

AMERICANS REPRESENTED AT INTERNATIONAL ROAD CONGRESS

The United States has Nothing to learn in Some Scientific Branches of Highway Construction—Our Representative Royally Entertained in France.

WASHINGTON, D. C., Dec. 30.—Logan Waller Page, Director of the Office of Public Roads of the United States Department of Agriculture, who was named by President Roosevelt as head of the American Commission to the recent International Roads Congress at Paris, returned to Washington a few days since, firm in the belief that in some of the more scientific branches of highway construction the United States has nothing to learn from the Older Nations, though he was willing to concede that those countries surpass this to an amazing degree in the percentage of improved road mileage and in the jealous care with which their splendid highways are maintained.

Automobile Traffic.

Among the many things which especially impressed Mr. Page during this European trip were the methods for regulating automobile traffic in France and England; the belief of a majority of the delegates to the Roads Congress that the automobile running at average speed is not detrimental to highways; the splendor of French hospitality; the discovery that many miles of very satisfactory highways in England have been constructed by mixing limestone and granite after the methods set forth in publications issued through the United States Office of Public Roads, and the amusing discussion now being carried on by English automobilists against horse traffic in city streets and upon suburban highways.

Bureau of Roads.

It is his belief that from the Congress itself at least one big result will flow—and credit for that must go to America. On a suggestion by Mr. Page, it was determined to create an International Bureau of Roads similar in some respects to the International Bureau of Navigation. This body will consist of two, or more delegates from each of the 29 governments represented at the Congress. Its purpose will be the collecting of all possible information on road work, the passing on it by a Committee of experts, and its distribution throughout the world.

Ultimate Benefits.

The ultimate benefits of so far-reaching a move cannot now be estimated, but the world will some day carry a heavy debt of gratitude to the government whose highway representatives conceived the thought of such a Bureau, and brought to its support the delegates of every civilized country on the globe.

Credit must go to Mr. Page for the proposed erection of a memorial to M. Tresauget, the great French highway engineer who was the originator of the modern French system of road maintenance, and who began the building of the incomparable system of highways that has made France famous as a road-building Nation. The resolution to that effect was introduced by Mr. Page and unanimously adopted the Secretary General being empowered to receive contributions with which to carry out its provisions.

Plans For Visitors.

Asked what plans France had made for the visitors, Mr. Page said that he had been amazed at the manner in which the Republic had planned for the comfort and the entertainment of the delegates.

Among the functions was an elaborate reception at the Elysee Palace where the National delegates were received by President Fallieres. The sessions of the Congress were held in a vast auditorium at the Sorbonne; the various sections meeting in rooms especially furnished for their comfort and convenience at the Salles du Jeu de Paume in a corner of the beautiful garden of the Tuileries.

Official Reception.

Besides the official reception at Elysee Palace, there was a special theatrical entertainment given at which a famous French actress recited a poem specially written for the occasion; a reception at the palace of the Minister of Public Works; another at the magnificent Hotel de Ville; side excursions to Fontainebleau and Nice; and a luncheon at the beautiful Palace at Versailles.

This latter function was of especial interest to many Americans because of the historical associations lingering about the magnificent palace. The luncheon was served in the superb orange room, and when the delegates, to the number of over 750 had taken seats, the fountains which form the great decorative feat-

ures of the superb apartments, were set playing, a tribute by France to the visitors, for it is only on rare occasions that the water is turned into this chain of basins.

Hotel de Ville.

At the reception at the Hotel de Ville the visitors were also treated to scenes of splendor foreign to American ideas of simplicity. A regiment of the picturesque uniformed Chasseurs of the French army were detailed to stand at attention, one on either end of every step of the grand marble staircase down which the delegates passed; and thence in double rows to the state dining rooms and grand salons. Gratifying and impressive as were these examples of almost royal hospitality, the chairman of the American delegation found more of interest in the perfection of the system of roads with which the Republic is provided, and in the systematic method of maintaining them to the highest degree of efficiency. He was told that on the magnificent road leading from Paris to Versailles 5,000 automobiles pass either way on each fine day, but he noted that it was in such perfect condition that it was practically as dustless as the carefully swept asphalt street of a large city.

