

COLEMAN OUTLINES PLAN FOR STATE HIGHWAYS

Virginia Commissioner Makes Address at Annual Meeting of State Good Roads' Association—Strongly Supports Report of Goodrick Commission.

George P. Coleman, State Highway Commissioner, delivered the following address Tuesday before the Virginia Good Roads Association, in session in the auditorium of Murphy's Hotel: "I believe it a great privilege to be given an opportunity to bring to the attention of your association the changes which are needed in the present road laws, and to offer for your consideration new laws, which we know are necessary for the work which we have in hand, as well as for the development and welfare of the various interests which all of us represent."

First. That the system proposed by the committee be adopted and that this State highway system be constructed and maintained entirely by the State. This act makes it obligatory on the part of the State to maintain its road, and that, therefore, for this purpose so much of the automobile license tax as may be required shall be set aside each year, this amount to be determined from estimates made by the highway commissioner. I wish to emphasize the fact that the Federal act requires that the State shall maintain a road, after it has been constructed, up to certain standards set by the Federal government, and that you may successfully these requirements. I am going to read you the maintenance clause of that act:

Second. We recommend that to comply with the provisions of the Federal aid road act, that the State highway system as constructed and as completed be maintained entirely by the State. This act makes it obligatory on the part of the State to maintain its road, and that, therefore, for this purpose so much of the automobile license tax as may be required shall be set aside each year, this amount to be determined from estimates made by the highway commissioner. I wish to emphasize the fact that the Federal act requires that the State shall maintain a road, after it has been constructed, up to certain standards set by the Federal government, and that you may successfully these requirements. I am going to read you the maintenance clause of that act:

Third. We recommend that the counties of the State shall lay out county highway systems, to include only the main roads of the county, to be constructed by the counties, and which, together with such State money aid and convict labor as may be available from year to year; that these county systems be approved by the State highway commissioner before their construction; that in their construction, this construction to be carried on entirely by the local road authorities of the counties, and these roads to be maintained by the counties, under the approval of the highway commissioner from county fund and such assistance as may be given the counties by the State from the automobile maintenance fund. The State will give in this way the recurring of the counties very much the same plan for maintenance as required of the State under the Federal aid road act.

Fourth. We recommend that the minor roads of the counties shall be constructed and maintained entirely by the county and magisterial districts. To recapitulate, this would divide your roads into three separate and distinct groups: The State highway system, made up of the main arteries of travel—roads which are of importance not only to a county, but to the State as a whole, and which will be used for transportation purposes between different sections of the States, these to be constructed as heavy traffic roads and of a high class of construction. The county highway system, made up of the main traveled roads of the county other than the State roads, these for general travel within the county and to serve as feeders to the State highway system. As a general rule these are to be constructed for medium traffic, but with an eye to further improvement should the traffic increase to such an extent as to require a heavier class of construction. Third. The county aid district system, to be composed of the minor county roads, and to be well graded and drained to serve for short hauls and light traffic.

Fifth. We recommend that as under our present Constitution it is impossible to issue State bonds for road improvement, that steps be taken immediately to amend the Constitution for this purpose. This is, in my judgment, the most important question confronting us to-day, and we must wake up to the fact that Virginia to keep abreast of present day progress, must have highway transportation. We must have a proper highway system for the development and expansion of our wonderful resources, or else close our doors to progress and advancement. Pending this change in the Constitution, the State should impose a special tax for road construction purposes, which should be used in the construction of the main State highway system, and then as a basis on which to issue bonds; that is, the amount derived from this source should be used, under the Constitution has been amended, and after bonds have been issued, to pay the interest on the bonds and as a sinking fund to retire them. It has been suggested that the automobile license tax be used in this way, possibly a very good idea if some other provision was made for road maintenance, which, in my judgment, is of greater importance than road construction. The present tax on automobiles segregated to maintenance by the last General Assembly, and therefore should not be changed, but some other plan, such as the State levy suggested above, adopted by the State. In every change made or plan adopted, maintenance should always be in mind; in other words, your plans for arrangements for maintenance.

