

RAISING THE MONEY

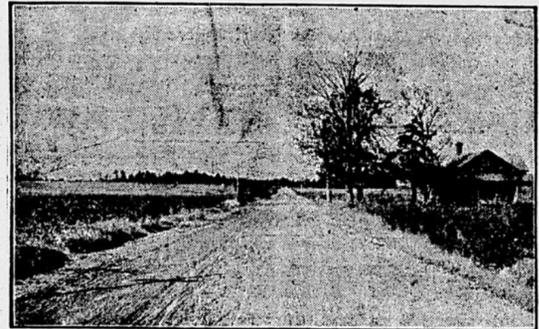
BOND ISSUE IS BEST WAY TO PAY FOR GOOD ROADS.

EFFORTS OFTEN MISDIRECTED

Good Roads Fever Catches Community. Off its Feet Frequently and Work Is Started Along Impractical Lines—Tax Levy Plan Wrong.

By HOWARD H. GROSS.

In forwarding any great movement, as the building of good roads, enthusiasm is essential, but unless this is coupled with a knowledge of the subject, it is a question whether it sometimes does not do more harm than good. The writer believes that a movement for better highways is often retarded by over-zealous friends who are attempting to do something they do not understand. The proposition to build good roads throughout the land is a very big one, and exceedingly important. It is a question that must be handled in a big way. If anyone had suggested fifty years ago the building of a railway to the Pacific slope, he would have been declared at least visionary. This has been accomplished and today there are a half dozen such railways, and the four months' journey across the desert is now compassed in less than three days. While the building of good wagon roads throughout the country is an immeasurably big job, yet there are back of it boundless resources; there is far more to encourage us than the builders of these first great continental roads had to encourage them. Let us go forward



Macadam Road Near Charlotte, N. C.

Here is a view of a North Carolina road built by convict labor. Note provision has been made for an earth road along side of the macadam roadway. Thus the traveler has the choice. When the earth road is in good condition it will be used, at other times travel will be upon the hard road. This is an excellent plan in every way.

with a stout heart and high purpose and with a clear head, and all will come out right.

In a good roads campaign one of the most important things is to learn some things that are not so, to get a view of the proposition from the right angle, and not to work along impractical lines. The good roads fever usually breaks out in some community with a hurrah, to build a mile or two of hard roads, and there is a squabble to determine which particular road shall have the improvement. Selfishness crops out and must be reckoned with. When the particular road has been determined upon, then comes the question of raising funds. Those who are disappointed will give nothing; others will contribute various amounts; the banker, merchant and grain dealer are called upon and subscribe different sums; others will contribute labor; an entertainment will be held in the town hall, the proceeds to be devoted to the building of the road. The local paper will be filled with letters, interviews and editorials; everybody is patting himself



Road Before Dragging at Maitland, Mo.

This road presents the worst possible conditions. It is inhuman to attempt travel under such conditions.

on the back and talking of the wonderful progress that is being made.

This is all very well so far as it goes, and perhaps the moral effect is good—it stirs up the community, but it does not do very much in the way of road building. Usually a half mile or so is the limit and may reach from the town to the cemetery. Well, that does some good, and will give a departing citizen a smoother road in death than he had in life.

The means employed in such a campaign are wholly inadequate to the end sought. It reminds one of the old woman who proposed to keep the tide back with her broom.

There are also other unsatisfactory, expensive and wrong ways to take up this question. The most common one

is for the township to levy an annual tax for hard roads that will produce perhaps \$1,000 or \$2,000 and expend it upon a gravel or macadam stretch of road, which is to be extended from year to year at a rate that will give the township a fair amount of hard roads, say, in twenty or thirty years. By the time the last mile is built under this plan, the first one is worn out, the rule being that the road once built receives no attention, and that the money raised is spent upon building more roads. The roads are usually built without much, if any, attention being paid to drainage, and the results are not always satisfactory, in fact, they are seldom what they should be. Those charged with the duty of spending the money nineteen times in twenty know little, if anything, of how the road should be built, and when it is finished it is usually about half as good as it ought to be and has cost nearly twice as much as it should, for let it be said again and again that the greater part of the taxes raised for highways is frittered away by misdirected effort. An eminent engineer, who has had extended experience, says at least sixty per cent of the funds raised for highways is wasted. Certainly the waste is at least one-half. This being the case, it follows that one of the first things to do is to stop this awful waste and see that a dollar's worth of road results from every dollar expended, instead of forty to fifty cents worth. It ought to be clear that it is very important that roads should be constructed under expert supervision, and that a capable road engineer is needed. Of course it is not practical to have this and build the roads piece meal, a short stretch at a time, hence the township will find it wise, instead of an annual tax levy, to issue bonds to the full constitutional limit and build, say, fifteen to twenty miles of road at once and pay for them by the

