

REPUBLICAN NEWS ITEM
CHARLES L. WING, Editor.
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HIGHWAY BUILDING.
 SOME VALUABLE POINTS BY CANADA'S DIRECTOR OF PUBLIC WORKS.

The Importance of Good Drainage in Road Construction—Water and Frost Destroy Highways and Make Them Impassable.

At the late national and international good roads convention one of the most valuable of the many practical addresses was that of A. W. Campbell, director of public works of Canada. Mr. Campbell is one of the foremost road builders of the day, and the fact that he has had some twenty years of practical experience carries weight with his utterances. In discussing the principles of roadmaking he places emphasis above all other things on drainage as of fundamental importance. In fact, he makes drainage cover all three principles of roadmaking. Unless the foundation is properly drained the road is useless. Dirt roads, he believes, can be made good by having a proper knowledge of the way to construct and maintain them. Mr. Campbell said in part:

"The science of roadmaking is the subject allotted to me. To discuss this question and go into the details of road construction and the scientific treatment of these roads would take up the rest of the time of this convention for the balance of the week. But I am not going into this subject in detail. I am simply going to sum it up in a very few words and ask you to make your deductions from that statement. I think it was at Buffalo that a gentleman asked me the question, 'What are the principles of roadmaking?' I said the principles of roadmaking in its simplest form—yes, in its most complex form—are very briefly stated. It matters not whether the street lies out in a remote part of your state or if the other end of it rests in the central part of one of the greatest cities on the continent. These principles must be considered and utilized in the construction of that road or street if you are going to make a success of it. They are three in number—first, drainage; second, drainage; third, drainage.

"Drain the foundations. It is as useless and as futile for you to attempt to build a good road without providing a means of draining the foundation as it is to erect such a building as this on a weak foundation. You must drain the foundation. Then shape your road so as to shed the water from the surface. Make your ditches along the sides so as to discharge that way through outlets into the common course, and after you have done this you must so preserve and maintain that surface as to shed the water at all seasons of the year from the center into the ditches and see to it that these ditches are kept free and open so as



Improvement of Roads Adds to the Value of Real Estate.

Whether a city or town should increase the taxes or issue bonds to provide for good roads and paved streets is, of course, a matter that depends very much upon special conditions and localities, says Good Roads Magazine. But be this as it may, it may be broadly stated that the individual citizen gets a far greater return for his expenditure for taxes, provided such outlay be made wisely and economically, than for any other purpose.

The taxpayer has not only the personal advantage of the use of good roads and smooth streets, but these likewise add greatly to the value of his real estate. In this sense he ought to cheerfully bear his share for such improvements, although, of course, in a potential sense a bond issue may easily be justified.

As a matter of fact, the real estate owner may well bear an increase of \$100 annually in his taxes provided this increase be pro rata with that of others, while he wisely hesitates at an expense of a quarter of that sum on his own personal estate. All this, of course, goes without saying, and yet the taxpayer often forgets it.

Genesee County (N. Y.) Pomona grange was organized recently with 560 members. This was one of the counties in which the old grange councils were for a long time established.

No. 293, Macleary, Ore., has chosen a team to compete for the state grange prize to be given for exemplifying the first and third degrees at the next state session.

Sonestown Cider Mill
 will open September 10, 1904, and will continue to run on Thursday, Friday and Saturday until noon each week until November 18, 1904.
 J. M. GONVERSE.

Transfer of License.
 Notice is hereby given that an application for a transfer of license granted to W. L. Saxon of Dushore to Patrick Daly and the same will be presented to the Court of Quarter Sessions on Friday, Nov. 11, 1904, at 10 o'clock a. m.
 Thos. E. Kennedy, Clerk.
 Clerk's office, Laporte, Pa. Nov 1, '04.