Macadam Roads.

No better macadam roads are built in France than can be and are built in this country but the maintaining of these roads is attended to with the utmost care, and for that reason the highways are invariably in such splendid condition that they excite the envy of American visitors.

Prior to Arrival.

Prior to his arrival at Paris, Mr. Page spent some days in England in the company of some of the famous highway engineers of the Empire, examining roads throughout England. It is his belief that England has arrived as near to the solution of dustless roads—the present day problem of all highway engineers—as any Nation. Her engineers have given the use of bituminous materials for spraying macadam roads the utmost thought and care. Spraying highways with such materials after science has been called to the aid of the highway builder, has a tendency to preserve the solidity of the roads and prevent the formation of dust; and England has made such progress in this branch of road study that many miles of suburban roads are as free from the disease-breeding dust nuisance as the best kept streets of the principal cities of the world.

So firm are the highway scientists in the demand that these conditions not merely maintain but improve, that the first fight against the horse has been taken up by the automobilists.

Came Into Use.

When the motor car began to come into use, the teaming interests of the world were strong. They berated the automobile in unmeasured terms; said that it was a menace to the public and to the horse; that it endangered life and limb; in fact advanced every argument against it that from time immemorial has been advanced against the advent of every great invention or civilizing influence.

Early Days of Republic.

In the early days of the American Republic, the pack-saddle men fought bitterly against the advent of the wagon. They declared it would make possible the carrying of heavier loads and the consequent ruining of the pack-saddle industry; the wagon men fought the stage coach on the theory that it would facilitate traffic and throw wagon men out of work; the stage coach men battled against the railroads on the theory that the running of street cars would drive out the stage coach driver; and each in turn was forced to make way.

Horse Car vs. Trolley.

The fight of the horse car men against the trolley car is remembered by all. The claim was then made that 2,000,000 horses would be thrown out of work and that horse breeders would starve. The trolley is well-nigh universal, and yet more horses are raised each year than the year before and they bring better prices.

The horse interests have ever fought the automobile. There have been thousands of columns of argument published against it, and shortsighted men have advocated such heavy taxation against it, that a great and an ever growing industry would have been sadly hampered,

had half the unwise legislation planned been put into execution.

Highway Experts.

Now highway experts aided by the motor car interests and by a powerful association of London and its suburbs have turned like the trodden worm and started an attack on the horse.

The claim they advance is that the polluting of all public thoroughfares is done not by automobilists but by horses; that if no horses were allowed to drop organic matter on public thoroughfares, the dust nuisance would soon be naught but an unpleasant memory. They advance the logical statement that the nuisance created by hundreds of thousands of horses is detrimental to public health and a menace to the pavements, and they charge that the continual cleaning of the streets because of this traffic imposes a vast and an unjust tax upon the citizens.

Source of Gratification.

It was a source of great gratification to the American chairman to be frankly told in both France and England that this Nation has stepped ahead of both those Nations in the testing of materials for building macadam roads. Various experiments conducted by the Office of Public Roads have developed the fact that it is possible in road building to obtain a better bonded surface by mixing rocks, such as limestone, with silicious rocks, such as granite or sandstone.

Adopts Discovery.

That discovery—embodied in publications sent out through the United States Department of Agriculture—had been adopted by some of the British highway engineers, and while in England Mr. Page was driven over a number of stretches of splendid highway built by the blending of such material, and was commended by those who built them.

In conjunction with that phase of highway construction, Mr. Page was asked if it would be possible for his office to receive about 300 samples of the characteristic road building rocks of Great Britain and make laboratory tests of them.

Official Invitation.

