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CHARLES L. WING, Editor.

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Why County Fairs Offer Good Openings For Starting Reform.
One of the most practical suggestions yet offered for the creation of sentiment for good roads is that put forward as follows in the Metropolitan Magazine:

"The county fair offers a peculiarly good opening for starting reform. Here are gathered the brain and sinew of the community—intent, it is true, on diversion and recreation, but equally alive to the material benefits to be derived from the numerous meetings where a free interchange of ideas is insured. Secure some good speakers; make it known by circular or through the columns of the county and town papers that the good roads problem at the next county fair is to be discussed by local talent and by men trained in the actual field work of this important business. There will be no difficulty in securing interested audiences, and it will be the exception if results are not manifested either in the change of feeling or in the organization of a reform movement. Meetings of boards of trade, granges, both state and local; educational conventions, chambers of commerce and such functions are also good starting points for effective work in the good roads movement."

Public spirited thinkers whose minds can transcend the needs of the immediate present, says the Atlanta Constitution, are impressed with the wisdom of pushing the propaganda for good roads side by side with that for better transportation facilities by rail or water.
What will it avail to double track trunk systems and construct more individual lines and deepen navigable rivers if we make access to them along the country roads difficult, slow and expensive?

The county fair is an established institution in Georgia in as great a degree as the other popular meetings to which reference is made in the foregoing excerpt.

If the importance of good roads is made a topic of discussion at such gatherings and at such state wide assemblages as that comprised in the Atlanta interstate fair the substantial progress legitimately expected hardly lends itself to computation.

PREVENTIVE OF DUST.

Calcium Chloride Tried on a Road in Washington.

Officials of the agricultural department have made experiments with the use of calcium chloride as a dust preventive, and the tests were attended with great success. A stretch of road in the city of Washington was selected for the trial, and in preparation for the treatment all dust and dirt were scraped from the surface of the roadway. A solution was prepared by mixing 300 pounds of commercial calcium chloride (granular, containing 75 per cent calcium chloride and 25 per cent moisture) with 300 gallons of water in an ordinary street sprinkler, care being taken to agitate the liquid thoroughly before applying it to insure a uniform solution. It was then applied from one sprinkling head, the sprinkler passing slowly back and forth over the road to facilitate the complete absorption of the solution.

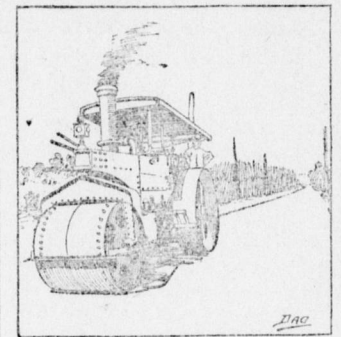
Each application consisted of 600 gallons over an area of 1,582 square yards, or 0.28 gallons per square yard. A marked improvement in the condition of the road was noted at once, and after the second treatment it was necessary to repeat the operation only at isolated spots. The use of the water wagon, which had before made regular trips over the road, was abandoned as unnecessary. The texture of the road surface was completely changed after the application of the calcium chloride. Before treatment raveling was excessive in spots, and the whole surface seemed loosely knit together. After the second application this condition changed, and the road surface became smooth, compact and resilient.

Oiled Macadam as Rain Defier.
During a long continued period of wet weather at Kansas City and vicinity the merits and disadvantages of different roads were strongly emphasized. The dirt roads, though fairly good in favorable weather, were almost impassable in many places. On the macadam roads that had been oiled were in excellent condition. After the oil has penetrated the macadam no amount of water can affect the firmness of the paving. The rock roads have heretofore been extremely dusty in dry weather and sloppy and rutty in wet spells. Since oil has been applied to the surface they remain practically the same regardless of the state of the weather.

ROLLER ARMED WITH SPIKES.

Machine That Rips Up a Road For Repair Work.

