

OIL IN ROAD WORK.

EXPERT BELIEVES IT EXCELLENT FOR HARDENING SANDY HIGHWAYS.

Cost Is About One-third That of Macadam, or \$1,200 Per Mile, Says Kansas Professor—Several Practical Tests Made.

"Roadmaking with oil I believe to be a commercial success, which will in time be generally adopted in improving the sandy roads of the state."

This is the opinion Professor Albert Dickens of the Kansas State Agricultural college, the man who for the past year has been assigned to the work of expending the \$2,500 appropriated by the last legislature for the purpose of experimenting in oil roadmaking, gave the Topeka Journal.

"The cost of oiling a sandy road," said Professor Dickens while the guest of F. D. Coburn, secretary of the state board of agriculture, "will be about \$1,200 a mile. Some roads will cost more than others. This is only about one-third the cost of macadam and where stone is not plentiful is much less than a third."

"We have constructed oil roadways in four different parts of the state. Our most extensive experiment was near Garden City, where we oiled a little over a mile of road. The sandy soil absorbed vast quantities of oil. Four carloads were put into the roadway with a sprinkling cart. At Hutchinson we made nearly a mile of oil road, and we built short stretches at Manhattan and Maple Hill.

"Whether the oil in the roadways will have to be renewed remains to be seen. Of course there are certain portions of the oil which are volatile and will pass off into the air. But we use for this oiling only the heavy residue oil left after the kerosene and gasoline have been extracted. This oil is thick and heavy and works better than any oil."

"Up at Manhattan the people who own fast horses were so well pleased with the oil road that they have oiled their track and claim that it makes their track one of the best in the state."

"Out at Garden City, where the sand is probably as heavy as any place in the state, the oil experiments are watched with the greatest interest. The whole of western Kansas will be benefited greatly if the oil road comes into general use. There is a rich farming country tributary to Garden City, which is at times almost cut off from the town because of the heavy sand in the roads. The roads are so bad that a horse cannot haul more than ten bushels of wheat at a load."

"The farmers living near Garden City and the merchants in the town are talking of oiling the main roads leading to this tributary country, so that the farmers can come into town regardless of the sand."

"We have found that narrow tired wagons cut up the road badly after it has been oiled, while the wide tired wagons tend to make it more solid and firm. This is of course true to a great extent of the effect of the tires on ordinary roads."

It is likely that the next legislature will be asked to continue the appropriation for oil road experiments in order that tests may be made in other portions of the state and establish fully the practicability of this method of good roads making.

CALL FOR NATIONAL ROAD.

Appeal to Have Famous Highway Rebuilt by the Government.

The National Good Roads association, with headquarters in St. Louis, has sent out the following appeal to motorists, says the New York American:

"The National Good Roads association is a powerful force for good, and its work is accomplishing results in all parts of the United States. It is engaged in many things that will benefit the people. One of the great schemes it has in mind and which it has set about to accomplish is the repair and rebuilding of the great national road across Maryland, Pennsylvania, West Virginia, Ohio and Indiana."

"That memorable road was intended to be one of the highways between the east and the west before railroads were known. It was built at great expense, costing the federal government over \$7,000,000, and during the early days was a famous highway over which thousands traveled every week. When railroads came into existence the national road was neglected, and today it is only a skeleton of what it once was."

"It is proposed to rebuild it, and the National Good Roads association has undertaken to have it done by the government. The length of the road is about 700 miles, and it can be rebuilt for less than \$7,000,000. That is about the cost of one good battleship, and we are building lots of them. The appropriation of that sum to make this old road across five states would do as much good as the average battleship, for not one such ship in ten will ever get in a fight. Then when the old road has been put in good shape to the Mississippi river it may be that the price of about three other battleships will be set aside to build the road to the Pacific coast."

"One first class continuous highway across the continent would be a great thing. Many a traveler would spend two or three months going and coming by train, bicycle, automobile or otherwise. It would be easy for the nation to do a thing like this."

"In 1905 150,000 Americans visited Europe and for the privilege of going over the first class European roads paid over \$500,000,000."

AN ORANGE GROVE.

Modern Methods in Cultivating the Gold of the Orchard.

