

GOOD ROADS

KEEP ROADS IN GOOD REPAIR

Concrete or Special Road Brick Set in Cement Over Concrete Foundation is Favored.

The war and the consequent railroad congestion imposed heavy traffic burdens upon our highways; burdens, in fact, much greater than the roads were built to sustain. To make matters still worse, labor and repair materials were scarcer during the war, and many roads as a result are now in deplorable condition. As the preacher would say, they are "more holy than righteous."

The year 1919 is going to witness an immense road repair movement. And the work should be at least fairly permanent. Merely throwing dirt or



Experiment Road of Vitriified Brick for Paving Country Roads at Chevy Chase, Md.—Finished Pavement in Service.

loose stones in the holes is a sheer waste of time, because after a few automobiles and trucks go over the roads these loose materials are pushed out again and conditions are as bad as ever.

Broken stones and tar binder are the only satisfactory repair materials for macadam roads, and many improved country roads are of that type.

It is beginning to be realized that concrete or special road brick set in cement over a concrete foundation must be used for truck roads designed to carry heavy truck traffic. Anything cheaper and less stable simply means bad roads and constant repairs.

For laterals or main roads in sparsely settled countries where traffic is not heavy and when the amount available for road construction is not large, tar macadam highways are quite satisfactory.

PLAN HONOR TO ROOSEVELT

Suggestions Have Been Made to Name Transcontinental Highway After Former President.

Memorials to the dead and tributes to the living in the form of highways is a plan which is catching the popular fancy everywhere. Since France christened a street in honor of Wilson, Tientsin, China, has done the same thing, and elsewhere suggestions have been made that a transcontinental highway be named in honor of Roosevelt. Louisiana is planning a Victory oak way and sentiment is reflected by movements to rename streets and highways after heroes of the war in other states.

DURABLE ROAD SAVES MONEY

Saving of Eight Cents Per Ton Mile Can Be Effectuated in Transportation Costs Alone.

The report of the joint congressional committee which investigated highway economies in 1914, shows that a saving of eight cents per ton mile can be effected in transportation costs when a road is lifted from the dirt to the durable class. This does not take into account increased real estate valuations or social advantages resulting from the improvement.

IMPROVE ROADS FOR TRUCKS

Bureau of Markets Arrives at Conclusion Motor Vehicles Have Passed Experimental Stage.

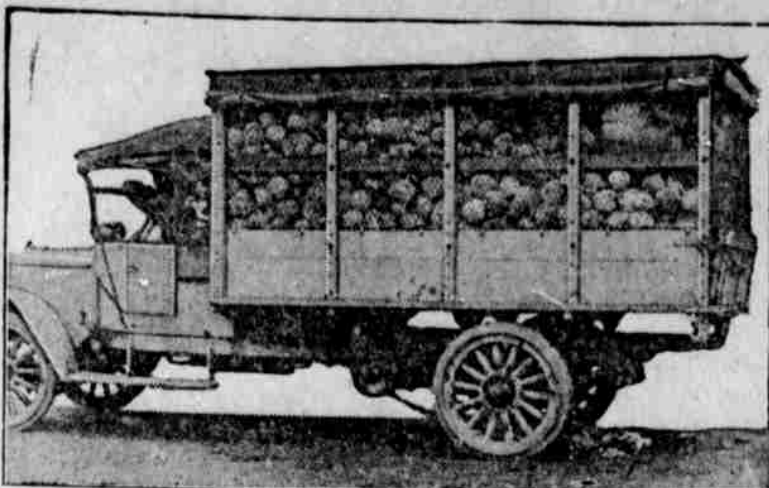
Inadequate highways are one of the penalties with which the user of highway transportation must contend, says Bulletin No. 770, recently issued by the bureau of markets. The department arrives at the conclusion that the motortruck has passed the experimental stage, but says that before it can attain its fullest usefulness the highways must be improved.

Good Drainage Necessary.
The most necessary requirement of a good road is a solid, bone-dry foundation. This means good drainage first, last and all the time.

Trees Along Highways.
Trees at a distance of 50 or 60 feet apart along the highway add to its comfort and pleasing appearance.

Makes Hauling Easy.

