

GOOD ROADS, LOW PRICES.

English Engineer Says Want of Good Highways Increases Cost of Living.

PRODUCTS TO CITY MARKETS

Interesting Details of Road Construction Abroad—How England and Germany Make Good Throughfares.

Much has been written and heard of late, through the medium of the Good Roads convention, regarding ways and means for road construction, that a few lines from the pen of one who has had considerable practical experience of road making, as applied to the highways and byways of the old country, should not be out of place at this time.

Hitherto, main or county roads, in England and France, have been built up from either broken slag or granite, and with the introduction of motor traction engine and automobile traffic, this sort of road has been very accessible for such kind of traffic.

The cost of maintenance on macadam roads in England, through the advent of self-propelled haulage traffic, has become so great an item of expenditure, that appeals to the government for state assistance have been made with such persistency and force that Mr. Lloyd George, the late chancellor of the exchequer, saw the necessity for producing a tax, in his proposed budget, the revenue of which was to go toward reconstructing the main county roads.

BREAKING THE TRUST

- 2 doz. Strictly Fresh Eggs.....55c
1 doz. Storage Eggs.....45c
2 packages Cereal Coffee.....25c
Oat Meal, per package.....10c
25c Clam Chowder.....25c
4 lbs. Brown Butter.....25c
Best Creamery Butter.....25c
Gallon can Peaches.....25c
Stock Fish, per lb.....10c
3 1/2 lbs. Mackerel.....25c
10 Salt Herrings.....25c
1 1/2 Bottle Heinz' Catsup and 1/2 lbs. Sugar.....60c
Pure Olive Oil, per bottle.....20c
Curdles Jam, 2 for.....25c
2 lbs. Macaroni.....15c
2 1/2 lbs. Jam.....15c
Large Oranges, per doz.....25c
3 lbs. Apples.....25c
3 lbs. Onions.....10c
Gallon can Syrup.....50c
25c Clam Chowder.....25c
2 lbs. Lemon Biscuits.....15c
Best Dried Peaches, per lb.....10c
Apricots, Peaches, Cherries, grapes.....15c
Prunes, per can.....15c
1 1/2 lb. Jet Oil Blacking.....10c
3 lbs. Raisins.....10c
2 lbs. Lemon Biscuits.....15c
3 lbs. Ginger Snaps.....25c
Baker's Chocolate, per lb.....25c
Baker's Cocoa, per lb.....25c
Dried Beef, per pound.....15c
5 lbs. Oat Meal.....25c
Cocoanut Cakes, per pound.....10c
Gallon can Plums.....25c
Gallon can Tomatoes.....25c
6 cans Oil Sardines.....10c
Silver Gloss Starch.....10c
Raisins, per package.....10c
4 lbs. Navy Beans.....25c
4 lbs. Rice.....25c
6 bars White Soap.....10c
Cranberries.....10c
Fires' Root Beer.....25c
7 boxes Best Matches.....10c
2-lb. can Pork and Beans.....10c
2 cans Milk.....15c
2-lb. can Pork and Beans.....10c
Campbell Soup, per can.....15c
50c Baking Powder.....25c
2 cans Tomatoes.....15c
7 bars Beat'em-All Soap.....25c
5 pkgs. Smoking Tobacco.....10c
2 cans Best Cocoa.....15c
Bird Seed.....65c

CHICAGO STORE

72 South West Temple St.

Fresh Fish

Is the solution of the High Price Problem. We are making an effort to provide Fish to suit every purse.
Carp, per pound.....5c
Carp, ready for the pan.....10c
Herring, per pound.....15c
Fancy Fresh Dressed Chickens 25c

Booth Fisheries Co.

30 West First South.

writer refers to the birth and increase of self-propelled haulage traffic in England. The country is divided into counties, rural districts, urban districts, boroughs and cities. In dealing with English road construction it is well to note that the arrangements, as regards drainage and its disposal, are as near perfection as can be. The first essential for a good road is a good foundation, after that drainage and, if possible, waterproof surface. All practical road makers are agreed that the only practical way to make a good road, and to keep it as such, is to first put in a good foundation and then keep the water out of it.

IN RURAL DISTRICTS.

In rural districts of England, and in private streets, that is, streets that have not been adopted by the authorities, the general modus operandi is to first excavate and remove 12 to 14 inches of dirt and then place on end, side by side, sandstone pitching about nine inches long, and fill the interstices with broken rubble (sandstone) and well roll and consolidate. This makes an excellent foundation which is strong enough to carry continuous weights up to four and five tons distributed on four-wheeled vehicles.

