

The Need of Good Roads Explained.

Costs as Much to Get a Ton of Wheat to the Depot as to Haul It 400 Miles by Rail.

Some points from an address upon "Roads," recently delivered at Union college by Colonel Francis V. Greene, deserve to be remembered. Colonel Greene said in part:

"Considering roads, in the broadest sense, as means of communication and transport on land, and thus including railroads, common roads, and city streets, it is true, now, as it has been for these thousands of years, that the degree of civilization to which any people have attained is accurately measured and indicated by the condition of their roads. You will naturally ask how it is, if roads are so intimately connected with civilization, that the United States, which claims to be among the most civilized nations in the world, should concede that it has roads so bad that they are justly described as intolerable. But the answer is not far to seek. The United States have the longest and best roads in the world. But they are in the formation of railroads, and have absorbed so much energy and capital that there has not, until now, been time to construct good common roads, nor has the necessity for them been evident. It is evident, however, that there must be a limit to the building of railroads and it would seem as if that limit had been practically reached in certain parts of the country. It is impossible to have a railroad leading to every farm, although this condition is closely approximated in New Jersey, where, it is said, there is no point in the state which is more than seven miles from a railroad. Still the building of railroads cannot be considered as satisfactory unless it is as much to carry a ton of wheat or potatoes to the railway station as it does to carry it 400 miles over the railroad. So that with the practical completion of the railway system in a large section of the country an agitation has sprung up in favor of the improvement of the common roads.

"We have an enormous number of roads, in bad order for the most part. Gen. Roy Stone estimates the total length at something over 1,300,000 miles. These roads have grown up regardless of system or method, and for the most part have been built without reference to engineering. In Massachusetts, the cost of the roads is \$1.138,944, or \$65.30 per mile; in New Jersey \$778,470.82, or \$43.24 per mile; in New York about \$2,500,000, or about \$30 per mile. If the average expenditure in other states was only \$18 per mile, the total for the entire country would be about \$200,000,000. It is not too much to say that the greater part of this sum produced no useful result, and was wasted.

"The bad condition of the roads began to attract widespread attention something over ten years ago. Certain elementary principles were then applied, to wit: that the cost of farm products is fixed at the great cities or centers of consumption and distribution, and is wholly beyond the farmer's control, and the cost of transportation is a principal factor in determining his profit, or the possibility of any profit. On the railroads this has been reduced, from ten cents to four cents per ton per mile. But the average roads are so bad that a two-horse team and wagon, the value of which is \$3 per day, cannot haul a ton of produce more than ten miles and return in a day. The cost of road transportation is therefore 30 cents per ton per mile, or about twice as much as the rate on the railroad. The average distance from the farm to the nearest railway station is at least ten miles, so that it costs as much to get the goods to or from the railroad station as to carry them 400 miles on the cars.

"The cost of bad roads. It only needs to state these elementary facts to show what an enormous drain bad roads make on our resources. It is evident that an improvement in these conditions is imperative, and the remedy is equally evident, for it has been proved, not only by mechanical experiment, but by actual test, that the same force which draws one ton on a muddy earth road will draw four tons on a hard macadam road. On the improved roads in New Jersey loads of four to five tons are habitually drawn by a two-horse team. This effects a saving of fully three-fourths of the cost of hauling to the station, and reduces the cost of road transportation from 30 cents to 7 1/2 cents per ton per mile. What this saving amounts to may be imagined when it is known that the New York Central railroad carries nearly 20,000,000 tons of freight in a year. If this is hauled only two miles by road to or from the station, and a saving of 2 1/2 cents per ton per mile could be effected, it would mean a total saving of nearly \$30,000,000.

"These figures may seem exaggerated, but they will no longer appear so when we realize the saving actually accomplished by the reduction in railroad rates in the last twenty-five years. For instance, in 1870 the average rate on the New York Central railroad was 2 1/2-10 cents per ton per mile; in 1893 it was seven mills. This saving on the business of 1893 is upward of \$64,000,000. This is the result which has been accomplished by the application to the railroad problem of the highest available talent in the last twenty-five years the results accomplished on the common roads are likely to be as remarkable as those achieved on the railroads in the last twenty-five years.

