

**REPUBLICAN NEWS ITEM.**  
**CHARLES L. WING, Editor.**  
 Published every Thursday Afternoon  
 By The Sullivan Publishing Co.  
 At the County Seat of Sullivan County,  
**LAPORTE, PA.**  
 W. C. MARSH, President.  
 THOS. J. INGHAM, Sec'y & Treas.  
 Entered at the Post Office at Laporte, Pa., as  
 second-class mail matter.

**ROADMAKING WITH OIL**  
 Method of Construction Valuable  
 For Dirt and Macadam.  
**PRACTICALLY SELF HEALING.**

Oiled Highways Are Not Only Dustless,  
 Mudless and Noiseless, but They Improve  
 With Use—Oil Makes Roads  
 Firm, but Not Hard.

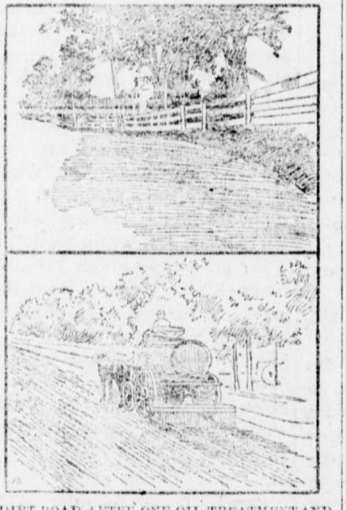
In the opinion of H. T. Snell, who has made a study of city and country roads in twenty states in the last year, more good roads will be built in Kansas during the next twelve months than in any other state in the Union. Mr. Snell investigated road conditions for the Standard Oil Company. The big trust is seeking a market for its surplus of oil left after the more valuable products have been taken from it. The surplus oil is now sold chiefly for fuel.

The company expects to build a mile of good road near the State Agricultural college at Manhattan, Kan., Mr. Snell said. "We expect to show by the experiment that an oiled road, whether built with earth or crushed rock, is not only the most durable, but in the end is the most economical."

In every state there is annually spent millions of dollars in building new roads. In few cases is any considerable sum spent on the roads to preserve them. Oiled roads are not only dustless, mudless and noiseless, but they are practically "self healing"—that is, they improve with use. The dirt and oil roads give horses good footing, while the tires of the vehicles "iron out" the hoof marks.

Experiments made on Kansas City boulevards and on roads in Jackson county, which were coated with oil, have been watched by men and organizations interested in good roads. The use of oil on boulevards and roads in Jackson county was among the earlier experiments in its use. Adopted for use to prevent dust, it was found that oil also is a preservative. In his report to the board of park commissioners on the use of oils on Kansas City boulevards, W. H. Dunn, superintendent of parks, said the results were "remarkable."

The city paid an average of 77½ cents a barrel of forty-two gallons for



DIRT ROAD AFTER ONE OIL TREATMENT AND METHOD OF APPLYING THE OIL.

the oil. An area equal to 1,016,550 square yards was oiled. The cost of oiling per square yard was slightly more than 1 cent, representing the oil, labor and supplies. The oil subdued dust. Had the same area been sprinkled with water to prevent dust the cost would have been 2.4 cents per square yard. Mr. Dunn estimated that the cost of sprinkling the area oiled last summer would have been \$16,397.32. The expense of oiling this area was \$10,671.44. The direct saving in using oil was \$5,538.88, or 34 per cent. The indirect benefit followed in a marked saving in the cost of maintaining the boulevards and the uniform excellence of their condition.

Good roads naturally are a rural problem. In the cities no progress can be made unless the thoroughfares used for business and pleasure are paved and maintained in good condition. Country towns are concerned as much with good roads as are the farmers who use them. In country towns business practically is at a standstill in rainy seasons. Bad roads keep the farmers at home. If the farmer had a fit thoroughfare to the village he could do his trading on days when he could do no tasks in the fields. It is far more desirable that the farmer should visit his nearest town in the rainy season than at any other time, as the commodities he has to sell command the highest prices when rain keeps him at home.

