

# GOOD ROADS

## GOOD ROADS ASSIST CITIES

Merchants in Town Reap as Much Profit as Persons Living Along Improved Highways.

"Men who have been successful in building up large enterprises, men who have made a lifelong study of conditions of affairs where bad roads predominate, and men who have put their best efforts into improving highways are unanimous in one opinion—that it is the duty of big cities to help in building good roads that lead into their limits," said a good roads enthusiast to a Washington Star representative.

"The cities derive as much benefit as, if not more than, the residents along the route of the proposed improvement.

"It has been proved time and time again that farm lands with a hard



Good Road in Washington Suburb.

road outlet into the city are far more valuable than the farm that is shut off from the city five months out of the year on account of impassable roads.

"The farmer benefits by easier hauling, cheaper transportation, time saving and better social conditions for his wife, children and self.

"The city benefits by cheaper produce, the opportunity for the rural resident to get into the city and make purchases and the merchant in town can extend his zone of delivery far out into the country.

"The best proof that good roads bring prosperity is brought home to the very doors of Washington by a comparison of the two states on the borders of the District of Columbia.

"Maryland has practically finished a six-year job of good roads building. Virginia has hardly commenced. A two-hour automobile ride, say to Frederick, Md., followed by a two-hour ride through Virginia to Warrenton, will show a contrast that is not hard to understand.

"Washington has profited greatly by the good roads to Frederick. It has brought thousands of dollars to this city.

"Within the past year a good road has been built to Fairfax, Va., which is half way to Warrenton. Conditions for the better are noticeable along this stretch. Twenty-three more miles are needed to put Warrenton in close touch with the capital. A greater part of the amount necessary has been raised in the country district, the balance is looked for in Washington. Just how far the business and motorists in Washington will go along this line is problematical, but that Washington will profit by a good road to Warrenton or any other Virginia town within a radius of fifty to one hundred miles is a certainty. Making the path to one's door easy for the purchaser is always good advertising. Helping build a good road into the city that will bring thousands of buyers into town is surely making the path easier."

## ASPHALT OIL BEST ON ROADS

University of Missouri Engineering Dean Says Tests Show It is Superior to Anything Else.

The only kind of oil used in oiling streets or roads, in the opinion of Dean E. J. McCausland of the school of engineering of the University of Missouri, should be an oil that contains asphalt. Oil that contains paraffin will evaporate rapidly and leave a road muddy and sticky.

The engineering experiment station here has analyzed many samples of road oils sent to the university from various parts of the state. Oil that has an asphalt base will give almost as much satisfaction as asphalt pavement, is the opinion of Dean McCausland.

## Good Roads Fill Churches.

The good road fills the country churches. It stands for neighborliness, and, best of all, it leaves good schools all along its line. It keeps the country boy with it. The good road is a sign of the culture, knowledge, and civilization in a county, a state, or a nation. Does your community stand the test?

## Maintenance of Roads.

The first and last commandment in the maintenance of earth roads is to keep the surface well drained.

# ROADS APPEALING TO THE FARMERS ON WAGE RAISE

If Demands Are Granted The Farmers Will Have To Pay Big Part Of The Increase.

Washington, D. C.—Though farmers usually feel little interest in railway labor disputes and are disposed to think that such troubles are remote from them and cannot touch them directly. In the pending question between the Brotherhoods of freight trainmen and the railways of the country the railways evidently are making special effort to inform the farmers on the points involved and to enlist their attention.

It is argued by the railroad managers that the final disposition of the dispute will be made by public sentiment. They reason that the farmer, when it comes to a final "show down," really controls not only the political power but the sentiment of nearly all the states. Therefore, they are trying to appeal to his horse sense. They are sending out a good deal of literature directed especially to the farmers—probably the first time such a course has been taken in any great labor struggle. They say they are convinced of the general public's confidence in the horse sense, the insight and the fairness of the American farmer, and that, therefore, his influence must be powerful.

## High Wages Now Paid

They are dwelling especially on the argument that the freight trainmen already are the highest paid laborers in the world. They submit figures to show that in many instances freight train employees earn from \$75.00 a month for the trainmen, or "brake man" as they are called, to \$250.00 a month for engineers, working from 22 to 25 days a month. They are asking farmers to inquire into the facts and convince themselves that most of the talk of excessive hours of labor on railways is empty and contradicted by the facts. More than sixteen hours of continuous work in railway service is forbidden by law. The instances of men kept on duty so long as sixteen hours are a very small fractional percentage of the total employment; they become less every year, and almost invariably are due to accident or some unusual weather conditions.

The managers of the railway companies point out that the farmer himself accustomed to from twelve to fourteen hours a day of steady work rarely earns in a year as much cash money as a trainman on duty from ten to twelve hours, and never continuously at work, can earn, resting from labor from one-fourth to one-third of his time. In the south it is a familiar maxim that "it takes thirteen months to make a cotton crop." The man who raises ten bales of cotton gets for it from \$450.00 to \$500.00 and from this must pay his fertilizer bills and labor. The trainmen are paid to average \$3,000.00 a year, this being the estimate of the Brotherhood leaders themselves, and the engineers draw from \$15,000.00 to \$25,000.00 a year, the conductors and firemen earning wages between those of the trainmen and engineers.

## Farmer Vitrally Interested

Aside from the question of justice, it is pointed out that the farmer's direct interest in the matter is that his welfare demands freight traffic adequate to the needs of the country, and that whatever injures the railroads or hampers their operation or prevents their development is a direct injury to him. If the trouble should develop a general strike of the freight train employees, resulting in a tie-up of traffic, the farmer would be unable to ship out what he raises or to get in what he wants. He will be asked to consider whether the railroads should be crippled by being compelled to pay 25 per cent increase in wages to men already receiving far more than the average prosperous farmer, with resulting injury to the farmer himself—and if the railroads are compelled to grant the increase and have to raise their freight rates, the farmer will have to pay a big part of the increase.