"Why Roads Should Be Improved. But there is another and hardly less important side, and that is the use of the roads for health and pleasure; and this appeals not so much to the farmer as to the inhabitants of cities. In New York about 60 per cent. of the population lives in cities, and in Massachusetts 60 per cent. In proportion as the urban population grows, and possibly in still greater proportion, the number increases of those who desire to escape to the country for pleasure during part of the year. And nearly all country pleasures and amusements are dependent in a greater or less degree on the condition of the roads.

"The most extraordinary increase among those who find pleasure on the road is in the number of cyclists or wheelmen, and lately wheelwomen. Every wheelman is a preacher, in season and out of season, of the gospel of good roads, and they are not scattered and disinterested like the farmers, but they live in cities, and are thoroughly organized. They make their wishes known by no uncertain sound in legislative halls.

"The agitation for good roads thus rests on two distinct bases, business, or economy in transportation, and pleasure. It has been in progress with ever-

increasing volume for more than ten years. During that time, as Gen. Stone has shown, sixteen states have passed new road laws, and one has amended its constitution to permit the adoption of such laws. The general trend of the legislation enacted in the sixteen states is to provide that the road tax shall be paid by the owner of the land, and not in labor.

"In states like New York and Massachusetts, where two-thirds of the population and three-fourths of the assessed valuation of property is in the cities, the provision for state aid enables and requires the cities to pay a share of the cost, and this is a manifestly proper thing they share largely in the benefits. The cost to the farmer, who derives the greatest benefit, is reduced to a bagatelle. General Stone states that in New Jersey the annual road tax is about ten cents per acre and the assessment about four cents additional. In spite of this small cost it is a remarkable fact that the road laws in New York, and also in Pennsylvania, providing for improvement at the cost of the state, under which three-fourths of the expense would fall upon the cities, have been defeated by the representatives of the farmers.

"Some American Examples. "Union county, New Jersey, lies about twenty-five miles southwest of New York, contains about one hundred square miles, and its population in 1893 was 72,467. Its main roads are thirty-five miles in length. A competent engineer, F. A. Dunham, was appointed to take charge of the work. He found that the width of the roads varied according to the locality and the traffic, with a crown or rise in the center of twelve inches. Of this width ten feet had a telford foundation, fourteen feet had Macadam metal and two wings, ten feet in width on each side, were of earth.

"The road was first graded to its approximate form, and then the space of ten feet in the middle was excavated to a depth of twelve inches. This was then thoroughly rolled in order to compact the earth on which the stone portion of the road was to be built. Next the telford was laid. This consisted of irregular pieces of trap rock about 8x12 inches on the under side, 4x8 inches on the upper side, and eight inches in height. These were placed by hands as close together as possible, and the spaces in the surface were filled in with spalls and smaller pieces of stone, which were wedged into the openings as tightly as possible. A small amount of fine trap screenings were then spread over the telford for binding, and it was then thoroughly rolled. The macadam was placed over this in two layers each of which was two inches thick, the first layer consisting of stone broken to one and a half inches in size. Each layer was rolled with a small amount of fine binding material, and then thoroughly rolled with a ten ton roller, the surface being kept constantly wet by a sprinkling cart while the rolling was in progress. After the stone road on the middle was completed the earth roads on the side were rolled and the road was finished.

"These roads have given great satisfaction to all the residents in the county; they have been in use for several years with very slight repairs, and are still in excellent condition. They can be maintained so with proper care and at small cost for a long period. The power house is located on One Hundred and Forty-sixth street, a few yards west of Lenox avenue. Steam is supplied from two Babcock & Wilcox water-tube boilers to the horizontal cross-compound horsepower Allis-Chalmers machines. To each of the engines is connected a belt being about twenty feet in diameter, and the belt is connected to a dynamo of standard construction, but would for 250 volts instead of 500 volts, as is the usual practice in railway work. This machine is placed between the high and low pressure sides of the engines.

"From the generators the cables run to the switchboard and thence to a subway under the sidewalk on One Hundred and Forty-sixth street, extending as far as Lenox avenue, where they are introduced into the five inch iron pipes running parallel with the conduit. For the present the line will be operated directly from the switchboard, but four wires will probably be placed in the conduit at the necessary points, and the line will then be divided up into sections.