The regents of the Kansas State Agricultural college were among the first of the governors of agricultural colleges in the United States to realize the vital concern which good roads are to farmers. Not only was there the feature of poor roads following rain,

but there was the every day feature of ruts, pools and poor roadbed generally.

The college board of regents named Albert Dickens to take charge of experimental road work in Kansas. Mr. Dickens selected one-fourth of a mile of road west of the reformatory at Hutchinson to use in the first experiment. He reported upon the test as follows:

The soil was a fair sample of the sandy loam of the Arkansas valley. At the date of its selection no rain had fallen for ten days. The sand was several inches deep. Loads consisting of fifty bushels of grain

made an exceedingly heavy load for a strong draft team. A good carriage team required much urging to pull the carriage faster than a walk. After the grading was completed and the roadbed was well formed where fills were required the entire road, one-fourth mile in length, and thirty feet wide, was plowed to a depth of about four and one-half inches and thoroughly pulverized with a harrow and disk. A disk, set straight, was run before the oil sprinkling tank to open small furrows, and a harrow followed the oil sprinkling tank to thoroughly mix the soil and oil.

The oiling was done the first days of October. The oil was not heated. The tank of 500 gallons would cover about 8,800 square yards once. The harrow followed each application. When one gallon to each square yard had been applied the soil seemed nearly saturated to the depth of the plowing, four and one-half inches. After harrowing the last time a heavy float was used to smooth the surface. A week the road was sufficiently firm to allow rolling. A twelve ton roller was used, going over the road several times until it seemed to be thoroughly firm. After a week the road was used by all kinds of traffic. It was firm, but not hard. A sharp shod horse left the oak marks plainly outlined, but did not tear up the soil even when driven at a quick trot.

One reason for building the road in the fall was to note the effect of freezing weather. The road was not seriously affected. It seemed that the coating of oiled soil kept the underlying soil sufficiently dry to prevent serious heaving by frost.

Mr. Dickens ended the report by saying that the road is in good condition. Under his direction roads also were built near the Agricultural college in black loam; at Maple Hill, in the Mill creek valley, in soil known as "gumbo," at Garden City, in "as bad a stretch of road as can be found anywhere," being of sand, which absorbed the oil in places to a depth of sixteen inches, and the race track at Manhattan, which was said to have been improved so much that a widely known trainer of horses, C. B. Michael, terms it a "first class training track."

The cost of the roads varied from \$525 to \$1,300 a mile, Mr. Dickens reported. The average cost of a road eighteen feet wide, three miles from the railroad delivering the oil, is placed by Mr. Dickens at \$600.

The oil used for roadmaking purposes embodies a quantity of asphalt. The California oil is best for the purpose. Texas oil ranks next, with Kansas third. The eastern oils have a base largely paraffin. They must be treated and asphalt added to make them useful in roadmaking.

With proper construction and the use of oil as a binder for dirt and macadam roads the farmers virtually may have asphalt roads past their homes, declare advocates of this method of road construction.—Kansas City Star.

**GOOD ROADS IN SWEDEN.**

Every Landowner Must Keep His Section of Highways Improved.

G. Zorkkirst of Climax Springs, Mo., who is especially interested in the Kansas City Star's fight for good roads, says: "Perhaps it would be of interest to know how the roads in Sweden are maintained. There are three classes of roads there—highways, village roads and private roads. The highways run between county seats, and the grades are limited to 2½ per cent. The village roads cannot be in excess of a 4 per cent grade. The cost of building is divided among the landowners according to acreage, whether it is government land or is owned by private citizens, except where one owner has an extremely costly road to build along his land. In that case he gets due allowance in distance for the cost of construction. No village road can be opened until it is built to the proper grade.

"As to maintenance, every landowner must keep his section of the road properly improved. If he does not a government inspector orders the improvement at public expense, and if the landowner fails to pay the cost the government takes a sufficient amount of his personal property and sells it to satisfy the judgment.

"Every man must maintain his own roads in that country under government supervision. One provision of the government law in Sweden also is that the driver is not allowed to ride up the hills on a loaded wagon if it is necessary to use a whip on his horse."