A big machine has been at work on the roadway at the north end of Lincoln park in Chicago. It is a monster steam roller, with a double row of spikes in one of the wheels, and the function of the contrivance is to loosen up the old material in the roadway, preparatory to covering it with a fresh coating of crushed stone. As the wide tired wheel rolls on the roadway the spikes sink in the old stone material that has hardened from many years' wear. This serves to loosen the material, so that when the fresh sup-



NEW ROAD MACHINE.

ply of crushed stone is applied it may be forced down into the old bed by running an ordinary steam roller over it. The spikes are removable, so that the wheel may be used also for a packing stint.

Scores of persons gather around the big sharp toothed crusher and ask all kinds of questions. When the puncher has been rolled along the road until the rows of holes reach the width of the driveway it presents the appearance of a sheet of perforated postage stamps, and the whole operation has to be explained for the benefit of the onlookers.

GOOD ROAD CONGRESS.

Purpose and Features of the International Gathering at Paris.

Colonel Charles S. Bromwell, Clifford Richardson and William Page have been appointed by President Roosevelt to represent the United States at the international road congress to be held in Paris during October, 1908.

Napoleon was a great advocate of road building, and since his time France has spent between \$500,000,000 and \$600,000,000 on her highways. The advent of the automobile has proved a serious menace to the surface of the roads, and the purpose of this congress is to hear opinions of experts on the subject and to condense them into a practical idea of the treatment and care of the surface of a road.

This congress, to which the governments of the various nations have been officially invited to appoint representatives, will be opened Oct. 11 and will be in session seven days.

It is proposed during the life of the congress to give several festivals in Paris and also excursions, one particularly to Nice, to enable the members to visit especially fitted up roads or roads in course of preparation.

The United States government has made several tests at Washington lately, principally by taking photographs of the clouds of dust raised by each automobile, going at different rates of speed at from five to sixty miles an hour. These dust clouds were weighed in order to determine how much of the surface of the road was taken off by a motor going at an excessive rate of speed. This point and a number of others which have been ascertained by the government of the United States undoubtedly will be brought to the attention of the congress by one of the American representatives, and it is more than likely that Colonel Bromwell will read a paper.

SPLIT LOG DRAG EFFECTIVE.

Heavy Rains Give Implement a Fine Chance to Prove Itself.

The heavy fall of rain that the Red river valley and northern Minnesota experienced recently proves beyond doubt the extreme efficacy of the split log drag as a good roadmaker. The streets of Thief River Falls and many of the rural highways leading into the city have been consistently worked by these drags for two years. The results were most apparent and striking the other week, just following the heavy rains.

In spite of the amount of traffic that the streets of Thief River Falls carry daily, they are in excellent condition, nicely graded and as hard as a paved street. The country roads that have been dragged for two years are as passable as during the driest season in summer, while the roads that have not been worked by the drags are almost impassable.

Novel Highway Proposed.

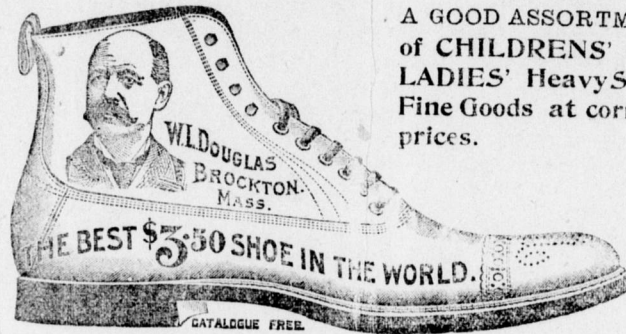
A novel proposition has been made for the beautification of the highway between Thermal and Coachella, in California, a distance of three miles. The waste waters from the Coachella ice plant are diverted along this highway and extend almost to Thermal before they are absorbed by the soil, says the Los Angeles Times. The proposition is now made that fig trees be set along the highway, on the water ditch, where they would be kept growing by the waste water. Within a year these trees come into bearing, and the three mile highway, lined with bearing fig trees, would not only be a most attractive drive, but might be made to yield a profit for road improvement.

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