assessed valuation of an average 160 acre farm in the corn belt of Illinois is about \$3,000. Suppose the township, of which this is a part, has an assessed valuation of, say, \$600,000 and is out of debt. By the old plan, suppose there is an annual tax levy for ten years of 60 cents on one hundred dollars. This will produce \$3,600 per year, and in ten years will total \$36,000. This money spent under average local conditions means that about half of it will be wasted, and the farm in question will have to pay each year sixty cents on thirty hundred dollars or \$18.00 per year. The net result of this expenditure will be the paying out of \$36,000 during ten years, and probably will produce not much over \$18,000 worth of roads at what they ought to cost.

Suppose the new plan is adopted, by issuing bonds to the full constitutional limit of 5 per cent, paying the same off in installments spread over twenty years, and letting the next generation, who will use the roads, help to pay for them. The bond limit on the township in question is \$30,000, of which exactly \$150,000 rests upon the farm in question, to be paid off one-twentieth each year, or \$7.50 on account of principal each year for twenty years. Interest of course will be paid annually, but will decrease as the bonds are paid off. The first year's interest will be 5 per cent on \$150,000, or \$7,500. Add \$7.50 on account of principal, and the first year's payment on this farm for good roads is \$15.00. The tenth year one-half of the bonds will be paid off, and the interest will drop to \$3.75, so that that year the tax will be \$11.25. The last year's payment will be \$7.50 on account of principal and 38 cents on account of interest, making a total of \$7.88.

Thirty thousand dollars of bond issue will build far more and far better roads on a general contract, than \$36,000 spent in ten years on a patch work plan, and the cost to the tax payer will be considerably less as well.

Now, let us suppose that Illinois had, as it surely needs, an up-to-date state aid law, whereby one-half the amount required for building permanent roads should be paid from a state tax levy. If this condition obtained, then the township in question could after raising \$30,000, draw \$30,000 more from the state, and expend \$60,000 upon highways in their township. In Illinois less than one-third the property of the state is represented by farms, so the state tax will be spread over an immeasurably greater amount of property. A tax of ten cents on one hundred dollars for the state, will produce nearly \$2,500,000 a year, and the state aid tax upon the farm in question will be \$3.00 per year in order to raise the second \$30,000. This state tax would add \$3.00 to the tax bill of the farm in question, so the maximum amount per year, if \$60,000 were expended upon the roads of the township would be \$18.00 per year—less than 12 cents per acre per year, and take it for a series of years, anyone who can figure at all, will see that the cost to that community, spread over a series of years, will be even less under the bond contract plan, and that they can get, by the new plan, about three times as much road as they would upon the old. In handling road building in this big way, it will give an early and practical solution of the good roads problem, vastly better and more effective than to pass the hat, get up an entertainment and wear oneself out to raise the money to build a little bit of road.

At the great coronation pageant, which will be next June, when George is crowned King George IV. of England, there is to be something entirely different from anything that has ever happened before.

Instead of real armor the armor that is to be worn will be made of "paper metal." There will be exact copies of all the old sets of armor used and the paper metal will be so fixed that the armor made from it will give the appearance of the original.

And it is said that in the future the "metal" will be used for almost all outdoor decorations, because it is much cheaper than plaster paris and also is waterproof.

It can be made to represent all the different metals and is so strong that one can jump on it without making any impression on it.

Planning the House. "Well," said Gifford Berrington, cheerfully, "I've got the plans for my new house on the lake shore all finished."

"Finished to suit you?" "N-no. But the architect is satisfied, and that's the best I can expect."

