de-ads is dependent upon the liberal-scribed to them, and those noble highways which radiated from acient Rome pavements increase in excellence with aust pay enough in tolls to provide are mentioned, they listen as though a age. In France, he says, all roads have maintenance of the road, and the fairy tale were being told, and when perpetual attention. If from weight, t and dividends to the stockhold- they hear of the great highways in rain or other causes a hollow, rut or France, in England and Switzerland sink is formed, it is repaired at once and Germany, they listen with the same Where the space to be repaired is ef owing up the gutters and throwing incredulity with which they receive the limited area, the rolling of the new coatmuck over on the road should yarns which sailors and other travelers ing is left to the wide tires of the heavy

no permanent good result is ob-their fathess or grandfathers. Con-servative men that they are, they feel that what was good enough in the olden time is good enough today; therefore, with a kind of contempt which is misof communication, and the ideal erably pitiful, they "wallow in the mire of their ways, paying excessive tolls, en-during, in a word, a grinding taxation, generation after generation, without ap-less important. In the matter of the

government supervision and be divided and be in a working condition one-third

somewhat as the French roads are:
First_National roads. These to built and maintained by the general gov- value, is increased just one-third. This ernment and be located with reference assumption is based upon a very low es-

to military and postal requirements. the national roads.

Third-County or neighborhood roads. third. These to be built and maintained by counties and townships and be located that there were in this country 14,213,with reference to the classes just men- 837 horses, valued at \$68 each; 2,331,-

if our common roads were improved by valued at \$15 each-making a total of educated engineers. The national roads horses and mules work at some time on would probably be in charge of army the roads, and indeed much the greater engineers; the state roads in charge of part of the total work done by them is engineers graduated from the agriculof these animals, we see at a glance tural and mechanical schools; and the neighborhood roads in charge of local men, who, once having had the example imilarly moderate estimate we say set them of how good roads are built, ing capacity, would be \$573,845,266, but even under such a plan as this, each improvement of the roads of the coun ions and repairs.

to the engineer more complex problems on the location of a railroad. Country creased valuation together we should people do not understand this and are have an enhanced property valuation of not willing to believe it, therefore the \$536,922,633, all brought about by the crossroads storekeeper and the village improvement of the common roads. blacksmith are usually thought to be John Gilmer Speed in Harper's Weekly. entirely competent to decide upon the best route for a country road. - John Gilmer Speed in Harper's Weekly.

Good Roads Would Help the Country. Bad roads force people to live in cit-ies; good roads tend to take them out width, cut like knives into the roadways into the country. This observation reveals its force perhaps more strikingly the roads in repair. If a tire not less when read in view of the facts of railroad development, to which the especial attention of the American people has the roads against a large portion of the been given during the past forty years. The railroads have centralized the population in the cities and larger towns, and arranged them along their lines of communication. Now what is needed is an equal development of carriage help the horses as well roads to broaden the areas of popula- St. Paul Pioneer Press. tion and to relieve this congestion .-

What every county in the United road in winter will cost the farmer a States needs where territorial limits he sum much greater than his taxes on the without the corporation lines of a great farm in some instances, as he must not

ting Figures on the Saving Road They Are the Worst in Any Civilized How They Are Made and Maintained in Perfect Condition.

FRENCH ROADS.

country in the world pretending to be civilized and enjoying a stable form of government. As it has long been an axiom that the common highways of a country are at once the means and the measure of its civilization, it is somewhat strange that in this country, where we boast of enjoying a higher type of civilization than is to be found elsewhere, our roads should always have been so wretchedly bad.

Even in the world pretending to be mearest quarries and placed at either side of the route surveyed. In order that the full amount contracted for may be delivered the stone must be heaped in angular piles of prismatic shape and fixed dimensions. These heaps, placed at a given distance from one another, are afterward visited by an official inspector, and must in all instances fit exactly beneath a skeleton frame carried by him. The material is usually marble, It is estimated in England that the Even in the colonial times the necesby him. The material is usually marble, saving in cost by reducing their sity to make better the condition of the flint stone or gravel, and whatever is

have been content with dirtroads, which all add \$160,000,000 to the value of farms. I am well aware that propes on mud roads cannot be sold, lie those on macadamized roads have lie those on macadamized roads have lishment of the republic, appreciated fully the importance of a general system of common highways. fem of common highways.

Washington recommended to Patrick the main arteries of the system connectcountry roads which are kept in order

are privileged to bring from beyond the carts, but in the case of extended areas They have never had better roads than those which exist today, nor did than those which exist today, nor did france is a roadmaker instead of a rutmaker, for it has tires usually from four inches to six inches in width.-Scientific

The condition of the common roads preciating the burden which rests upon earning capacity and value of horses and other draft animals the common It has been suggested that the Amer-ican roads be placed under a system of do one-third more work on a good road longer than he can on a bad road, then rning capacity, and timate. In all probability, if it were Second-State roads. These to be built possible to make an exact calculation, it and maintained by the several states would be found that the earning caand connect the various localities of the pacity and the total length of servicestates and be planned with reference to able life of draft animals would be more nearly doubled than increased only one-

The census enumerators of 1890 found 027 mules, valued at \$78 each, and 36,-Those who advocate this idea say that 849,024 oxen and other draft animals, some such plan as this, we should soon 53,393,888 animals used on the roads, at have them in charge of competent and a total value of \$1,721,585,798. All these

upon country roads and city streets.

If all the work done by them was upon the roads, the increased valuation, based upon the above hypothesis of earnwould be entirely competent to do what as all the work is not done on the roads is usually necessary to be done in mak- it is only fair to reduce this by one-half, ing a road of lesser importance. But and then we would have, by a general county should have an engineer to de- try, our property in horses and mules sign the difficult work, determine upon and other draft animals increased in location of routes and inspect construc- value \$2,866,922,633. I feel safe in assuming that with good roads road ve Strange as it may seem, the proper hicles would last one-half longer and location of a country highway presents their value be increased at least \$250,-

> The Width of Wagon Tires. A matter that would greatly help the roads is the width of the tire used on the vehicles. The narrow tires in use, and render it much more difficult to keep all springless vehicles it would secure damage they now suffer. As the load of the wagon increases in weight the tire should be widened and a tire four inches wide should be used on all wagons designed to carry heavy loads. It would help the horses as well as the roads .-

Cost More Than the Taxes. Experiments have recently been made at several points which show that a bad

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