Sixth. We recommend the extension of the present convict road force to include all of the State prisoners now employed in the penitentiary on contract work (the present contract ends in October of this year), these men to be used, as far as possible, to establish permanent quarries in which to prepare or paving brick plants for the preparation of materials for construction and maintenance purposes, particularly for the preparation of materials for maintenance. During the past twelve months it has been exceedingly difficult to obtain the necessary materials for the construction of facilities and limited supply. This last was caused principally by the government's use of all road-building materials in the construction of various cantonments. We have no promise that these conditions will improve during the coming year, but we know positively that materials must be obtained for maintenance, or else the State and the counties will suffer heavy loss. There is no doubt in my mind, after twelve years' experience in using convict labor, that the plans along these lines can be worked out to the very great advantage of the prisoners and the State as a whole. Seventh. We recommend that the Highway Department be allowed greater discretion in fixing salaries of the employees of the department. This has been a source of very great loss to the State, particularly in the past three or four years. We have recently been running a training school in highway work for other States whose highway departments are in a position to pay very much higher salaries than we are in Virginia.

ties. We can certainly agree that this is a condition which should not exist. There is one important question which I wish to bring to your attention, and that is, how can your resolutions committee will give it careful consideration: There are a number of German war prisoners in this country at this time, and I know of no more useful work which they are doing than employed than in constructing our highways, or in the preparation of road materials. The American Association of State Highway Officials has taken this matter up with the Secretary of War, and I would suggest that this association would follow suit. This would go a long way in furnishing the much needed labor for this purpose.

These are the general changes which we are suggesting to make the work of the Highway Department more efficient, and to place us in a position to make highway transportation effective. ROADS NEEDED AS WAR MEASURE Since the declaration of war with Germany in April of this year, I have consistently and regularly urged the construction of roads in this country, not only for our internal improvement, but for our national defense, as one of the most important factors in carrying the war to a successful issue, and I am more convinced to-day of this necessity than ever before.

We know now that railway and water transportation are inadequate, and, as a matter of fact, are breaking down under present transportation conditions. We also know that the government is calling on the various high-ways departments to come to their assistance and provide for the war, which has been impossible by the lack of system in our work.

I believe that we are all agreed that the most important question which confronts us to-day is the world war and the part which we should take in it. The government to carry it through successfully. Some time ago, in an address before the American Association of State Highway Officials, I covered this same ground, and I believe that my answer now should be the same as it was then: that is, that the answer is not an easy one, since practically all the forces of the world are being used to carry on the present war, a war of unparalleled horror, but also of unparalleled justice and right, so far as our own country is concerned, that we cannot relax until the triumph of our mental processes and other necessary business. The car will take them to the meetings of farmers' organizations, which are constantly growing in number; it will enable the young folks to develop and keep up social relations with neighbors who often live long distances from the family home.

Thus the machine helps to make farming not only more of an efficient business, but it overcomes many of the disadvantages connected with rural life, and it helps to keep the younger generation in the country. The migration of the young folks to the cities, which a decade ago threatened to undermine our farming industry, has almost stopped. When a farmer can reach more intense centers of civilization in an hour or two he becomes less covetous of the attractions which city life offers; he begins to appreciate the sunny side of country life more highly, and he becomes a contented citizen. He can vie with the city folks on the highway, being no longer at a disadvantage because of his buggy being crowded to the roadside by the autoist's cars.

All these elements naturally tend to increase the general value to the farming population of the automobile, but not least, thousands of passenger cars are used, not only for travel, but also to operate modern agricultural implements, which permit of efficient utilization of the farm's natural opportunities. Many a car which serves for evening and Sunday rides has displaced the workhorse in tilling the soil—saving time and temper and money.

It is no wonder, therefore, that the fifteen States which have most automobiles to the population are principally farming States. Of course, the American automobile industry, which supplies such a large market, is far ahead of that of any other country. Its development, too, has been in answer to the healthy call of our home demand. The argument has been made that the chief factor responsible for the phenomenal increase in the number of machines used in America is the manner in which the war has stimulated the industry. But this is an erroneous idea, as is proved by the fact that during the first half of 1917 less than 45,000 passenger and commercial cars were shipped abroad, while the total production of our factories amounted to 800,000 machines. Our automobile industry is based on the general prosperity of America's people. Assuming the average price of a new automobile to be a little over \$600—which no doubt is far below the actual average price—the people of the United States invested \$500,000,000 during the first half of last year in automobiles—an investment in the pursuit of health and wealth, recreation and happiness.

The 30,000 automobiles mentioned above were made by 530 manufacturers, including 230 makers of passenger cars and 372 of commercial machines, many of the passenger-car makers being also manufacturers of commercial cars. About 60 per cent of all American automobiles and trucks are manufactured by about twenty large plants. While the number of truck-making factories exceeds that of those which only make passenger cars, the total number of trucks in the United States is less than 500,000; that is, less than one-eighth of the registration. This seems to indicate that the foreign car buyers are men, who see the great future of the commercial car and do not hesitate to invest their funds in the development of this industry.