New roads in rural districts but are made up in similar manner, but in such condition as to require re-making, are being reconstructed on the Gladwell system. This system has been adopted by the authorities of the old style of macadam road making. The practice of building the metal together with hogging, which is forced into the interstices from the top, has been substituted with the following:

MACADAM ROADS.

The old macadam road is scarified just sufficiently to disturb the old metal, and on this scarified surface a thin layer of fine granite or slag, treated with hot tar or pitch and creosote, is spread. Upon this tarred material the ordinary broken slag or granite is distributed up to three inches or four inches thick. The whole surface is then well rolled with steam roller.

The pressure on the top layer of granite or slag spurs or forces the tarred material into the voids from the bottom. The results of this system have been most noted on the main county roads. Life is added to the material used, owing to the use of tar, and a dustless surface formed. The cost in England of a road treated in this manner is not more than 15 per cent over the old way, and this is more than covered by the extra life of the road. Macadam roads predominate in all urban districts throughout England. The traffic passing over these roads is not necessarily as heavy as that which passes over the main county roads. It must be observed that automobile traffic is very frequent, and has been very considerably increased. Noisiness is something which has to be considered, owing to the residential nature of these districts. Instead of ordinary macadam, these roads are being largely converted into "tar mac" roads. This is two inches of granite and a half inch of broken granite or slag treated with tar, and bonded with a tarred slag or granite dust. The life of these "tar mac" roads is about double that of the ordinary macadam, besides the elimination of dust which is something much to be desired. Slag is more susceptible to tar treatment than granite, owing to its porous nature.

ASPHALT AND WOOD BLOCKS.

In the shopping centers of the large cities and towns of England, the principal form of paving is either asphalt or wood blocks. The former Salt Lake is familiar with. It is significant, however, that a considerable portion of the wood blocks, used for road and street paving in England are shipped over from this western part of America. They measure from three inches to four inches in width, five or six inches in depth and seven inches in length. These blocks are creosoted and are laid on a bed of concrete. The joints are made with a composition of pitch and creosote. It makes an ideal paving as far as appearance and noiselessness are concerned, but is slippery and greasy in damp weather. The life of such paving is anything from nine to 14 years, depending on traffic conditions and quality of wood used.

ENGLAND'S MAIN ROADS.

Adverting to the question of main roads of England, those arteries which link together the manufacturing towns of the country, the upkeep of which is so essential to the best commercial interests of the manufacturing communities, we must remember that their origin frequently dates back to the days of the Romans, so that the accumulation of granite, slag, or other hard material which had been used in their construction, has been accumulating all these years, and forms a foundation even better than concrete would be. The matter of self-propelled haulage traffic has already been noted as being the cause for necessitating the reconstruction of these main roads.

The writer has also suggested that a system of reconstruction to suit modern requirements, both as regards the automobile traffic as well as the heavier kind, has been brought under the serious consideration of road engineers both in England and France. This is also a question that must be solved later, for itself on the backs of American engineers and municipal councils. So far the best substitute which is claimed by all who have given it a trial, and as vastly superior to macadam, is one that dates back, in principle, to the old Roman system. It is spoken of as German kleinflass-

ter, and has been universally adopted in Germany, Austria, Italy and other countries in Europe. It has proved an excellent armor for macadam roads.

BUILDING METHODS.

The method employed is to scarify about four inches from the top of an existing macadam road (the macadam taken off the top can always be screened and used again on some other road) well roll and consolidate the scarified portion, and then lay three and a half to four inch granite cubes, side by side, in segmental rows on a layer of sand, just sufficient to bed the cubes. The surface is well rammed with 50 lb wooden rammers and fine sand is washed into the joints with water. The washing process consolidates the sand into the joints, so that it becomes hard like sandstone, at the same time affording a certain amount of resiliency. Laying the cubes in segmental rows creates a considerable number of concentric joints. The result is an excellent foothold for horses, a splendid surface for automobiles, and a very durable roadway for heavy traffic.

Engineers who have laid this system claim it is practically noiseless and dustless. The cubes placed so as to form rings, distribute the load on a wheel over a larger area than if set in straight courses, and no doubt this also accounts for the noiselessness. In appearance, the road is a broad mosaic. It is pleasing to the eye and from a hygienic point of view excellent, as it can be flushed with water the same as an asphalt road. It is very much cheaper than macadam and much more safe for horses. Machines for rapping off the cubes are easily obtainable. The cost in England is about 20 per cent more than macadam, but the life many times longer. Some of these roads have been laid in Germany 25 or 30 years and are in excellent condition today.

THE DUST PROBLEM.