"Ha, ha! How about Mrs. Berrington?" "It's all right with her, too. In fact, she got that fixed before we started. You see, she laid out the cupboards and wardrobes, and all the architect had to do was to build a house around them."—Cleveland Plain Dealer.

MAKING GOOD ROADS

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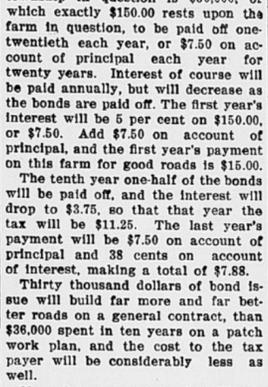
EVOLUTION OF THE HIGHWAY

Awakening of the People to Necessity for Road Improvement Slow Process—State Governments at Last Aroused—Vote Money for Work.

By HOWARD H. GROSS.

Is it not strange that in this country, where we have the largest aggregate of wealth that the world has ever known and where we have achieved the greatest success in human history along certain lines of endeavor, that we have failed to keep pace with the march of progress, and that we are a century behind the rest of the world in the matter of handling public roads?

The conditions of the highways in America are a great surprise to the foreign traveler, who has been used to smooth, hard roads throughout his land. Upon his arrival in New York he is overwhelmed by the immensity of the buildings and the gigantic scale upon which everything is done. A day or two in the metropolis prepares him to believe that Americans can do anything and accomplish anything. The resources of the country seem to be boundless. In this frame of mind he starts his journey westward, and



Splendid Trap Road Near LaGrand, Ore.

This splendid road is near La Grande, Oregon. It is built of Trap Rock and has proven of inestimable benefit to a fine stretch of country. Nine such roads are to be built. Photo supplied by the United States Office of Public Roads.

from the railway window he can see roads that are practically bottomless and teams struggling through the mire that is nearly knee deep. He is perfectly amazed that such conditions should obtain. He cannot understand why it should be so in a country that has such marvelous resources. The fact is that America is the only country in the world that is rich enough to stand the drain, handicap and losses that bad roads impose.

Again, may we ask, why is it that in this land, where so many great successes have been scored in so many fields that we have utterly failed in dealing with the highways? In the writer's opinion the reason will be found in certain fundamental misconceptions. They date back to colonial times. In the early days the people settled along the water courses, in the valleys. Farming was done in a primitive way. It was the day of the homespun. The hand loom and spinning wheel were found everywhere. The people lived very simply; what they wore, they made; what they ate, they raised. The community was self-centered and had very little to do with the settlement over the hills in the next valley. The spirit of home rule was everywhere dominant. The roads were regarded purely as of local concern. They were just such roads as the people cared to build, and whether good or bad it was no one's business but their own.

Thus the concept that the highways were purely a local matter and did not concern any one outside of the immediate vicinity became firmly established and held undisputed sway until about 20 years ago, when a New Jersey man made a discovery that was far more important than finding the north pole, and that was that the roads were public property—they belonged to all the people and as such it was the state's duty to take up the question of highway improvement and not leave the whole burden upon the township where the amount of taxable property was limited. It was shown that the world's food supply had to pass over these roads and that bad roads increased the cost of delivery—made the food supply intermittent instead of constant, and that bad roads produced a heavy burden to every one and was a serious economic error. A movement was started for state aid in road building. It met great opposition, and principally from those who would most greatly benefit from it—the farmers. They feared it was a scheme to take the roads out of their hands, and no telling where they would land or what taxation would be put upon them, but the movement grew because it was right. In two or three years after the people had had the experience of building roads under the plan, had used and paid for them—they found it was a splendid investment and that instead of adding to their burdens the good roads took many burdens off. The plan became so popular opposition died out and those who at first were strongly

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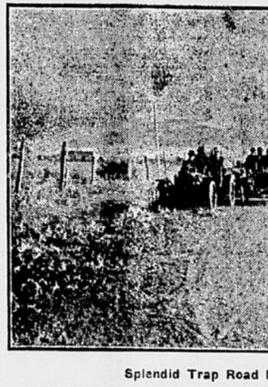
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could stand the tax and that good roads spelled ruin. In every case, however, where the plan was proceeded with by state aid, the people were surprised that they had the roads and that they did not feel the tax, that, in fact, more and more roads were demanded, up to the lawful limit. Thus it has ever been, and probably will be, for years to come.

