

PUBLIC'S ATTITUDE TOWARD "GOOD ROADS" UNDERGOES RADICAL CHANGE

Motor Truck Causes Those More or Less Skeptical to Awaken to Fact That Improved Highways are Not Merely "Speedways"

By E. A. Williams, Jr., President of the Garford Motor Truck Company

The public's conception of "good roads" has undergone a radical change in the last two years.

Prior to the entry of the United States into the war, the non-motorized American public more often than not, thought good roads were advocated chiefly for the benefit of their more fortunate neighbors who owned and drove their own motor cars. They were inclined to regard good roads laws as class legislation and were unwilling for the most part to lend either financial or moral support to the movement and upkeep of something from which they derived no direct benefits so far as they could see.

That conception no longer exists. Universal recognition of the Motor Truck's value as a means of transportation, demonstrated under the stress of war, has brought both leaders of the industry and foreseeners of change.

The war merely hastened what for several years it furnished the setting and the condition which enabled the truck to establish itself as a factor in the economic life of the country. Under normal conditions its recognition and general adoption would have been gradual, but none the less convincing.

The non-motorizing public no longer looks upon good roads as "speedways" for the motoring "aristocracy." It has come to realize that motor trucks are essential as transportation factors and that good roads are necessary to the efficient operation of trucks. Its vision has been broadened; it sees the advantages and benefits of speed from a combination of these factors—benefits which have a direct bearing upon the economic conditions of the community.

It sees the farm brought, one might say, to the very table of the consumer; it sees an ultimate decrease in food prices; and, those who pause to consider the matter further, see the ever-expanding range of possibilities of travel and its ally, good roads, throughout the industrial and commercial world.

With the universal recognition and adoption of the motor truck, the public's conception of how roads should be built also has undergone a change.

Heretofore there has been a vast difference between the average man's idea of good roads and that of the engineer and scientist. The average man's was content to build for the present; the engineer, as the result of past and not altogether satisfactory experience, knows and has known the importance of building for the future as well as the present.

The first thing a railroad does after obtaining a right-of-way, is everyone knows, is to build a roadbed and lay tracks. That roadbed is in to stay. The tracks, which correspond to the surface of the highway, is built of the most substantial and practical material to be had.

The railroad officials, however, do not expect this roadbed and track to last forever without attention. Long ago they learned that the only way to assure safety and durability is to anticipate depreciation and make constant repairs.

For this purpose they maintain crews who are continually repairing and reconstructing the roadbeds and replacing tracks. From time to time rails are certain to develop—conditions and elements over which man has no control are responsible. These are quickly remedied—reinforced—by the men which are on the lookout for such slips.

That is just what we are coming to in roadbuilding. For years it has been customary for county engineers to direct such operations but for the most part their work has been hampered by lack of funds, and inadequate force or by limited legislation and more or less red tape. There are now, however, many farmers are still working out their roads—by the day, hauling gravel or stone in a more or less haphazard fashion for the construction of roads; upon their efforts and those of a limited force of hired workers depends the maintenance of the community's highways.

In the past we have built for the present only; in the future we will build for the present and future. We

country are and have been engaged in the consideration and passage of numerous bills which carry large appropriations for the development of roads. Even this is just beginning.

Middletown

The T. J. K. Club of town, was entertained at the home of Miss Agnes Markley, East Main street, last evening. After the business was transacted a social hour was spent. Refreshments were served to Mrs. C. L. Lindermann, Mrs. Raymond Gilbert, Miss Erma Brennerman, Miss Ruth McNarr, Miss Martha Swartz, Miss Oma Lutz, Miss Verona Keifer, Miss Agnes Markley, Miss Charlotte Fishel and Miss Rosemary Kennedy.

Our forefathers recognized, in a manner, the necessity of installing durable foundations back in the days when they built corduroy roads through the wilderness of this country. Recently in an Indiana city, one of our citizens called a committee foundation along the main thoroughfare. In excavating they came upon a corduroy road, buried several inches under the street surface. The road was constructed of black walnut and extended, they found later, for a distance of nearly a mile. Rather expensive roadsides in these days. The forefathers in excavating conditions like this were recently mastered out of service and has been spending the past two weeks in town as the guest of his parents, Mr. and Mrs. John Brandt, Pike street, will leave next week for Sidney, Canada. The Royalton schools closed yesterday. After the regular school term and the grammar school exercises were held in the High School building yesterday afternoon. The choir of the Methodist church, who were to be entertained at the parsonage on Thursday evening, were entertained Saturday evening by Miss D. W. Hunterberger, North Union street, instead, owing to Bennett Cunningham, the youngest son of the Rev. and Mrs. James Cunningham, being quite ill. A very enjoyable evening was spent, and refreshments were served.

Earl Hobson of Royalton, has accepted a position as clerk in the American store, South Union street.

The Riverside Chapel Sunday school will change their hour of meeting from 1:30 P. M. to 2:45 A. M., starting to-morrow morning.

Mr. and Mrs. Harry Thompson of Pine street, entertained a number of friends at her home last evening in evening in honor of their son, Arthur Thompson, who is home on a ten-day furlough from Camp Lee, Va., after various games had been played. Refreshments were served. Mr. Thompson will return to camp on Sunday.

Mrs. Kathryn Metzler, of Royalton, entertained a number of

friends at her home last evening in honor of Miss Lillian Konig. After games of various kinds were played refreshments were served to Miss Margaret Snavely, Miss Lillian Konig, Beulah Wolf, Helen Kreider, Emma Long, Rhea Neeter, Clara Palmer, Letona Mathilda Koenig, Elscherberg, Kathryn Metzler, Mr. and Mrs. Eli Metzler, Mr. and Mrs. William Metzler, Robert Metzler, Carl Dupes, David Metzler, William Neeter, Elwood Kling, Harold Wolf, Harold Bartholzter, Raymond Eschbach, Edward Becker and Edgar Hoffman.

Isaac Singer has returned home from a week's business trip to Philadelphia.

Trinity Lodge No. 307, I. O. O. F. will attend divine services in the presbyterian Church Sunday evening when the pastor, the Rev. T. C. McCawley, will preach a special sermon to them.

Lieutenant Lauman G. Laverty, who is stationed at Fort Henry, Baltimore, is spending a month's furlough in town as the guest of his sisters, the Misses Lydia and Theo Laverty, North Union street.

He has brought his household goods shipped from his home in Hagerburg, where he and his wife will go to housekeeping after he is mustered out of service. He will open up an office at Harrisburg, where he had been practicing before he was mustered into service. He spent several months overseas.

MIDDLETON CHURCHES

First United Brethren.—The Rev. A. E. G. Bossler, 11, "Our Consecration," 7:30, "Walking With Jesus."

Presbyterian.—The Rev. T. C. McCawley, 11, "An Ancient Order," 7:30, "Our Helper."

Church of God.—The Rev. O. M. Kraybill, 11, "The Believer's

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