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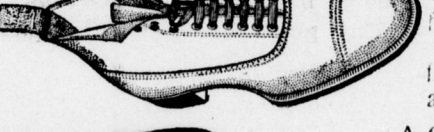
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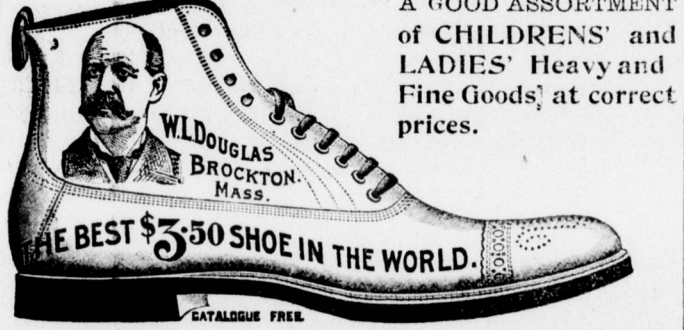
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Williamsport & North Branch Railroad TIME TABLE.
 In effect Monday, Oct. 3, 1904.

Road down				Flag stations where time is marked "F"				Road up					
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
10 15	12 50	4 20	5 21	10 22	7 51	Halls	6 20	7 42	10 12	12 15	4 00	5 00	10 00
10 25	12 55	4 25	5 25	10 25	7 55	Pennsdale	6 15	7 38	10 18	12 21	4 05	5 05	10 05
10 30	1 05	4 32	5 32	10 30	8 02	Hughesville	6 00	7 20	10 24	12 27	4 10	5 10	10 10
10 35	1 10	4 39	5 39	10 35	8 09	Forty Rocks	5 55	7 15	10 30	12 33	4 15	5 15	10 15
10 40	1 15	4 46	5 46	10 40	8 16	Lyon Mills	5 50	7 10	10 36	12 39	4 20	5 20	10 20
10 45	1 20	4 53	5 53	10 45	8 23	Chubbuck	5 45	7 05	10 42	12 45	4 25	5 25	10 25
10 50	1 25	5 00	6 00	10 50	8 30	Glen Mary	5 40	7 00	10 48	12 51	4 30	5 30	10 30
10 55	1 30	5 07	6 07	10 55	8 37	Starbridge	5 35	6 55	10 54	12 57	4 35	5 35	10 35
11 00	1 35	5 14	6 14	11 00	8 44	Freehold	5 30	6 50	11 00	1 03	4 40	5 40	10 40
11 05	1 40	5 21	6 21	11 05	8 51	Murphy Valley	5 25	6 45	11 06	1 09	4 45	5 45	10 45
11 10	1 45	5 28	6 28	11 10	8 58	Nordmont	5 20	6 40	11 12	1 15	4 50	5 50	10 50
11 15	1 50	5 35	6 35	11 15	9 05	Mokober	5 15	6 35	11 18	1 21	4 55	5 55	10 55
11 20	1 55	5 42	6 42	11 20	9 12	Laporte	5 10	6 30	11 24	1 27	5 00	6 00	11 00
11 25	2 00	5 49	6 49	11 25	9 19	Ridgepole	5 05	6 25	11 30	1 33	5 05	6 05	11 05
11 30	2 05	5 56	6 56	11 30	9 26	Bernie Road	5 00	6 20	11 36	1 39	5 10	6 10	11 10
11 35	2 10	6 03	7 03	11 35	9 33	Waterfield	4 55	6 15	11 42	1 45	5 15	6 15	11 15
11 40	2 15	6 10	7 10	11 40	9 40	Sonestown	4 50	6 10	11 48	1 51	5 20	6 20	11 20
11 45	2 20	6 17	7 17	11 45	9 47	Eagles Mere	4 45	6 05	11 54	1 57	5 25	6 25	11 25
11 50	2 25	6 24	7 24	11 50	9 54	Dushore	4 40	6 00	12 00	2 03	5 30	6 30	11 30
11 55	2 30	6 31	7 31	11 55	10 01	Towanda	4 35	5 55	12 06	2 09	5 35	6 35	11 35
12 00	2 35	6 38	7 38	12 00	10 08	Wilkes Barre	4 30	5 50	12 12	2 15	5 40	6 40	11 40
12 05	2 40	6 45	7 45	12 05	10 15	Williamsport	4 25	5 45	12 18	2 21	5 45	6 45	11 45

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