Good roads mean more social life, more pleasure, less drudgery. They mean better schools, a more enlightened and intelligent citizenship, they mean progress and civilization.

Utilization of Waste. A distinguished chemist once observed that "My lady writes tender sentiments to her lord with ink made from an old copper coffee pot on paper made from old collars." The utilization of waste products, which is adding so enormously to the wealth of the world, furnishes many such fantastic adaptations.

"Give me," Dr. Long said, "the sewage of New York, and I will return you yearly the superior milk of 100,000 cows." The waste soapuds from woolen factories which used to pollute hundreds of rivers, is now precipitated and the coagulum is pressed into bricks and converted into superior illuminating gas. These are only examples of the ingenuity of man. That the field is far from exhausted is instanced in the estimate that from 600 to 1,000 tons of fine coal are thrown away every day in the ashes of New York. It is not impossible that some one will shortly invent a process for reclaiming this wasted material.

Teaching School Girls to Swim. In the apparatus in use in Germany for teaching school girls how to swim the pupil is supported in such a position as to leave the legs and arms free to perform the motions of a swimmer. The body is hung in a wide belt, suspended from a overhead rail, while the feet are attached to a pair of ropes running over pulleys and adjustable to various requirements.

The pupils thus suspended are then taught how to perform the movements of the breast stroke until the action becomes almost instinctive. There is a decided advantage in teaching these movements in such a way instead of in the water, for the pupil is not distracted by the fear of a ducking. It is not at all easy to learn the swimming movements even out of water, hence the advantage of acquiring this knowledge until it becomes almost instinctive before entering the water.—Scientific American.

Greed. "A fool and his money are soon parted," quoted the bunko steerer. "Yes," replied the green goods man. "But the trouble is that a fool usually hasn't much money to start with."

GOOD ROADS BETTER COUNTRY

Highways Tell Tale of Profit or Loss and Spell Ruin for County That Neglects Them.

The plain people of the land are familiar with the truths of history. They know the past. They realize that often difference between good roads and bad roads is the difference between profit and loss. Good roads have a money value far beyond our ordinary conception. Bad roads constitute our greatest drawback to internal development and material progress. Good roads mean prosperous farmers; bad roads mean abandoned farms, sparsely settled country districts, and congested populated cities, where the poor are destined to become poorer. Good roads mean more cultivated farms and cheaper food products for the toilers in the towns; bad roads mean poor transportation, lack of communication, high prices for the necessities of life, the loss of untold millions of wealth, and idle workmen seeking employment. Good roads will help those who cultivate the soil and feed the multitude, and whatever aids the producers of our country will increase our wealth and our greatness and benefit all the people. We cannot destroy our farms without final decay. They are today the heart of our national life and the chief source of our material greatness. Tear down every edifice in our cities and labor will rebuild them, but abandon the farms and our cities will disappear forever.

I take an abiding interest in this all-absorbing question for better highways by some plan it can be done honestly, economically and constitutionally. I am not committed to any pet scheme. I have no vanity in the matter. I care not who gets the glory so long as the people get the result. I am for the cause and in the fight to stay. Good roads mean progress and prosperity, a benefit to the people who live in the cities, an advantage to the people who live in the country, and it will help every section of our vast domain. Good roads, like good streets, make habitation along them most desirable; they enhance the value of farm lands, facilitate transportation, and add untold wealth to the producers and consumers of the country; they are the milestones marking the advance of civilization; they economize time, give labor a lift, and make millions in money; they save wear and tear and worry and waste; they beautify the country, bring it in touch with the city; they aid the social and the religious and the educational and the industrial progress of the people; they make better homes and happier hearth sides; they are the avenues of trade; the highways of commerce, and mail routes of information, and the agencies of speedy communication; they mean the economical transportation of marketable products—the maximum burden at the minimum cost; they are the ligaments that bind the country together in thrift and industry and intelligence and patriotism; they promote social intercourse, prevent intellectual stagnation and increase the happiness and the prosperity of our producing masses; they contribute to the glory of the country, give employment to our idle workmen, distribute the necessities of life—the products of the fields and the forests and the factories—encourage energy and husbandry, inculcate love for our scenic wonders and make mankind better and greater and grander and broader.

