EDUBLICAN NEWS ITEM CHARLES L. WING Editor

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ROAD IMPROVEMENT.

"COLONEL R. W. RICHARDSON ON THE CONSTRUCTION OF HIGHWAYS.

They Must Be Built to Last, He Says, the Voting of Bonds to Carry on the Work.

At the Kansas good roads convention plouel R. W. Richardson, secretary the National Good Roads associa on, delivered the principal address.

Good roads must be founded as firmly as a man's character if he good results therefrom. must build welr, you must build deeply; you must build for days to come.

Aca must care for a road every day i must never go away to let it take o of itseif. It must be nurtured in-strength, solidity and firmness, and en it will last like a great and good

le sure of getting a good berm or embankment on both sides to serve as walls for the bed. Make the bed into the oval shape, considerably higher in e center. Before spreading either is or gravel roll firmly. The roller of find all of the weak places, and an these can be filled up. If this is no conscientiously there will then envared by the property of the constant of the content of the cont oncrete. It is a mistake to make the real too thick. While it does no harm, it is an absolute waste of material. I as surprised when down at Fort fort to find that the road there was eing made eighteen inches in thick-less. The majority of the roads are by being made only nine inches in It thess, while many are being made it more than six inches.

The point is not quantity, but qual-

ity. Make six inches of roadbed properly aud it is better than sixteen or eighteen poorly constructed any time; the plead with you to get experts add your macadam roads. Get who know their business. Spend your money properly at the start and then you will have no trouble.

Now, there are two ways of paying for a road by the voting of bonds and by the citizent taxation. While I do not want to arbitrarily advise following the former, it has big advantages, and the principal one is that it makes money available at once. Then, too, it must be remembered that in the lding of a road it should not all be I upon the farmer. That is unfair I unjust and is a burden to him. Bethe value of a good road is ap at to a man living in town just as well as one living in the country. In fact, it affects the city man more acute-

"A farmer can practically come to the A tarmer can practically come to the city when he pleases, for he always has enough provisions to supply him for his immediate needs, and can wait for clear skies and better roads. But the man in the city who deals in farm products, as many do, must turn his money quickly. He must sell his goods neir season. Margins are small, quantity determines his wealth. refore it must not be forgotten that merchant in the city should fee s just as incumbent upon himself that the roads in the country road as the farmer who must allies them to get to town.

"Don't forget another thing when you go to lay out a road. Don't forget you have a right of eminent do main to choose the route of the highway. A railroad has that same privi lege. Did you ever see its engineers just take a line and follow it regardiges of the natural advantages. But that is done in a section line road. Just because the land is measured off in a certain way the road must follow the not because of any law or reason.

but because of custom. You have the right of eminent domain to choose the Fight of eliment domain to line, and when you build a new one remember

Grange Work In Illinois.
State Master Oliver Wilson of Magrolla, Ill., says that the grange is prosperior wonderfully in the Prairie State. Even during the busy harvest season the work was carried on successfully, and a thing never before Known in Illinois was the organization of a subordinate grange, with forty-three members, in midharvest season. Crange fairs in Illinois have proved strictly agricultural exhibitions ut objectionable features, will draw-the crowds as well as fairs filled up with other attractions.

sent to the Empire State an object of building good roads at about one twentieth of what the state roads cost per mile, prominent farmers near Mid-dletown, N. Y., have undertaken the organization of a good roads club. The new organization intends to contract for the care of roads, employ an over-seer and make assessments when nec-essary on the members to supplement the money obtained from the town.

Progress all along the line will be reported at the national grange meeting in November.

Pennsylvania now has three juvenile

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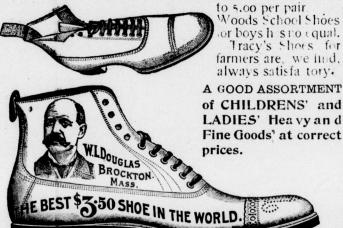
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