The dust problem is a question that appeals to all. For treating macadam roads, the most effective is by the application of tar. Many engineers paint macadam roads with tar, but while excellent results have been obtained in England, the sun would perhaps interfere with such gratifying results in this country. Having regard to the climate here, the writer is decidedly of the opinion that spraying the macadam road with tar, under pressure, would be both economical and effective. The road to be treated should first be thoroughly swept and the tar spread on the road from a tar spraying machine. The tar should be boiling; it can, under pressure, be forced into the interstices of the macadam, and usually lasts about three months. The cost of such a treatment is obtained easily enough. The saving as regards tar spraying versus water sprinkling during the summer season is considerable. There is a portable tar macadam machine on the market in England. It can be taken to the roadside where slag or granite is laying. A man feeds it with the material to be treated at one end, the material passes through a riddling process, hot air chamber, tar bath, and comes out at the other end tar macadam. The machine will treat about 50 tons per day.

POOR AS ROAD BUILDERS.

In England the ways and means for the poor man owning his own home are as many and varied as in this country. The high rates of wages do not operate there as in this country, but the cost of property is not so high. The terms and advantages offered are, as a rule, more seductive. Every owner of property, whether it be the individual workingman owner, or the larger investor is compelled by law to make good the property ready for the joining his estate, and this in accord with a specification authorized by the municipal authority. After this requirement has been adhered to, the street is taken over by the authorities and maintained thereafter out of the rates.

NEED OF SALT LAKE.

Salt Lake, with its beautiful residential districts, its engaging buildings and natural environments is a city well worthy of good substantial streets and highways. The first and most important thing to be considered, however, should never be neglected. The most economical road is a good road. Foundations, drainage and when possible waterproof surfaces are necessary for a good road. Better to make one mile of substantial road than 10 miles of the other kind. England's salvation, as regards cheapness of living is to a great extent due to her excellent roads, thus linking the farmer with town and city. The same salvation is applicable to America.

S. EDWARDS, F. I. S. E., London, England.

McConahay's annual grab bag sale today and tomorrow, 64 Main street.

FRENCH AND ENGLISH WOMEN.

Though there is far less suffrage propaganda in France, the superior position of the French woman is often noted. If the husband keeps a shop, she keeps it too; there is no question of her capacity for business, nor is her share in the joint business regarded as "interference." With rare exceptions it is almost impossible to imagine the Englishwoman in a position so entirely taken for granted. But when she starts on a different basis. In France, the portionless girl would be fairly certain not to marry; from the moment of her birth, therefore, her parents set to work to provide her with a "dot." Incidentally, the "dot" system is perhaps the greatest incentive to thrift so entirely lacking in this country. The dowry, as we know it, is a husband with a certain solid backing—which proves its value in times of stress or illness—and is not only willing but prepared to work.

The average Englishwoman, on the other hand, will be independent, but she is also romantic. And romance with her prefers the role of beggar-maid to King Cophetua. In her heart of hearts, she likes her husband to "raise her to his side." She scorns romance on a business basis. Too late does she realize that the best business or professional man cannot really afford the luxury of a housekeeper. He spends on her more than he gets from her. Her value to him is one of "estime," in a day it may be reduced to nil. The independence she hoped to increase by marriage depends entirely on his kindness or forbearance—London, Truth.

McConahay's annual grab bag sale today and tomorrow, 64 Main street.

JEWEL RANGES—THE BEST.

\$1.25 down. \$1.25 per week. UTAH RAIL VEHICLE CO.

JOB PRINTING AND BOOK BINDING.

We are the pioneers in Job Printing and Book Binding in the state. Our facilities are the best for handling any class of work, no matter how large or how small. THE DESERET NEWS JOB DEPT.

KEITH O'BRIEN Co.

Saturday will be a Day of Little Prices to offset the Cost of High Living

Attractive Sale of Suits, Dresses and Skirts

She who buys in season has the natural advantage and the satisfaction of early styles.

She who waits awhile finds that the same styles are to be had at prices considerably less.

In Salt Lake, there are hundreds of women, who otherwise find it difficult. Women who would find it difficult otherwise dress well.

The Saturday suit specials will appeal to these economic women.

The stocks are large and the assortments splendid.

Tailored Panama Skirts of Splendid Quality

New plaited styles, black, brown and navy, also an exceptional value in black voile—plaited style, trimmed with black satin piping and buttons. Values up to \$9.75. Saturday special sale, \$4.95.

One-Piece Dresses for Ladies and Misses

Serge, panama, broadcloth and novelties, desirable styles in brown, navy, green, red, gray and black. Jaunty effects in blue and white; also black and white shepherd checks. Saturday specials, \$6.95, \$9.95, \$10.95, \$12.95, \$15.95.