It was specifically stated in the official invitation sent from France many months ago that the Congress at Paris was called for the purpose of discussing the effect of automobile traffic upon public highways and if deemed detrimental to devise means of overcoming the effect. Asked what conclusion was reached by the Congress, Mr. Page said that automobile traffic and its effect was very thoroughly discussed and that many brilliant papers were presented, every phase of the question being treated of. As it was impossible to arrive at a unanimous conclusion, the question of damage done was left for a later determination. It was the consensus of opinion, however, that automobiles driven at ordinary rates of speed are not especially harmful to good highways.

Especially Impressed.

Mr. Page was especially impressed by the laws regulating automobile traffic in practically all portions of France and England. Unlike the laws prevailing in nearly every section of this country, the motor car restrictions of those countries are framed for the purpose of stopping reckless driving and the officers responsible for their enforcement are not restricted as are American officials. No speed limit provisions are incorporated in the laws of France or England. If in the judgment of an officer, a motor car driver is reckless even if proceeding at less than eight miles an hour, he is subject to arrest. If on the other hand he is proceeding at express speed on a brand new thoroughfare, free from other traffic, and is not endangering the lives or the property of others, he is well within his rights and may not be interfered with.

USEFUL POODLE.

One of the city letter carriers has come in contact with so many poodle dogs on his rounds that he has often thought of what use they could be put to, and at last has solved the problem and found that they can be made useful as well as ornamental.

He read this in the pitti of a Sunday paper: "A lady who kept a little curly poodle, lost her pet, and called on the police to find it. The next day one of the force came with the dog, very wet and dirty. The lady was overjoyed, and asked a number of silly questions, among others: 'Where did you find my darling?' 'Why ma'am,' said the officer, 'a fellow had him on a pole and was washing windows with him.'"

The Amateur Gunner.

"Ma," asked the little rabbit, "is it true that pa was shot by an amateur gunner?" "Not at all!" snorted the mother rabbit, scornfully; "the gunner was shooting at something else, while your poor father sat behind him and laughed. Unfortunately the gun kicked, and the man sat down on your father and killed him."

IRRIGATION WORK IN NEW MEXICO

United States Reclamation Service Turns Desert Into a Garden.

Special to The News.

LAS VEGAS, New Mexico, Dec. 30.—The first crop season, after the opening of the Carlsbad project in Southeastern New Mexico, built by U. S. Reclamation Service, closes with a most excellent showing to the men who have worked intelligently, and taken advantage of the natural conditions existing in this part of the Territory. The day of the pioneer is over. He is never a developer in the true sense of the word. He has courage to settle on land he it ever so uninviting, clear it, and bring it into a semblance of cultivation. He gets but small returns as he lacks the skill to compel the soil to return bountifully. When the land is cleared, his work is done; he passes on, and his place is taken by the farmer proper, who knows little about reclaiming virgin land and never attempts pioneer work. When the rough edges of a new country have been taken off, he steps in and begins the real development. The Carlsbad project is now entering upon its real agricultural development. The pioneer has finished his work. An illustration or two will make this clear.

Came From Missouri.

In the fall of 1906, Wm. E. Ball came from Missouri and bought a tract of land adjoining Loving. Irrigation was new to him. The climatic conditions were strange. The soil was not like his old Missouri soil. The first year Mr. Ball floundered around, following this man's advice, and disregarding some other man's advice. His first season's work was apparently a failure, and if any man had reason to be dissatisfied with the country he had. But all this time he had kept his eye open. He had learned by his own mistakes, and by the mistakes of his neighbors. At the end of the first year he had solved the puzzle and began to farm skillfully and profitably.