"Simplicity itself. The construction of the underground conduit system is simplicity itself. The plough suspended from the car track passes through the slot in the center of the track and presses against the flat surfaces of two iron conductors running the entire length of the conduit. These conductors are placed each three inches from the center of the conduit, and are of channel iron four inches deep and thirty feet long. They are suspended from the ceiling of the conduit by means of insulators devised for the purpose, and are at a depth of thirteen inches below the conduit slot. Each conductor is sufficiently rigid to require suspension at the ends and centers only. The ends are located in the manholes and hand holes are placed at the center, inspection and repair are thus rendered comparatively easy.

"A modification of this system of suspension of the conductors is introduced for a length of about one hundred yards of single track on One Hundred and Sixteenth street, between Lenox and Seventh avenues. At the manholes, instead of insulators suspended from the ceiling of the conduit, the conductors are supported by a soapstone pillar, provided with an iron cap furnished with brackets, to which the conductors are bolted, and continuous connection is secured by a band of flat copper strips riveted to the webs. The soapstone blocks are set in iron bases erected in the manholes.

"In Case of Accident. Every twelfth manhole is connected with the power house by telephone. Quick break electric switches are located at intervals in these manholes, in order that any section of the line may be cut out in case of trouble or accident. At the track switches each conductor is provided with a flaring nose to facilitate the entrance of the plough into the conductors. The manholes in which the insulators are placed are constructed of brick with walls of concrete foundations. The floors are laid with six inches of concrete and are provided with drains for carrying off water. With this provision for drainage no water can come from the con-

duit will, it is believed, be experienced. The conduit was built on the level of the street, but with sufficient pitch to permit any water flowing into the conduit to find its way into the manholes, located every thirty feet, and from thence into the sewers. The current does not return by means of the rails, as is the case with the overhead trolley. This is a distinct feature and advantage of the new system. Each conductor forms one side of a working circuit. The current is fed into the positive conductor and returns over the other or negative conductor. The current merely rises on one side of the plough, passes through the conductors into the motors and after performing its duty returns by the other side to the opposite or negative conductor.

"Essentially Novel Arrangements. The plough or traveling contact arrangement is also essentially novel. It consists of a piece of iron, one end of which is the plough, supported on spring leaves, which cause them to press outwardly against the two conductors. The plough is suspended from a longitudinal bar bolted to cross-beams set upon the track, and is constructed so that it will follow the curve of each one of a plate of fibre. The two sheets of fibre are then brought together, enclosing strip copper conductors connected at the top to the motor cables, and at the bottom riveted to two other pieces of sheet steel. These run on each side of the plough, and are connected by the hinges which carry the sliding contact pieces. A heavy sheet of fibre continues downward and serves to separate these contacts.

"The motors employed are the standard General Electric 800 machines, controlled by K2 controllers, and the whole is controlled by a single controller, which is used on the Broadway cable line. They are lighted by nine incandescent lamps arranged in groups of three each. This system seems to offer the best solution yet discovered for electric traction on city streets without incurring any popular odium from what is called the trolley difficulty. It is free from the objectionable features characteristic of other methods attempted elsewhere. Instead of a plough fitted with wheels running under or over wires strung in the conduit, instead of the other numerous and elaborate expedients to secure a workable underground conduit electrical system, a surprisingly simple method of contact is adopted. This new system is cheap and easy to install, can be kept in repair at small cost, and can be inspected without difficulty.

"The introduction of this system in New York, where the crying need for rapid transit is almost equalled by the determination not to admit the overhead trolley, is only a start. Its satisfactory operation, safety and economy, when compared with cable or horse traction, will probably result in its general adoption upon the surface roads, and another step toward rapid city transit will be made.

"THE WANE OF COMSTOCK. He is No Longer Regarded in Gotham as a Competent Art Critic. Under the new order of things in New York, wricks the Gotham correspondent of the Cleveland World, a great many men are finding that they are not what they used to be in matters of importance and influence. Among these is Anthony Comstock, that irrepressible hunter after the immoral in art. Shocking to relate, his mere word is no longer to be considered as conclusive evidence in questions of the fitness of pictures to adorn the walls of our citizens. In other words, the great Anthony has been ignominiously "thrown down," and by the excise board, where he used to be considered an art authority.