SOME FARMERS MAKE DELIVERIES DIRECT TO CONSUMERS BY USING MOTOR TRUCKS



Motor Truck Heavily Loaded With Farm Produce.

Peddling farm produce from "side-door Pullmans" is a market outlet which some producers have followed, as, by accompanying a car of their produce on the road and selling directly from the car door to dealers and consumers in a number of small towns, they realize remunerative return from their marketing operations. In most of the places where this method of "car peddling" is practiced the producers take out a license from the authorities which gives them temporary selling privileges, such licenses costing from \$10 to \$25 apiece. This system of self-service salesmanship is applicable only in regions where the growers have no co-operative association. It would be extremely unwise for the individual producer to go on the road in active competition with an extensive selling organization.

Cut In Profits.

The growers also must bear in mind the fact, although the returns from this method of selling at first may appear large, they will be cut down to a great extent by his expenses, the time consumed, and the consequent neglect of his regular business. This practice may result also in lowering wholesale prices, inasmuch as the grower may be anxious to get away and may sell at figures which the regular dealers would not accept. Car peddling is

more common in the West and South-west than in any other sections of the country, but has decreased under recent demurrage and traffic regulations.

Reaching Markets by Trucks.
Direct delivery by wagon or motor truck is practicable only where the farmer lives within a 25-mile radius of the consuming center. Hence this method of marketing affords an outlet only for the commodities produced in the area immediately surrounding the market. Such deliveries are limited, in the main, to country towns and smaller cities. The automobile truck undoubtedly is enlarging this service, but it probably will be limited to a very small portion of the total producing area of the country and can not be expected to form an outlet for the great bulk of farm crops. Again, the development of cities, with their constant encroachments upon outlying country districts, forces production areas farther from the market centers and in the larger cities makes it practically impossible for growers to deliver their produce direct to consumers. The best examples of successful direct deliveries by growers to consumers are found in the sale of fresh fruits and vegetables in small country towns and deliveries from neighboring farms through residential sections of most of the larger cities.

CLIMB ON HIGH WITH AN ARMY CHAUFFEUR

Rockiest Road to Dublin Is Located in France.

Private Employers Who Are Operating Large Fleet of Trucks for Delivery Purpose Are Told to Remember Army Men.

The chauffeur who used to consider Broadway and Forty-second street a hard place to cross went to war to discover that the rockiest road to Dublin lay in France, after all. For automobile driving became a supreme art over there, where there were no lights to illuminate the roads, and often no roads to illuminate.

With shells bursting on all sides, and bombs dropping from the Jerrys above, the truck, ambulance and lorry drivers soon learned a thousand new tricks in the trade: how to keep a straight course without benefit of compass or light, how to climb out of mud hub-deep, how to run on three wheels if something happened to the fourth, in short, how to do the impossible, all to the glory of the allies and November 11th.

These men are now coming back to the United States, master mechanics and drivers, trained in the hardest school to every emergency that an automobile could confront. Some of them are still jobless, and Col. Arthur Woods, assistant to the secretary of war, and in charge of the government's re-employment campaign for ex-service men, offers them as the best possible material in the world for expert automobile driving.

Private employers who are operating large fleets of trucks for delivery and transportation purposes, are especially recommended to these expert drivers. The various governmental and welfare agencies will be the means for bringing the men and the jobs together.



When a radiator leaks it is not advisable to use material to stop the leaks from the inside.

When any part gets rusty put kerosene on it, but be sure to wipe it off after it has stood a while.

Spend an hour or two going over your instruction book and learn more about keeping your car in good shape.

Every time you change a wire wheel put grease on the metal surfaces of wheel spindle where the hub touches it.

Motorists who use one of the Land nunes will do well to give the pump a

EARLY AUTO DAYS

In 1898 gasoline sold for six cents a gallon.

The first New York motorcar show was held in 1900.

The first four-cylinder car was brought out in 1900.

In 1896 Barnum & Bailey announced they would exhibit throughout the country a "horseless vehicle."