You are certainly entitled to look through that wire fence and see all that constitutes an orange orchard. There are 200 round headed trees, about twelve feet in diameter. The fruit looks immensely as if it had been artificially put in place. Really those would pass for 200 Christmas trees. Does nature do this sort of work anywhere else? You forget the cherry trees in your northern orchard. You have become so familiar with the scarlet globules that hang all over those trees, with orioles and robins shouting approval, and tansagers with indigo birds sitting in the apple tree overhead, that you cannot fully see and appreciate the charm. But you certainly have not forgotten the glory of a McIntosh red apple tree in October or indeed a whole orchard of ripe Northern Spies, Spitzenburgs and Kings. Yet the orange has a glory all its own. It is the gold of the orchard. You thought the trees grew in groves, "but here they are in long, regular rows." That was a word borrowed from the wild oranges that in Spanish days came up where they might and were seldom transplanted. They grew as those wild persimmons grow at the edge of the orchard or as pines and maples grow. But your modern orange trees are grown in long rows to be cultivated with plows and horses.

The real orange tree should stand about twenty-five or thirty feet high, with a trunk of five or six inches. Its foliage is dense and a rich green. It is a grand tree to sit beneath at midday and think the juice of the fruit instead of being distilled perfectly. But these trees are round and low headed, and one must stoop to get beneath them. They are made of the grafter shoots that come up around the old trees after the freeze. They are more convenient to spray, to protect from the blizzard, while the fruit is more easily gathered. You can walk all about that orchard and reach half the fruit without a ladder. It is a good illustration of how good sometimes comes out of evil.

"Different shapes." To be sure. There are quite as many varieties of oranges in this orchard as there are of apples or plums in most of your northern orchards—fifteen or twenty, at least. The grower knows them all by name and can tell them all by the shape and the quality. He does not go at random and pick out fine orange for his own eating, but he takes his selection—the King, or the Homosassa, or the Jaffa, or the Ruby, or Parson Brown, or Satsuma, or possibly the tangerine. He fills his pocket with selected varieties and then goes to that pine grove over there and peels them as he lunches. It is very much as we do with our pippins, and Swans, and Princess Louise, and Jiffiflowers—Independent.

Russian Untruth.
A condition of general untruth about the peasants is one of the most striking features of Russian country life. Every stranger passing the frontier between this country and Germany is struck by the marked change in the respect which he encounters up to the very boundary line and which the geographical position does not at all account for. There is no gradual change in the appearance of the face of the country or the people from comparative prosperity to extreme poverty, but a sudden difference in the conditions marked by totally dissimilar methods of cultivation, dressings and habits of thought. Everything on the German side indicates careful cultivation and industry, while upon the Russian side the fields show bad tillage and neglect, squalid houses, interior and unsecured for stock and tools and implements lying in the fields exposed to the weather.—Herbert H. D. Peirce in Atlantic.

An Old English Custom.
The nomination of sheriffs according to the present mode dates from 1461. The "shire reeve" was first appointed by Alfred the Great to assist the aldermen and the bishop in the discharge of their judicial functions in the counties. In Edward III's reign it was enacted that they should be "ordained on the morrow of All Souls by the chancellor, treasurer and chief baron of the exchequer." The only instance of a female sheriff is that of Anne, countess of Pembroke, who on the death of her father, the Earl of Cumberland, without male heirs in 1643, succeeded to the office in Westmorland and attended the judges to Appleby.

Bonely Voltaire.
Voltaire was the ugliest man of his age. Emaciated to a skeleton, all the features of his countenance were exaggerated. His nose and chin nearly met from the lack of teeth; his cheeks were sunken and wrinkled, his eyes set so far back in his head and so obscured by shaggy, overhanging brows as to be almost invisible. He usually wore a large wig, from the midst of which his attenuated features peeped out with comical effect. For years before he died his weight did not exceed ninety pounds.

Nothing More to Do.
Hubby—I don't see why you shouldn't exert yourself to make me happy. Wifey—Why, of all things! You know you told me when I accepted you that I had made you the happiest man on earth. What is the use of my trying to improve on that?

Different.
"She told me in confidence that the way he makes love is absurd."
"Yes, but the way he makes money isn't."—Puck.

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