**Road Improvement in Cuba.**

One of the beneficial results of the American occupation of Cuba has been the establishment of an adequate system of roads and the beginning of construction. These roads are built primarily for the marketing of crops, but they are used extensively by automobiles as well. They are made uniformly thirty-four feet wide, with sixteen feet of macadam in the center. The surface finishing is placed on a foundation of ten inches of broken rock, and they have no grades greater than 6 per cent. Bridges are of steel, culverts of concrete. Ditches are dug in the low places, and the roadway is generally elevated above the level of the contiguous land. The main road is complete from Havana to San Cristobal and from Pinar del Rio to Esperanza, besides numerous short branches.

**Short Talks on Advertising**  
 By Charles Austin Bates.  
 No. 19.

People generally read advertisements more than they did a few years ago. The reason is to be found in the advertisements themselves.

Advertisers are more careful than they used to be. They make the advertisements more readable. Some of them even become, in a way, a department of the paper, and people look for them every day with as much zest and pleasure as they turn to any other feature.

This is true of many department stores all over the country.

In many cities there is just one man who appreciates the value of such interest.

He breaks away from the old set style. He tells something interesting in his space every day.

There are lots of interesting things in business. Look over the miscellany page of any paper—look at its local news columns, and its telegraph news, for that matter, and you'll see that the majority of the items are more or less closely related to some business fact.

Press these facts up in a becoming garb of words, and they will find readers, even though they be in a "mere advertisement."

Let the merchant come down off his pedestal and talk in his ads.

He needn't be flippant—far from it, but let him not write as if he were addressing somebody afar off, and telling him about something at even a greater distance.

The newspaper goes right into its reader's house—goes in and sits down with him.

It is on the table when he eats, and in his hands while he is smoking after the meal. It reaches him when he is in an approachable condition.

That's the time to tell him about your business—clearly, plainly, convincingly—as one man talks to another.

Copyright, Charles Austin Bates, New York.

**J. M. WIGHTON,**  
**MUNCY VALLEY, PA.**

Never Before Have We Received so many praises and heard so many flattering remarks as we have had this Season. Were you one of the vast throngs that crowded our store during the past week? Did you get your share of the articles advertised? If not you should

**COME HERE NOW**

We are making new friends fast: selling more goods than ever before

But we still want more friends, want to sell our stock faster, yet we are spurred on to deeper price cutting. People wonder how we can do it. To this we can answer, that no other store in the section has the wholesale buying facilities enjoyed by this establishment. We can buy lower, we can sell lower.

**Sweater Coats**  
 Men's or Boys' Sweater Coats .38  
 Mens' sweater coats 1.25  
 Mens' sweater coats 1.50  
 Mens' sweater coats 2.00  
 Mens' V neck sweaters 25 and 46c  
 Mens' cardigan jackets 1.25

**Underwear**  
 Boys' Shirts or Drawers 20 and 26c  
 Men's ribbed underwear all colors 39c  
 Men's fleeced lined underwear all colors 39c

**Boys Corduroy Pants.**  
 Boys' corduroy, knee pants, lined throughout, fine ribbed quality worth regular 75c Special 39c

**Men's Suits**  
 Men's Suits 4.65  
 Mens' Suits 6.75  
 Mens' Suits 8.50  
 Mens' Suits 10.50  
 Mens' Suits 11.75  
 Mens' Suits 14.50  
 Mens' Suits 15.50

**Specials Men's Corduroy Pants**  
 From 1.19 to 2.50

**CHILDRENS' SUITS**  
 From 99c to 3.50 and 5.50  
**MEN'S TROUSERS**  
 From 69c to \$4.75.  
**MEN'S OVERALLS.**  
 From 39c to 75c

**MEN'S ODD COATS**  
 All Prices Duche and Corduroy 85c to 2.25

**SHOES**

Also big line of Shoes at saving prices \$1.65 for 2.50 Dress Shoe. Ladies' 1.65 Shoes for 1.09 Men's Working Shoes 1.65 W. L. Douglas Shoes at reduced prices.