"Anthony stirred up the hornets' nest by a raid on the saloon of his distinguished fellow citizen, Steven Brodie. Brodie, a painter of some reputation, had serious objections, and he forthwith posted off to the excise board and demanded the revocation of Brodie's license. To his horror, Commissioner Woodman demanded that he produce the offending pictures before the board. "I've seen them myself," said Comstock, "I felt you there, and they are not my word enough?" "It is not," retorted the commissioner, "and, furthermore, I take this opportunity to tell you that I have a very poor opinion of your power to determine what is and what is not improper." That ended the interview, and Brodie still has his license.

"The basis of Mr. Woodman's estimate of Comstock's discrimination is found in the fact, as he afterward told me, that the reformer came to him not long ago with a similar complaint, bringing the pictures in question, when the commissioner found to his small indignation that the two of them were copies of the same work hanging in his own parlor, where his wife and children could see them at any time. That weakened his confidence in Anthony, with the result noted above. And there are excellent citizens in New York wicked enough to feel a lively sense of satisfaction over the matter.

"AN AFFECTIONATE HORSE. According to the extremely truthful New York Recorder, James Hudson, of 8 Kanawha, has a very knowing old horse which loves him very dearly. James is a poor man, and does not know just how he came to acquire the horse. The other day he was out of work—he is a carrier by occupation—out of sorts and out of spirits, and was lying flat on his back in the pasture where old Baldy was nibbling the dew from the grass. Presently a tall animal came and nuzzled him until he was compelled to get up. Then, gently gripping his sleeve, Baldy led him away to the middle of the field, where he had put down a pile of hay. Hudson followed him, and presently drew forth a broad smile, which he laid in Hudson's lap. It was a Spanish doublet of very ancient mint. Hudson's gloom vanished in a minute. Running to borrow a spade, he had presently unearthed a strong box, heavy with gold. Old Baldy, unable to lift the box with his teeth, had gnawed a hole through the iron-bound cover and taken out a sample coin for his master. With tears of gratitude streaming down his face, Hudson fell on Baldy's neck and sobbed. He will never sell the old horse. The value of the treasure is about \$7,319.

"NEW TO THE BUSINESS. "This won't do," said the general passenger agent, in annoyed tones to the map maker. "I want Chicago moved down here half an inch, so it can come on our direct route to New York. Then take Buffalo and put it a little further from the lake.

"You've got Detroit and New York on different latitudes, and the impression is that that is correct won't help our road."

"And, man, take these two lines that compete with us and make them twice as crooked as that. Why, you've got one of 'em about as straight as a line."

"Thank Boston over a little to the west, and put New York a little to the west, so as to show passengers that our Buffalo division is the shortest route to Boston."

"What of New York? I'll tell you, I've said, you may print 10,000 copies—bad, say, how long have you been in the railroad business, anyway?"

Quiet reigns in musical circles of the city during the heated term, and in the words of Solomon, there is nothing new under the sun. The majority of vocal and pianoforte instructors of town have practically closed their studios, and the choir and chorus leaders are, in many instances, seeking inspiration in suburban retreats, where the songs of the robin and bobolink are heard at daybreak and the whippoorwill sings to the sleeping shadows at nightfall. Many good things are promised in a musical way, however, at the opening of the winter season. The Lyric club, under direction of Professor T. J. Dattner, will be more active than ever in adding laurels to their deserved reputation. The United choirs, under Professor John T. Watkins, will be strengthened for new victories; Professor Richard Lindsay has several new enterprises in view in the line of comic opera by home talent, and the various choir masters about the city are already on the lookout for novelties in church music for Christmas and other special occasions of festivity. The Symphony orchestra, under the leadership of Professor Hemberger, will be reorganized for active work in a few weeks, and some excellent concerts will be given during the winter. From present appearances the coming musical season will be one of the most enjoyable known to the Electric City.

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"Organist George B. Carter is again in the city, having returned from his two weeks' vacation.