Good roads are the arteries of industrial life of a great and powerful people. Good roads make a good country. In a government such as ours all sorts of men and women are more or less absolutely dependent upon the best and speediest means of communication and transportation. If you say that good roads will only help the farmer, I deny it. The farmer who produces the necessities of life are less dependent than the millions and millions of people who live in our cities. The very lives of the latter depend on the farmers—the producers of the necessities of life. The most superficial investigation of this subject will clearly prove that good roads are more important to the consumers than they are to the producers of the country.

The fathers of the republic wisely recognized the importance of this question. Washington and Jefferson advocated good roads and projected the construction of a great highway from the capital to the Mississippi valley. The far-seeing statesmen of the early days of our national existence championed and passed measures to better the means of transportation. They knew that of all human agencies the one which has done most for civilization has been the building of good roads—the bridging of distances, the shortening of time—in the facility of communication. They realized the necessity of good roads, how important they were to the country, to its growth and its development; and to mankind, morally, physically, intellectually and industrially.

WILLIAM SULZER.

Division Extraordinary.

At the Zoological park it became necessary to cut down a large tree. A log about twenty feet long was one of the results. Dr. Hornaday, the director, gave orders to one of the workmen, a stalwart Irishman, to split the log, with a small charge of dynamite, into two halves and scoop out each half for a trough, to be used in feeding some of the animals. Later in the day the son of Erin appeared at the director's office, much excited, and stammered: "Th' dynamite has blowed that log into t'ree halves."

Usual Fate of Inventors.

Elmas Bowe, a Frankfort tailor, has recently died. Some sixteen years ago Bowe blazed the comet of a season. He had invented a bullet proof cuirass, and for a time he was one of the best-known men in Europe. He had faith in his invention, which was composed of steel casing with a packing inside. Bowe, protected with his cuirass, was told by a Paris contemporary—but this, we think, is a little imagination—submitted himself as a target for the fire of a squadron of soldiers and came out of the trial unscathed, although various deadly rifles were used. For some reason his invention was not received with favor by the German war department, and then Bowe went to Italy, where he achieved, as we read, "le meme succes et aussi le meme inucces." Bowe has died in poverty.

Insurance Against Rain.

The base of outdoor life in England is the excessive rainfall. Shows, pageants, garden parties, regattas and fetes of all kinds are to an unusual degree at the mercy of the skies. No wonder that the English have finally elaborated a systematic scheme to provide indemnity for disappointment or loss caused by wet weather. The new plan, which is associated with Lloyd's underwriters, will first be tried at the resorts of the south and east coasts from May to October. You may insure against rain, to a certain fraction of an inch on any single day; or against rain on more than two days during any one week; or, if planning a week-end party, against rain on four consecutive days.

The Land of Dreams.

The world would go to pieces with out its dreams. It is all that holds any one of us to the grindstone—all that forces us to support the chain of convention, and the burden we call duty. Somehow there has come into us a vision of things we might do if we—it may be a picture of a trivial or fantastic thing. But it is what we live up to. Dreams rule us. They are the compelling force of the young, the staying force of the middle aged, Dull them and life dulls with them. Take them from us, and we are sodden, plodding beasts.—American Magazine.

Marriage Market Looks Up.

Apparently the marriage rate has "turned the corner" for the last year, according to the abstract of marriages for England and Wales, recently published, there were 267,416 marriages in 1910 against 260,259 the previous year. The rate per thousand of population was 14.80 last year against 14.56 in 1909. The September quarter was easily the most popular time for marriages, with 76,502, against December's 73,530 and June's paltry 61,602.

The Boy on the Farm.

He told his twelve-year son to milk the cows, feed the horses, slop the pigs, hunt up the eggs, feed the calves, catch the colt and put him in the stable, cut some wood, split the kindling, stir the cream, pump fresh water into the creamery after supper and be sure to study his lesson before he went to bed. Then he went to the farmers' club to discuss the question "How to Keep the Boys on the Farm."—Spring Hill New Era.

Ever Heard This One?