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worthy of our best efforts and endeavors. This is why I am here to-day to ask your assistance and your co-operation in carrying on a work which means, not only the success of our armies in France, but the development of our own States, for I believe that highway transportation on this side of the Atlantic will be one of the most important factors in determining the outcome of our conflict with Germany.

AMERICA LEADS WORLD IN AUTOMOBILE TRAFFIC

Motor Car Use Increases 330 Per Cent in Four Years—Seven States Have Over 500,000 Cars Each.

One of the most striking impressions which foreign visitors to the United States receive is the abundance of automobiles operated in this country. Any foreigner coming to New York or Chicago cannot help marvel at the immense number of passenger and commercial cars in use there, and naturally concludes that our population is enormously wealthy. This may be complimentary to our prosperity, which is far in excess of that of foreign countries. But the conclusion usually arrived at by such foreigners is wrong. They think that automobiles are used by us, as they are in normal times in the Old World, for pleasure purposes only. This is wrong, and would be difficult to explain the operation of nearly 4,500,000 cars in the States, a great many of which are used in agricultural sections by farmers who are exceedingly anxious to invest their money in a useful way.

The total of American registrations has increased during the four years from June 30, 1913, to June 30, 1917, from 1,423,000 to 4,403,000, a rise of 330 per cent. In the first of these four years the increase was about 500,000; in the second, 650,000; in the third, 840,000, and in the fourth year, 1,430,000. This is a steady increase, even a conservative one, considering a country of our enormous resources and healthy economic life.

If there is one class of citizens who use more automobiles than any other, it is the farmers. Our prosperous, shrewd farmers, whose education rests on the "three R's," are considering the automobile as a worthy investment. They do not spend from \$100 to \$1,500, or even more, to buy machines for joy rides. When they purchase cars it is because it enables them to get to town quickly, at any time, to buy and sell or to transact other necessary business. The car will take them to the meetings of farmers' organizations, which are constantly growing in number; it will enable the young folks to develop and keep up social relations with neighbors who often live long distances from the family home.

Thus the machine helps to make farming not only more of an efficient business, but it overcomes many of the disadvantages connected with rural life, and it helps to keep the younger generation in the country. The migration of the young folks to the cities, which a decade ago threatened to undermine our farming industry, has almost stopped. When a farmer can reach more intense centers of civilization in an hour or two he becomes less covetous of the attractions which city life offers; he begins to appreciate the sunny side of country life more highly, and he becomes a contented citizen. He can vie with the city folks on the highway, being no longer at a disadvantage because of his buggy being crowded to the roadside by the autoist's cars.

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It is no wonder, therefore, that the fifteen States which have most automobiles to the population are principally farming States. Of course, the American automobile industry, which supplies such a large market, is far ahead of that of any other country. Its development, too, has been in answer to the healthy call of our home demand. The argument has been made that the chief factor responsible for the phenomenal increase in the number of machines used in America is the manner in which the war has stimulated the industry. But this is an erroneous idea, as is proved by the fact that during the first half of 1917 less than 45,000 passenger and commercial cars were shipped abroad, while the total production of our factories amounted to 800,000 machines. Our automobile industry is based on the general prosperity of America's people. Assuming the average price of a new automobile to be a little over \$600—which no doubt is far below the actual average price—the people of the United States invested \$500,000,000 during the first half of last year in automobiles—an investment in the pursuit of health and wealth, recreation and happiness.

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RICHMOND LOGICAL POINT OF DISTRIBUTION

R. W. Moon Sales Company Has Already Disposed of Eighteen Carloads of New Olympian Autos.

Richmond is the logical point of distribution of Southern cars, if all the dealers in the city have success equal to that of R. W. Moon Sales Company in handling the Car Olympian. In the three months that the concern has been in business in this city it has to its credit the sale of eighteen carloads of automobiles. The Olympian is to be shown next week for the first time here.

The company employs few salesmen, says Mr. Moon. Men from other States come to Richmond in order to place their orders, instead of having agents come to them. All of Virginia, one-half of West Virginia, the eastern half of Tennessee, the whole of North Carolina and South Carolina are under the jurisdiction of the company, in addition to nine other States in which another car is being sold. Thus Richmond is the center of a vast network of distribution.

