

every day through the Winter, and Jackson Springs one of the most popular watering places in the South with good roads to it from every direction, open all the Summer. I would like to know of roads in any other part of the State which have anything like the automobile traffic on them.

Now let me tell you why our roads are better today than they were when first built: not because of the money we have spent on them in repair, that helped it is true, not because we did not have autos for we have, and I really think they have done our roads more good than harm, but because most all the heavy teaming has been done with wide-tired wagons which have kept the roads packed smooth and hard instead of cutting them up in ruts as the narrow tire will do. Another thing I should mention, our roads which are used the most are best, cost of construction being the same. The wide tire has a tendency to keep the roads packed hard and smooth so that the rains will shed right off, having no ruts to stand in. I will say also that every man who is using a wide tire, and most all are doing so in this immediate section, would not have a narrow tire; he would not use it if it was given to him. I know some say that wide tires will not do on some roads. The one who says so is ignorant on the subject, absolutely so. I mean any road which is considered a road. I realize that this is pretty plain talk, but I can convince any one that the above is true, except a fool; the wise man said he could not be convinced and I guess he knew. Now we want better roads, and want to keep them so. There has certainly been enough money spent in improving the roads, and then let them go to the bad, and the narrow-tired wagon is largely responsible for it.

What can the Legislature do to relieve the situation? That is really a problem. I have been studying it for the last five years closely and the best solution I can think out is as follows: Get up a law, that in its operation, will prohibit, on tax-built and maintained roads, the excessive loading of wagons in proportion to base of the tire, for that is what does the damage and also it will not operate to hinder the farmer that has a narrow-tired wagon, going to town with his eggs, chickens, butter, etc., or in other words allow the people to use the wagons they have, but regulate the load they haul, say as follows: On a wagon with tire less than two inches wide, load not to exceed 1,000 pounds; on two inches not over 1,500 pounds; on two and one-half inches not over 2,500 pounds; on three inches not over 3,500 pounds; on three and one half inches not over 4,000 pounds, and so on up the scale. The above regulation will meet the man that already has a narrow tire, on half-way ground; you allow him to use his wagon, but don't allow him to load so as to damage the road more in one day's hauling than his wagon is worth, and besides this, if he is a man that wants to haul a big load, and most of them do, when the roads are made good, he will if his wagon be a new one, have the rim and tire changed, which he can do at a very small cost, or if his wagon is not worth the changing, he will buy a new one that conforms with the law, and after he has

used his new wagon a short time, he will say, "God bless the law that caused me to make the change."

You say the people will revolt, if you pass a law of this kind. You are mistaken. Nine-tenths of the people that will be at all affected want it. I have made it a point to get every man's views on the subject of wide tires for our good roads, and especially those that have used teams for the last four years, and during this time conditions have been such that I have come in contact with a very great number of this class of people in the different sections of the State. In most every case they say, "I know the wide tire is the thing and I would be glad to adopt it if the other fellow would," and say they would be glad if there was a law that would compel everybody to use them. I have found a few who would say the wide tire would not do, but most invariably would find on investigation those men do not own either wagon or horse, and would not be affected in the least. Just as with every good thing that comes, the hardest kicker is the fellow that is not affected.

No danger of the above law driving the State or any part of it Republican unless perchance in the passing the few Republican members were to manage so as to get the credit for it. As for that, in case of a question of so great importance to all the people there should be no party lines drawn. All who wish the present good roads movement to go forward and more quickly accomplish the great end for which it is destined, namely, good roads in every section in the State, meet on common ground and put their shoulders together and strive for one common cause, for with the narrow-tired wagon eliminated on our roads the cost of building and maintaining can be so minimized that the poorest section can build and maintain them with a very small tax.

A few lines in regard to roads and the kind of roads to build. That problem is practically solved. Generally speaking macadam is a thing of the past. It was first built trying to get something that would stand the narrow tire and it did for a while, but it is now found that even it will not stand them long. The old plank road is the only road that could stand the narrow tire. It is no use to mention it, as it was about as impractical as the narrow tire. All materials will stand a certain amount of strain or pressure a square inch before giving way or crushing and no more, that being so it does not matter so much what kind of material we use to build roads if it packs and stays packed when dry, and will not be sticky when wet, but we must distribute our loads so it will not exert more weight per square inch than the capacity of the material from which the road is built. My experience is for the sand-section, sand-clay. And for the clay section, gravel with enough soil for a binder makes the best and most durable in proportion to the cost of construction and maintaining, and will stand any reasonable strain. The cost for the sand-clay in the sand sections is \$250 to \$500 per mile, and gravel roads in the clay-section cost \$400 to \$1,200 per mile. Now if we will use them right we do not need anything better than the above

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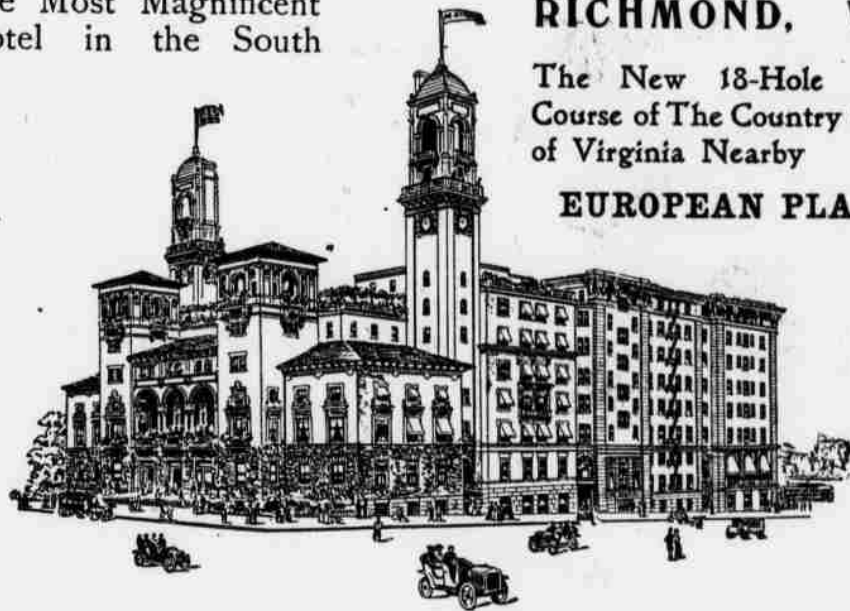
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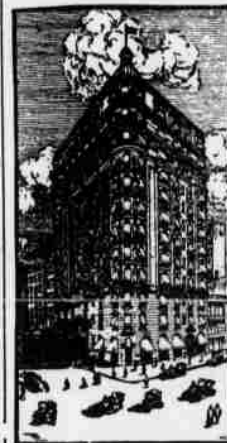
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