

GREAT DRAWBACKS

TO RURAL LIFE ARE BAD ROADS AND LACK OF GOOD ONES.

More Than Any Other Class the Farmers Suffer From These Evils—Some of the Benefits to Farmers Enumerated That Would Accrue to Them Through the Institution of Good Roads.

Value of Good Roads to Farmers.—Bad roads constitute the greatest drawback to rural life, and for the lack of good roads the farmers suffer more than any other class. Some of the benefits that would accrue to farmers through the construction of good roads are:

Good roads, like good streets, make habitation along them most desirable; they economize time and force in transportation of products, reduce wear and tear on horses, harness and vehicles, and enhance the market value of real estate. They raise the value of farm lands and farm products and tend to beautify the country through which they pass; they facilitate rural mail delivery and are a potent aid to education, religion and sociability. Charles Sumner once said: "The road and the schoolmaster are the two most important agents in advancing civilization."

Characteristics of Good Roads.—The aim in making a good road is to establish the easiest, shortest and most economical line of travel. It is therefore desirable that roads should be hard, smooth, comparatively level, or laid out on the ground so that their grades may be such that loaded vehicles may be drawn over them without great loss of energy; that they should be properly constructed, the ground well drained, the roadbed graded, shaped and rolled, and that they should be surfaced with the best material procurable; that they should be properly maintained or kept constantly in good repair.

The road that will best suit the needs of the farmer in the first place, must not be too costly; and, in the second place, must be of the very best kind, for farmers should be able to do their heavy hauling over them when their fields are too wet to work and their teams would otherwise be idle.

The best road for the farmer, all things being considered, is a solid well-built stone road, so narrow as to be only a single track, but having a firm earth road on one or both sides. Where the traffic is not very extensive the purposes of good roads are better served by narrow tracks than by wide ones, while many of the objectionable features of wide tracks are removed, the initial cost of construction is cut down one-half or more, and the charges for repair reduced in proportion. Where beds of good gravel are available this is the simplest, cheapest and most effective method of improving country roads. With earth alone, however, a very passable road can be made, provided the principles of location, drainage and shape of surface, together with that of keeping the surface as smooth and firm as possible by rolling, be strictly adhered to. In fact a good earth road is second to none for summer travel, and superior to many of the so-called macadam or stone roads. But the earth roads must be covered with some artificial material, if they are to be made firm and unyielding at all seasons and in all kinds of weather, with a surface smooth and impervious to water.

Good Roads Train.—The Department of Public Road Inquiries and the National Good Roads Association of the United States combined their forces a couple of years ago for the purpose of furnishing object lessons on the construction and value of good roads to farmers in a large number of counties. A Good Roads Train was equipped and run between Chicago and New Orleans, building short sample stretches of model road, and holding local conventions in various counties along the route. By this means splendid educational work was done in the direction of impressing upon the people the desirability of better roads, and the facility with which they can be constructed.

Realizing the great good that would be accomplished if a similarly equipped train were operated in Canada, an effort was made early in 1901 to arrange for work of this sort in the Ottawa district. Chiefly through the exertions of Mr. H. B. Cowan of Ottawa, secretary of the Good Roads Association of Eastern Ontario, manufacturers of road-making machinery were induced to supply free of charge all the necessary machinery for such an enterprise, and also three or four experts to take charge of and operate the machinery. A cement company aided the enterprise by donating some 150 to 200 barrels of cement for the construction of concrete culverts which are much more satisfactory than wooden ones for drainage purposes. Further assistance was given to the movement by the railway companies which all agreed to transport the necessary machinery and experts over their lines without charge.

Sample Stretches of Road.—It is desirable that all heavy traffic roads should be macadamized or gravelled, wherever the materials are available for the purpose. In order to give an object lesson on the value of such roads, and the proper manner to build them, the Good Roads Train was employed to build a model stretch of stone road from a third to a half mile in extent, in each of ten counties, and to roll and grade an additional stretch. The selection of the various stretches of road was left with the County Councils, with the understanding that the Township

Councils should furnish all the necessary stone, teams, laborers, etc. Owing to the heavy expense incurred, each County Council was asked to make a grant of \$100 for each stretch of road built.

In building these sample roads, the first thing is to provide the requisite drainage, which is the fundamental principle of road-making. The roadbed is then shaped with the grader, making the centre considerably higher than the sides so that the water will readily run off into the ditches.

After rolling with the big steam roller, a trench about eight feet wide and six inches deep is cut down the centre of the road. Into this trench is put first a layer of coarse broken stone; then a layer of fine stone, lastly a layer of still finer stone as a dressing. This last layer helps to bind all the stone into a solid mass, while the sides of the trench hold it all in place. The ten-ton steam roller is run over each layer of stones as it is put on. The rolling is always done down the sides of the trench first so that the stones will be crowded towards the centre. When the rolling of the sample stretch is completed, the stone should be about seven inches deep, which is sufficient to stand ordinary traffic. Such a road may have to a slight extent in some localities, but the expense of keeping it in repair will be much less than for an ordinary clay road.

Cost of Such Roads.—Roads such as those that have been built by the Good Roads Train cost anywhere from \$500 to \$1,000 per mile, according to management and cost of stone. The average stone road costs from \$600 to \$750 per mile. Such roads need a certain amount of repairing, the same as other roads, but not much.

The number of cords of stone required for a mile of road depends altogether upon the depth of stone laid down.

Outfit of Machinery.—A traction engine for hauling the grader and working the crusher, a crusher, elevator bins, spreading wagons, and a five or six ton horse roller would cost altogether about \$2,800, and this outfit would be sufficient to do all the work for any ordinary municipality.—F. W. Hodson.

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POST-OFFICE—F. J. KERR, POSTMAS-
ter. Open daily, Sundays excepted, from 7.30 a. m. to 7 p. m. Mail going south closes at 7.35 a. m. Mail going north closes at 11.25 a. m. Letters for registration must be posted half an hour previous to the time for closing the mails.

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1. A postmaster is required to give notice by letter (returning the paper does not answer the law), when a subscriber does not take his paper out of the office and state the reasons for its not being taken. Any neglect to do so makes the postmaster responsible to the publisher for payment.

2. If any person orders his paper discontinued he must pay all arrearages, or the publisher may continue to send it until payment is made, and collect the whole amount, whether it is taken from the office or not. There can be no legal discontinuance until the payment is made.

3. Any person who takes a paper from the post-office, whether directed to his name or another, or whether he has subscribed or not, is responsible for the pay.

4. If a subscriber orders his paper to be stopped at a certain time, and the publisher continues to send, the subscriber is bound to pay for it if he takes it out of the post-office. This proceeds upon the ground that a man must pay for what he uses.

5. The courts have decided that refusing to take newspapers and periodicals from the post-office, or removing and leaving them uncalled for, is prima facie evidence of intentional fraud.