Ladies' Neckwear a Feature Saturday

Neckwear specials are always interesting. They enable women to buy for future use. The styles included in the sale are the very ones which are being bought every day. The reductions are pronounced.

Collars, tabs and ascots—slightly soiled, 10c. Fancy jabots, tabs and collars—values to 75c, for 25c.

Black moire coat sets, piped with black and white. \$2.25 values for \$1.45.

Gray coque feather muffs and boa set. \$7.00 for \$3.00.

Coque feather boas in white, sky, gray, black and white. Values to \$6.50, for \$1.75.

Initial Handkerchiefs

Ladies' dainty and sheer, 25c values, for 15c. Ladies' initial handkerchiefs, special, 5c.

Handsome Models in Velvet Dresses

In the new braided effects, navy, brown, green, purple and black. Values up to \$45.00. Saturday, \$19.75.

Ladies' Tailored Suits

Three-quarter length coats in fitted or semi-fitted styles. Plaited or gored skirts; broadcloths, serges, chevots and novelty materials. Sizes 32 to 42; colors and black. Saturday one-half price. Prices range from \$7.95 up to \$27.50.

Big line of coats and capes, latest styles and highest grade tailoring, at one-half price.

Tub Dresses of percales, chambray and gingham, pretty styles, neatly trimmed with bias folds and buttons. SATURDAY SALE, \$2.95 AND \$3.95.

Junior Misses' Suits at Half Price

Saturday we offer as a special feature our entire remaining stock of junior misses suits in two and three-piece models—consisting of 36 garments in sizes 10, 11, 12, 13, 14, 15 and 16 years at one-half the regular price—every garment in the house is strictly new and of this season's purchase.

The quality of these suits are in keeping with the reputation of this store—in fact the garments are a little higher grade than usually purchased in these sizes. The tailoring is one of the special features and is the best that skilled operatives can produce—considering the prices now made—you are offered a high-class garment at just what you would ordinarily pay for shoddy material and poor workmanship.



Other Sales now in Progress.

For Boys

2 1/2 to 17 years. Winter Overcoats, Half Price. Winter Suits, One-Third Off. Sweaters, One-Third Off. Corduroy Knee Pants, \$1.25 quality, for .65c.

For Girls

Sizes 2 to 14 years. All Winter Coats, Half Price. All Wool Dresses, One-Third Off. Angora, cloth and velvet Tans, all half price.

COMPLETE SHOWING OF VALENTINES

STATIONERY SECTION

Waist Sale

An assortment of black silk waists are being closed out at greatly reduced prices. Some are tucked all over; buttons in front; others button in the back with fancy yokes of net and taffeta bands. These values are up to \$7.50, for \$3.95-\$4.95.

Saturday Specials in the Drug Section

Lee's Egg Tar soap, for .15c
Orange Flower Water, for toilet use 50c and .25c
Dioxogen, regular 25c, our price .10c
Formolid, an antiseptic solution .38c
A perfect massage cream for cleansing and beautifying the skin, always sweet
Special .20c and 40c
Violet talcum for the nursery and bath, in pound cans, each .25c
Regular 25c tooth brushes, 15c, 2 for .25c
Imported perfumes at a reduced price.

Ladies' Hand Bags for \$5

Genuine seal, black, brown, green and blue; leather lined, riveted frame. Regular \$7.95 and \$8.45, for \$5.00.

Notion Specials

Ladies' pad supporters—regular 25c values, for .10c
Pearl buttons, white and smoked, 15c card, for 10c.
Pearl buttons, medium and large sizes. Regular 50c and 60c a dozen. Special 25c.

Saturday Candies

Whipped cream chocolates which always sold at 40c a pound—30c a pound.
Fancy mixed Bon Bons and cream chocolates. Special, 25c a pound.
Our special K. O. B. pound box of high grade chocolates. Saturday, special 25c each.



See this nobby hat. How would you like one that will look as pretty on you as this one does on the picture girl? New showing of Gage tailored hats for street and traveling. \$8.50 to \$15.00

Our customers look forward to our Saturday evening concerts. It brightens the evening and adds pleasure to shopping. Come and meet your friends

Saturday Shoe Specials

\$2.65—Hundreds of pairs of women's shoes, worth \$3.50 to \$5.00.
\$1.95—Sample shoes for women on bargain table, many pairs from stock of broken lines, worth \$5.00, \$6.00, \$7.00. Tans, patents, kid and calf.
\$1.45—Misses' and Children's school shoes on bargain table, lace and button.

Men's Shoes and Oxfords

Saturday special, our regular \$5.00 grades at \$3.95.

\$2.25 Boy's Shoes

Shoes we will recommend to wear and shoes that fit.