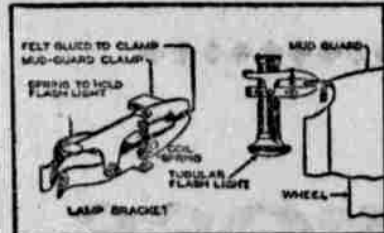
In July, 1899, the news was given that a plant would be built to turn out "one motor carriage a week."

It is hard to conceive that in 1896 there were but four motorcars in the United States.

ASSISTS TIRE-REPAIR WORK

Handy Device Is Sheet-Metal Clamp Which Holds Searchlight in Position Desired.

For those who prefer the tubular flash light to the trouble light connected to the storage battery, for tire-repair work, a handy device is a sheet-metal clamp which holds the flash light in such position as to throw the light where it is needed. The idea would be of little use to the driver who always has a companion to hold the light for him in case of trouble, but for those who often drive alone,



A Flash-Light Clamp Is a Great Comfort to the Lone Night Driver, in Case of Tire Trouble.

there is decided advantage. The metal used should be stiff brass or steel, but the spring which holds the flash light must of course have sufficient springiness for this purpose. The light will be found convenient for tire changing in the position shown, but if some other angle is preferred, the clamp can readily be made to give it.—P. P. Avery, Gardfield, N. J., in Popular Mechanics Magazine.

TO COOL BRONZE BEARINGS

Using Water for Purpose Is Last Thing to Do—When in Hurry Cool With Oil.

Never forget that cooling with water a bronze bearing that has been running hot is the last thing to do. The best thing to do is to wait for the bearing to cool in the ordinary course of events, but if you are in too much of a hurry for this, cool it with oil instead of water.

Oversize Drill.
It is possible to make a drill cut an oversize hole by grinding one cutting

Suits Reckon With Wool-Furs



Wool furs, or fur fabrics, have become thoroughly established staples that manufacturers of suits and top-coats reckon with each fall in making up their lines of practical garments. Where wool furs undertake to look like the pelts they imitate they are so marvelously close to the original that it requires a careful inspection to distinguish between them. Seal-skin is imitated in wool fur that keeps one guessing, unless it is almost within arm's length, and there are furs almost as successfully imitated. But sometimes the manufacturers of wool fur use a genuine fur only as an inspiration and interpret it in a fabric that is handsomer than the original. This is what has been done in the case of the material that resembles the natural muskrat pelt, which is used so much for coats.

As a trimming for cloth suits wool furs prove more practical than real furs, from the standpoint of service, and a handsome wool fur is better looking than a cheap fur. It stands up better. Manufacturers christen their new productions with new names, for the convenience of buyers, but the public prefers to call them by the names of the furs they resemble. A smart new suit of duvetyne, shown in the picture above, is trimmed with furfelt that looks like sealskin. The coat model is one of the most successful that the season has presented, with close-fitting body and a basque that falls in ripples at the sides. Rows of narrow silk braid appear on the basque and on the sleeves. In passing, it may be noted that this form of decoration has made a triumph this season, appearing persistently on the best models in frocks and suits. The rows of braid on the sleeves terminate in large bone buttons. The coat buttons up the front and looks very cozy and trim with a high choker collar of the wool fur. The belt is interesting and pleasing. It is very narrow and fastens at the front with a most unexpected little bow tie of the material, instead of the usual button or buckle.

Style Features of Girls' Coats



The point that is mainly interesting about coats for girls and misses lies in their new style features, for they are developed in all of the soft, limp coatings that lend themselves to draping or smocking or shirring. Velours or duvetyne, and similar cloths with new names, make variety in the choice of coatings but do not provide a great amount of dissimilarity, so that it is design and style that must serve to distinguish them. Besides these handsome and dressy fabrics there are the dependable tweeds and homespuns in sturdy coats for school, that are presented in trim and comfortable models.

Something new in design in coats for the "junior miss"—which is the new and dignified name by which the flapper now finds herself placed—is shown in the picture above. With it there is a pretty coat for a little girl, made of velours with bands of nutria fur about the sleeves. This attractive model is ornamented with triangular

it there are plain box plaits pressed in, and reaching to the bottom of the coat at each side of the front. The small cape-collar is edged with nutria and the belt is made of the material in the coat.