"Professor Chance, the new organist at the Second Presbyterian church, is receiving instruction in New York, and is actively practicing preparatory to assuming his new duties in October.

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"The youngest prima donna in America, and probably the world, is Louise Moore. Although but 18 years of age, Miss Moore has appeared in more operas during the past season than any singer on the boards. She has been on the stage two years and has a repertoire of forty operas. Miss Moore is a pretty blonde, and possesses a sweet voice, together with acting ability of no mean order. She has had several offers for next season.—Dramatic Mirror.

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"George Meredith, the novelist, who claims to be of Welsh descent, has offered a prize for the best essay on Welsh literature, to be competed for at the forthcoming estafado at Llanelli.

"It is said that Valley of Aberdare, 150 years ago, was a barren, treeless waste, and could not die there, and they were obliged to go to Merthyr when tired of living. This, no doubt, accounts for the former place having been populated years before the latter.

"A traveler who visited Aberystwyth in 1772 described the town as a populous place, enriched by the coals and lead which were found in its neighborhood, but very dirty, black and smoky, and he fancied that the people looked as if they lived continually in the coal or lead mines. What would that traveler say if he could revisit Aberystwyth now?

"Frederic Grimm, the eminent flutist, is a Welshman of whom Wales is proud. He is making great strides in his profession. On Wednesday night he gives an invitation flute recital at the Royal Academy of Music. A high-class programme is arranged. Senor Manuel Gomez, the clarinetist, and Septimus Webb, the pianist, will take part in the performance. A feature of the programme is a sonata for flute and pianoforte by Frederick the Great, whose compositions were not intended for publicity. Frederick the Great, like our Frederick, was a fine flutist.

"A communication has been received from D. Rees, mayor of East London (Cape Colony), offering to become a guarantor for \$100 in connection with Llanelli national estafado, and promising to sail at once for the old country to be present at the event. Mr. Rees is an old Llanelli boy.

"Gomer John, Pontypridd, supplements Cych a Chwa's quotations in 'Welsh Goings' realization with the following: 'Whatever record leaps to light He never shall be shaded.'

"Both in Evidence. The bright, ambitious mercury is heated to a cherry red. And the butter and the summer girl Are beginning now to make a spread. —Indianapolis Journal.

Gathered in the World of Melody.

Interesting Notes About Famous Musicians at Home and Abroad.

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"It is announced that during the past year the London Missionary society's collections from Wales have increased by over \$14,000.

"George Meredith, the novelist, who claims to be of Welsh descent, has offered a prize for the best essay on Welsh literature, to be competed for at the forthcoming estafado at Llanelli.

"It is said that Valley of Aberdare, 150 years ago, was a barren, treeless waste, and could not die there, and they were obliged to go to Merthyr when tired of living. This, no doubt, accounts for the former place having been populated years before the latter.

"A traveler who visited Aberystwyth in 1772 described the town as a populous place, enriched by the coals and lead which were found in its neighborhood, but very dirty, black and smoky, and he fancied that the people looked as if they lived continually in the coal or lead mines. What would that traveler say if he could revisit Aberystwyth now?

"Frederic Grimm, the eminent flutist, is a Welshman of whom Wales is proud. He is making great strides in his profession. On Wednesday night he gives an invitation flute recital at the Royal Academy of Music. A high-class programme is arranged. Senor Manuel Gomez, the clarinetist, and Septimus Webb, the pianist, will take part in the performance. A feature of the programme is a sonata for flute and pianoforte by Frederick the Great, whose compositions were not intended for publicity. Frederick the Great, like our Frederick, was a fine flutist.

"A communication has been received from D. Rees, mayor of East London (Cape Colony), offering to become a guarantor for \$100 in connection with Llanelli national estafado, and promising to sail at once for the old country to be present at the event. Mr. Rees is an old Llanelli boy.

"Gomer John, Pontypridd, supplements Cych a Chwa's quotations in 'Welsh Goings' realization with the following: 'Whatever record leaps to light He never shall be shaded.'

"Both in Evidence. The bright, ambitious mercury is heated to a cherry red. And the butter and the summer girl Are beginning now to make a spread. —Indianapolis Journal.

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