He planted about fifty acres of alfalfa. He plowed his ground, harrowed it, disked it, harrowed it again, leveled it, in short went over his land a dozen times or more before it was ready to plant. He planted and the results were a surprise to his neighbors, who had always claimed that alfalfa would never grow in that locality. At the end of his second season, Mr. Ball has taken in enough money to cover his original investment, and the cost of every improvement that has been made on the place, including a large residence, sheds, deep well, grainary, etc. He has a place that attracts the attention of the passer-by, and is today worth over \$100 an acre, the original price paid being \$16 an acre. Mr. Ball has planted more alfalfa this year, and is otherwise improving his place, being satisfied that the Carlsbad project is a good place to live and make a living.

Other New Settlers.

There are other new settlers that have done equally as well. To the old timer, the man who has worried along for twenty years trying to make a living out of this same land, shakes his head and says it is beyond his understanding how these things can be.

Another illustration may be given in a different line. In this case only fifteen acres are involved. It was not an attractive piece of land, but the new owner went at it with intelligence and skill, and in a few months the fifteen acres were beautiful to look at. In three years it has come to be a fine orchard, where once the mesquite brush and the cactus ruled unhampered. In two more years this orchard will be turning off fruit at the rate of \$500 an acre.

These two examples illustrate what can be done by intelligent work in this climate with this soil and ample water supply, and indicate the character of the reports which are received by the Statistician of the U. S. Reclamation Service, Washington, D. C.

TRAVEL OPPORTUNITY COMES MONDAY NIGHT

Winchester Will Join Lyman H. Howe In Tour of Foreign Lands.

The Winchester opera house will be the scene of many points of India, France, Italy, England and Switzerland Monday evening. Lyman H. Howe, favorably known in Winchester, comes for an evening with his really wonderful moving pictures and the same program that thrilled Cincinnati audiences at the Lyric theatre for four weeks, is announced. This will include the remarkable reproduction of the ride on a runaway train through the Tyrolean Alps.

CURIOUS USES OF BASKETS BY MEXICANS.

Perhaps the most curious use to which Mexicans put their baskets is to hold gamecocks. Sometimes the cock's basket is woven for the purpose, oftener it is made from a sombrero, the wide, high-crowned, straw hat of the country, into which the bird is put, a hole cut in the crown to give him air, and the brim carefully tied down that he may not escape. The bull fight has been called the national sport of Mexico, but cock-fighting is much more universal; for the humblest peasant may have his gamecock, which he keeps in a carefully made cage in his patio, watches with pride, and tends with care.

One of the strangest uses to which a basket has probably ever been put was the daily appearances in the streets of a young man carrying in a huge bushel basket on his shoulders his great grandmother—of unknown age, who held out a skinny hand to the passerby for the centavo which was almost unfaithfully given. Surely a trust in Providence could go no further.—Outing Magazine.

KEEP YOUNG FOLKS AT HOME

One very common mistake made by the farmer and his wife is living so much in the uncertain future and not enough in the present. Planning and working to save the farm for the children is all right, but if we want to save the restless boys and girls for the farm we must study as we go along how to make a half-way pleasant place for them. As we grow older we are inclined to forget we once were young. The young folks, overflowing with vitality, must have amusement. If the parlor is closed at home and harmless games discouraged they will find social life elsewhere, and when old enough to earn their living the city will be more alluring, because they have no pleasant memories of the home farm life—Blue Grass Farmer.

LEFT HIM THINKING.



Ellis—Do you think it would be foolish of me to marry a girl who was my inferior intellectually?
Grace—More than foolish—impossible.

PROPTIATING THE WEATHER.

In Macedonia the Greeks organize great demonstrations in dry summers. A procession of children visits all the local wells and springs, accompanied by a maiden covered with garlands and masses of flowers. This sounds as romantic as our queen of the May, and it could surprise no one if, like Tennyson's heroine, she came to a sad end, for at each of the stopping places the poor dear is drenched with water while the children sing a rhyming prayer for rain.—Wide World Magazine.

THE PROBABILITY.

First Burglar—Did you get anything, Bill?
Second Burglar—No. The bloke what lives there is a lawyer.
First Burglar—Did yer "lose" anything?

SAFETY IN NUMBERS.