Mulligan, fresh from Ireland, was aroused the morning after his arrival by an alarm clock in the next room. It was the first one he had ever heard. "Faith!" he said, sitting up in bed "it's long days me must hove in America. Oil'll take me oath that clock struck t'ree hoondred at the very laste."

Thanks.

"An authoress can be a lady and she must have brains. An actress is all the better for not being a lady, and she doesn't need brains."—From "Letters From Fleet Street."

New Idea in Wills.

A Washington woman stipulated in her will that her parrot should be killed after her death. Seems strange that no one thought to do it before.

Should Have Reason for Faith.

It is always right that a man should be able to render a reason for his faith that is within him.—Sydney Smith.

Meant Wall Street Kind.

Benham—"The bulls are weak again." Mrs. Benham—"Can't they send them to some animal hospital?"

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At the Zoological park it became necessary to cut down a large tree. A log about twenty feet long was one of the results. Dr. Hornaday, the director, gave orders to one of the workmen, a stalwart Irishman, to split the log, with a small charge of dynamite, into two halves and scoop out each half for a trough, to be used in feeding some of the animals. Later in the day the son of Erin appeared at the director's office, much excited, and stammered: "Th' dynamite has blowed that log into t'ree halves."

Usual Fate of Inventors.

Elmas Bowe, a Frankfort tailor, has recently died. Some sixteen years ago Bowe blazed the comet of a season. He had invented a bullet proof cuirass, and for a time he was one of the best-known men in Europe. He had faith in his invention, which was composed of steel casing with a packing inside. Bowe, protected with his cuirass, was told by a Paris contemporary—but this, we think, is a little imagination—submitted himself as a target for the fire of a squadron of soldiers and came out of the trial unscathed, although various deadly rifles were used. For some reason his invention was not received with favor by the German war department, and then Bowe went to Italy, where he achieved, as we read, "le meme succes et aussi le meme inucces." Bowe has died in poverty.

Insurance Against Rain.

The base of outdoor life in England is the excessive rainfall. Shows, pageants, garden parties, regattas and fetes of all kinds are to an unusual degree at the mercy of the skies. No wonder that the English have finally elaborated a systematic scheme to provide indemnity for disappointment or loss caused by wet weather. The new plan, which is associated with Lloyd's underwriters, will first be tried at the resorts of the south and east coasts from May to October. You may insure against rain, to a certain fraction of an inch on any single day; or against rain on more than two days during any one week; or, if planning a week-end party, against rain on four consecutive days.

The Land of Dreams.

The world would go to pieces with out its dreams. It is all that holds any one of us to the grindstone—all that forces us to support the chain of convention, and the burden we call duty. Somehow there has come into us a vision of things we might do if we—it may be a picture of a trivial or fantastic thing. But it is what we live up to. Dreams rule us. They are the compelling force of the young, the staying force of the middle aged, Dull them and life dulls with them. Take them from us, and we are sodden, plodding beasts.—American Magazine.

Marriage Market Looks Up.

Apparently the marriage rate has "turned the corner" for the last year, according to the abstract of marriages for England and Wales, recently published, there were 267,416 marriages in 1910 against 260,259 the previous year. The rate per thousand of population was 14.80 last year against 14.56 in 1909. The September quarter was easily the most popular time for marriages, with 76,502, against December's 73,530 and June's paltry 61,602.

The Boy on the Farm.

He told his twelve-year son to milk the cows, feed the horses, slop the pigs, hunt up the eggs, feed the calves, catch the colt and put him in the stable, cut some wood, split the kindling, stir the cream, pump fresh water into the creamery after supper and be sure to study his lesson before he went to bed. Then he went to the farmers' club to discuss the question "How to Keep the Boys on the Farm."—Spring Hill New Era.

Ever Heard This One?

Mulligan, fresh from Ireland, was aroused the morning after his arrival by an alarm clock in the next room. It was the first one he had ever heard. "Faith!" he said, sitting up in bed "it's long days me must hove in America. Oil'll take me oath that clock struck t'ree hoondred at the very laste."

Thanks.

"An authoress can be a lady and she must have brains. An actress is all the better for not being a lady, and she doesn't need brains."—From "Letters From Fleet Street."

New Idea in Wills.

A Washington woman stipulated in her will that her parrot should be killed after her death. Seems strange that no one thought to do it before.