The reason for this is probably the great strides in development that this city has taken during the last decade, and, incidentally, the development that it has made in the automobile industry. The growth of Richmond is evidenced by the fact that concerns such as the R. W. Moon Company have moved here from other cities.

The Automobile Show will be the tangible evidence of Richmond's high place in the automobile centers of the South. It is certain that the exhibition will be greatly superior to that held last year, since the sales this year have been so much greater than the sales in 1916.

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Get the Right Doctor at the Start

EXPERIENCE COUNTS. If you are sick of experimenting, come to a real Specialist and see how differently he will treat you.

Osmotic Force is one of the oldest and yet least understood methods of treating disease. It has defied scientists for ages. It is as mysterious as life and death. My wonderful treatment acts like magic in cases of: Nervous Debility—Blood Disease—Varicose—Hydrocele—Sores—Ulcers—Swollen Glands—Bladder—Kidneys—Liver and Stomach Troubles—Piles—Rheumatism. Daily Hours—9 A. M. to 5 P. M. Holidays and Sunday Hours—10 A. M. to 12.

I Lead All Others

I have one of the largest office practices in the South. My records prove this fact. This being the case, is it not best for you to come to me at the start so that you won't have to doctor for years before you get well, and by poor treatment perhaps become incurable? I actually relieve cases daily that others utterly fail to relieve. Reasonable fees is my way, especially to the poor and needy.

Your Stomach

Is there nausea? Are you constive? Is there vomiting? Do you belch up gas? Do you light-headed? Is your tongue coated? Do you hawk and spit? Are you nervous and weak? Do you have sick headache? Do you bloast after eating? Is there disgust for breakfast? Is your throat filled with slime? Have you distress after eating? Is there rush of blood to the head? When you get up suddenly are you dizzy? When your stomach is empty do you feel faint? Is there gnawing sensation in the stomach? Is there a constant bad taste in the mouth?

Your Heart

Is the skin blue? Are the lips pale? Is your step uncertain? Is your pulse irregular? Are your finger nails blue? Do you have palpitation? Are your ankles swollen? Is there shortness of breath? Do you have falling sickness? Is there a feeling of suffocation? Is action of heart retarded? Have you pain around heart? Is there fullness in region of heart? Do you have neuralgia around heart? Do you have dizzy sensation in head? Is the pulse slow, strong, rapid or weak?

Your Kidneys

Is the skin pale and dry? Has the skin a waxy look? Is the hair dry and brittle? Do the joints pain and ache? Is there nausea after eating? Are the eyes dull and staring? Is there pain in small of back? Is there a bad taste in mouth? Has the perspiration a bad odor? Is there a puffness under the eyes? Are there dark rings about the eyes? Have you pain in the top of head? Is this more noticeable in the morning? Have you chilly feeling down the back? Do you see spots floating before the eyes? Do you see unpleasant things while asleep?

Physical Weakness

Do you feel weak? Have you backache? Are you low spirited? Are you losing flesh? Have you cold feet? Do you sleep poorly? Do you shun society? Are your eyes sunken? Do you have hot flashes? Do your memory impaired? Have you no vital energy?

Don't Let Money Matters Keep You Away

SPECIAL NOTICE—My successful practice allows me to give my services at a reasonable figure, hence placing my new system within the reach of the poor as well as the rich. Here is a great opportunity to get a satisfactory treatment at a reasonable fee by an expert, long-established Specialist. Diseased and Discouraged Sufferers come and talk your troubles over with me. I can and will help you. Ache, easily excited, restless at night, under my treatment disappear and vim, vigor and strength are quickly restored.

No Charge Whatever for Consultation

Phone Randolph 5808—Office Lyric Building, Ninth and Broad Sts. Suite 300-308. No Letters Answered. No Names Used. Everything Secret. No Cases Treated by Mail.

EXPERT IN EYE STRAIN



CHARLES LINCOLN SMITH, Refractionist, 302 East Grace Street, Richmond, Va. Whose Skill, Method and Prescription Glasses have been a boon to thousands of Virginians during the past 15 years. If you have blurring, dizziness, neuralgia, headache, spots before the eyes, or any other eye trouble, call on me. I have burning and smarting of the eyes, various nervous and brain affections, entailing not only positive injury to the sight, but untold misery, call immediately. Examination free between 10 A. M. and 4 P. M.

"The Jurgens" Novelty Heater



Burns anything. This is the best Self-Feeder for you to buy. Priced \$25. \$29. The "Jurgens" Hot Blasts for hard or soft coal. Burns anything. This is the best Self-Feeder for you to buy. Pric