Celestine—And has Mr. Pryor's church such a small congregation?
Hilda—Yes, indeed. Every time he says "Dearly beloved" you feel as if you had received a proposal.—Bohemian.

AN EFFORT TO ANSWER.

"Father," said little Rollo, "what is the glass of fashion?"
"I don't know exactly, my son. But Englishmen I've met seem to think it's the monocle."

AGREEABLY STRUCK.

Bill—Were you ever struck by a wave?
Jill—Yes, by a marcel wave.

Still Seeks the Light.

It is well to fly towards the light, even where there may be some fluttering and bruising of wings against the window pane.—Mrs. Browning.

SIX DISTRICTS IN FOREST SERVICE

Government Has Subdivided and Systematized the Work Very Much.

WASHINGTON, Dec. 29.—The institution of six district offices in the West by the United States Forest Service, a big piece of work which has just been completed, involves a complete change in the machinery of this branch of the government as regards the handling of National Forests. As a result of the re-organization, the Forest Service force at the headquarters in this city has been reduced to the general administrative officers and to those who are conducting the investigative work of the Service outside of the National Forests.

The Six Districts.

The six districts which have the same boundaries as the old inspection districts will be in charge of six district foresters with headquarters in Denver, Colo.; Ogden, Utah; Albuquerque, N. Mex.; Missoula, Mont.; San Francisco, Cal.; and Portland, Oregon. For nearly a year preparation for the district organization has been going quietly but steadily forward. This has thrown an additional burden upon a force already excessively busy, but the work has been accomplished on time. The transition has been particularly remarkable because it involved no material delay in the transaction of National Forest business while the change was going on.

The Forest Service.

"The Forest Service," said Gifford Pinchot, United States Forester, "is putting a large part of its work into the field, where it belongs. The organization on December 1, of the National Forests into six Districts, each in charge of a local force under a District Forester, is something we have been working towards for a long time. That we have not done it sooner, is because we did not have a sufficient number of trained men to equip the Districts."

District Organization.

"The District organization will mean a much freer use of the National Forests by the people, because there will not be the delay inevitable so long as National Forest business is handled from Washington. It is also going to mean that there will always be officers with the power to make decisions, near the ground, who can look into the facts for themselves, wherever necessary, without having to decide them at long range. I believe every man who uses the National Forests will realize these things inside of six months."

Procedure Settled.

It is probable that there have never been new Government offices started with their procedure so fully and definitely outlined as that for the six district offices of the Forest Service in the West. It has been possible to start all the offices well equipped with men with both the training and experience to take up the work. A large proportion of them are men who have formerly been in charge of National Forests and who have promoted to higher positions as the direct result of their efficiency. All the District officers are familiar with Western conditions; many of them were born in the West and lived there before and after they entered the Government Forest work.

IF YOU ARE LOST IN THE WOODS

Let the man who is lost in the woods be very careful not to over-exert himself. His chief dangers lie in panic and over-exertion, and, though he may be in a great hurry to find shelter, I must warn him to go slowly. Two miles an hour, on an average, through the snow in the woods, is all that a man in his condition will be able to stand without overfatigue and its attendant dangers, overheating and perspiration. By exercising caution, a man may live through a week of what he is undergoing. To make this article brief, however, we shall suppose that he regains the road by the afternoon of the first day. He doesn't yet know of course, just where he is. He should examine the tracks of the person who last passed that way. It being afternoon, he must follow in the direction taken by the last passing vehicle or team, as shelter will be nearest in that direction. Had it been morning he would have taken the opposite direction, as whoever made the tracks must have come from the place where he obtained shelter the previous night.—Outing Magazine.

Left Them Thinking.

Counsel (to the jury)—"The principal fault of the prisoner has been his unfortunate characteristic of putting faith in thieves and scoundrels of the basest description. I have done. The unhappy man in the dock puts implicit faith in you, gentlemen of the jury!"