The heart of the flapper is sure to rejoice when she finds herself in possession of a coat that looks so altogether grown up as the model shown here for a girl of fourteen or more. It is of duvetyne, with big draped sleeves and a skirt that narrows in toward the bottom. There is a long shawl-collar and deep flaring cuffs to finish this very dignified and graceful wrap. Large buttons are sparingly used and nicely placed for use and for ornament, two of them on the narrow belt, two on the overlapped seams below the sleeves, and down the straight front of the coat.

Julia Bottomley

DADDY'S EVENING FAIRY TALE

By MARY GRAHAM BONNER

MEAN POISON IVY.

"I'm mean," said the poison ivy. "Yes, I'm mean, and I'm glad of it. If I were sorry for it I might try to do better, but I am not sorry for it. Therefore, I don't try to do better."

"There are times when I don't poison creatures. That isn't because I am feeling any nicer but because I'm not just feeling like working at that moment. I may be taking a nap or something of the sort."

"But I did a fine thing last year. I made two children sick with the effects of poison ivy for a longer time than I ever had before."

"I really had a good summer. I made them feel so poorly. O, so poorly."

"I poisoned a great many. Lots and lots of children and grown-ups, too, did I poison."

"They didn't know just what I looked like. And they went around getting ferns and plants and touched me, ha, ha."

"They went in swimming in a part of the lake, near a swamp where I had decided some of my family ought to be."

"I just was in so many places, and I did so much, much harm. It was splendid, perfectly splendid."

"I was proud of my record. But somehow there were not the same results this year. I didn't have quite my usual good luck."

"I'm glad of it," said the little gnome who was listening to the poison ivy.

"What! Why, you wretch!" said the poison ivy. "What do you mean by saying such a thing?"

"I mean to say it because I think that way. I'm glad when you aren't successful," said the gnome.

"But just what have we ever done to you?" asked the poison ivy.

"Nothing," said the gnome.

"I don't understand at all," said the poison ivy.

"Of course you wouldn't," said the gnome.

"Why, why, why?" asked the poison ivy. "Pray explain."

"You have never done anything to us," said the gnome, "but it wasn't because you didn't want to, it was because you weren't able to."

"That, of course, is true," agreed the poison ivy.

"And you weren't able to do anything to us because we belonged to the fairyland people."

"That is also true," agreed the poison ivy again.

"But we don't like you because you're mean to people, and we don't like things which are mean even if they aren't mean to us."

"That seems strange," said the poison ivy.

"Of course it does to you," said the gnome, "for you're too mean to understand."

"You're so mean you don't like us to have good luck," said the poison ivy.

"Because we like people and children and because we like nice plants and leaves which are pretty and which don't do anything which is unkind," said the gnome.

"But I will tell you why you hadn't so much luck this summer," continued the gnome.

"Do you know the reason?" asked the poison ivy. "Will you tell me something can be done about it?"

"I'll tell it to you, but nothing can be done about it, for it is where people can get ahead of you, and your mean ways, with their sharp wits."

"They grew in a city park this summer, in a part where lots and lots of people walk every day, and near a vegetable garden where lots of city people took turns in working over it, some of your family, poison ivy. They marked that it was poison and they put a wire cage over it."

"So people learned what you look like and they're going to do that more and more so that people will not get poisoned because they'll know you and get out of your way. And more and more children are looking up your pictures in big books so you won't get the best of them, ha, ha," ended the gnome happily.

If Given Half a Chance.

The seed is nothing without soil, and the richest farm land is nothing without seed, but the two together may mean a bountiful crop. Opportunity is as much inside as out. Nothing is opportunity to you which does not correspond to some power of your being, and if these powers are given half a chance, they will find opportunity in very bleak surroundings.—Girls' Companion.

Essential Stable Feeds.

Teacher—Johnny, what are the most essential stable foods of today?
Johnny—Hay, corn and oats. That's what our horse eats.—The American Boy.

A Sea Change.

"Why did you take these fish from the aquarium?"
"Because I was afraid the turtle might eat them."

"Why, there's no turtle in there."
"Well, Johnny put his boat in the aquarium and papa said it turned turtle."—Brooklyn Citizen.

New Kind of Alcohol.

"Well, little miss," said the grocer, "what can I do for you?"