**Big Line of Men's and Children's Overcoats at reduced prices.**

**THE TRI-WEEKLY GAZETTE and BULLETIN**  
 Tells all the general news of the world, particularly that of our State, all the time and tells it impartially. Comes to subscribers every other day. It is in fact almost a daily newspaper, and you cannot afford to be without it. We offer this unequalled paper and the NEWS ITEM together one year for  
**\$1.50**

**THE LAPORTE REPUBLICAN NEWS ITEM**  
 Best dressed and most respected newspaper in Sullivan county. Pre-eminently a home newspaper. The only Republican paper in county and comes from the seat of justice with new news from the county offices, clean news from all sections of the county and political news you want to read. This with Tri-weekly at  
**\$1.50**

**The REPUBLICAN NEWS ITEM and Tri-Weekly GAZETTE AND BULLETIN.**

In every city there is one best paper, and in Williamsport it is the Gazette and Bulletin. It is the most important, progressive and widely circulated paper in that city. The first to hold the fort journalistically. Order of the News Item.

If you want to keep in touch with the Republican party organization and be informed on all real estate transfers or legal matters in general that transpires at the county seat you must necessarily take the NEWS ITEM.

**WINCHESTER**  
**"NEW RIVAL"**  
**FACTORY LOADED SHOTGUN SHELLS**  
 No black powder shells on the market compare with the "NEW RIVAL" in uniformity and strong shooting qualities. Are fire and waterproof. Get the genuine.  
**WINCHESTER REPEATING ARMS CO.** New Haven, Conn.

**"The Jewel Shop."**

Where your repair work receives special attention and you are sure to be pleased.

Where you can get glasses correctly fitted, that make your eyes see like young eyes.

Where you can get high grade Watches, Clocks and all kinds of Jewelry at the bargain prices you have long looked for.

**L.J. Voorhees, SONESTOWN.**

**Administrators' Notice.**  
 Notice is hereby given that Letters of Administration upon the estate of Francis W. Gallagher, late of Laporte Borough, Sullivan County, Penna., deceased, have been granted to the undersigned. All persons indebted to said estate are requested to make payment, and those having claims or demands against the same will make them known without delay to  
**MRS. THERESA GALLAGHER,**  
 Laporte, Penna., Administratrix.  
 January 4, 1909.

**COURT PROCLAMATION.**  
 WHEREAS, HON. CHAS. E. TERRY, President Judge, Honorable Henry Richlin and R. C. R. Ksklika, Assoc. Judges of the Courts of Oyer and Terminer and General Jail Delivery, Quarter Sessions of the Peace, Orphans' Court, and Common Pleas for the County of Sullivan, have issued their precept, bearing date the 14 day of March, 1909, to me directed, for holding the several courts in the Borough of Laporte, on Monday the 17 day of May, 1909, at 2 o'clock p. m. Therefore, notice is hereby given to the Coroners, Justices of the Peace and Constables within the county, that they be then and there in their proper person at 2 o'clock p. m. of said day, with their rolls, records, inquisitions, examinations and other remembrances to those things to which their offices appertain to be done. And to those who are bound by their recognition to prosecute against prisoners who are or shall be in the jail of said county of Sullivan, are hereby notified to be then and there to prosecute against them as will be just.  
**JUDSON BROWN, Sheriff.**  
 Sheriff's Office, Laporte Pa., 9, Jan 1908.

**Ladies' Sweaters**  
 Ladies' Sweaters all colors 99c  
 Ladies' Waists, blue, black, 39c

**Ladies' Coats**  
 Ladies' Coats from 3.50 to 12.00

**PATENTS**  
 We promptly obtain U. S. and Foreign  
**GASNOW & CO.**  
 Opposite U. S. Patent Office  
 WASHINGTON, D. C.  
 Educate Your Boys with Gasnow's  
 Candy Cathartic, cure constipation forever  
 No. 250. 11 C. C. O. fail, druggists refund money

So Come to J. M. Wighton's to satisfy your wants. Remember sale only lasts this month. Railroad fare from Laporte and Nordmont for purchase of \$10.00 or over.