The present agitation is nominally for the substitution of an eight-hour workday in place of the present ten-hour schedule, but in reality it is a move for an increase of wages.—Philadelphia Evening Bulletin.

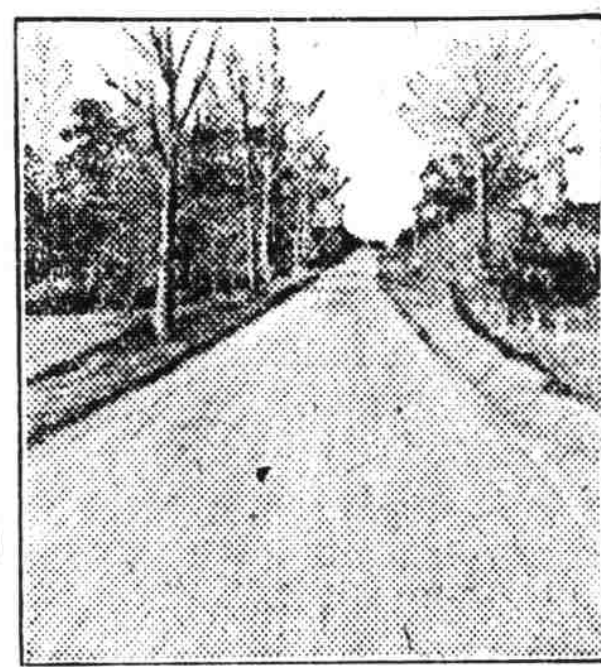
+++++  
 + It is calculated that if a +  
 + general tie-up and paralysis of +  
 + all freight traffic should result +  
 + from the demand of the freight +  
 + trainmen for an increase of 25 +  
 + per cent in their wages, a large +  
 + number of the poorer people of +  
 + New York City would face star- +  
 + vation within three days; in +  
 + other words, these people have +  
 + available supplies of food for +  
 + not more than two days ahead. +  
 + Other large cities would face +  
 + like conditions. Milk supplies +  
 + would be cut off, and babies de- +  
 + pendent on the daily milk jar +  
 + for sustenance would be left +  
 + to perish. The distress would +  
 + reach all classes everywhere. +  
 + + + + +



## INCREASING VALUE OF LANDS

Immense Uncultivated Area Cannot Be Developed Until Improved Highways Are Constructed.

There are over 400,000,000 acres of uncultivated land in the United States awaiting development that cannot be developed without improved highways. It has been shown that the value of land is increased evenly with the improvement for the roads, the increase running from \$2 to \$9 the acre. As the roads are improved, there is a corresponding increase in population. In twenty-five counties, taken at random, which have contained on an average only 1 1/2 per cent of improved roads in the decade 1890 to 1900, there was a falling off in population of 3,000 in each county. In twenty-five other counties, taken at random, in which there was an average of 40



Good Road in Nebraska.

per cent of improved roads, the increase of population in each county was 31,000. The "back-to-the-farm" movement will progress just in proportion to the improvement of the highways, and the improvement of the highways is dependent upon administration not less than upon construction.

There must be skill in the supervision as well as in the building of the roads. Heretofore at least nine-tenths of the work on the roads has been done under the direction of men without any knowledge of roadbuilding, which is an art based upon a science. There are today more than 100,000 petty road officials in the United States who have no practical knowledge of the simplest engineering problems that must be solved in the location of the roads, in their relation to a general system, or to related systems; but who are supposed to have great influence in neighborhood politics and are mighty at the polls. It is from this incubus that the problem must be relieved if the country is to enjoy the benefits of a well ordered system of highways.

Good roads not only cost a great deal of money in their construction, but also in their maintenance or administration. It has been the habit in this country to "work on the roads" when all other work was done, and this has meant that the roads have had attention only once or twice a year. Macadam roads do not take care of themselves, concrete roads should have constant attention, sand-clay roads require daily supervision if they are to give service for which they were designed and built. In France every mile of road is inspected daily, and it is the constant vigilance of trained supervision that enables the railroads of the country to take care of the business of the country. There ought to be the same sort and degree of supervision of the roads of the United States if they are to give the service for which they are built. To make a mile of macadam road eight feet wide and eight inches thick, 1,750 tons of stone are required, and to build a mile of gravel road eight feet wide and eight inches thick, 1,142.93 cubic yards of compacted, or 1,564 cubic yards of loose gravel are required, and in order that the best results may be obtained, there must be competent supervision not only in the mixing of the materials employed in the building of the roads of the several types, but in the placing of materials.

There are 2,000,000 miles of what are commonly called "dirt roads" in the United States, and to make them effective there must be proper drainage, such grading and alignment as will make them fit for the traffic and constant surface betterment, and it is nothing short of criminal waste to build roads of macadam and expect them to take care of themselves. Undoubtedly the best system of maintenance for all roads is that which provides for the permanent and sometimes continuous employment of skilled laborers who have charge of particular sections of road, or who may be assigned to any part of the county or other road unit where there is work most needed.

## Canadian Stone Highway.

A stone highway, to cost \$600,000, is to be built from Ottawa, Canada, 60 miles south to the St. Lawrence river international boundary. It is stated that the road is to be built as a memorial to the late J. P. Whitney, premier of Ontario.

## All-Year-Round Roads.

Good roads help small towns; railroads build up the great cities, but all-year-round roads turn the stream of wealth, travel and business back towards the rural centers.

# Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employes, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

## Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employes for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railways be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable, or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

## Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employes are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employes as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad, employes, the owners of the railroads, and the public.

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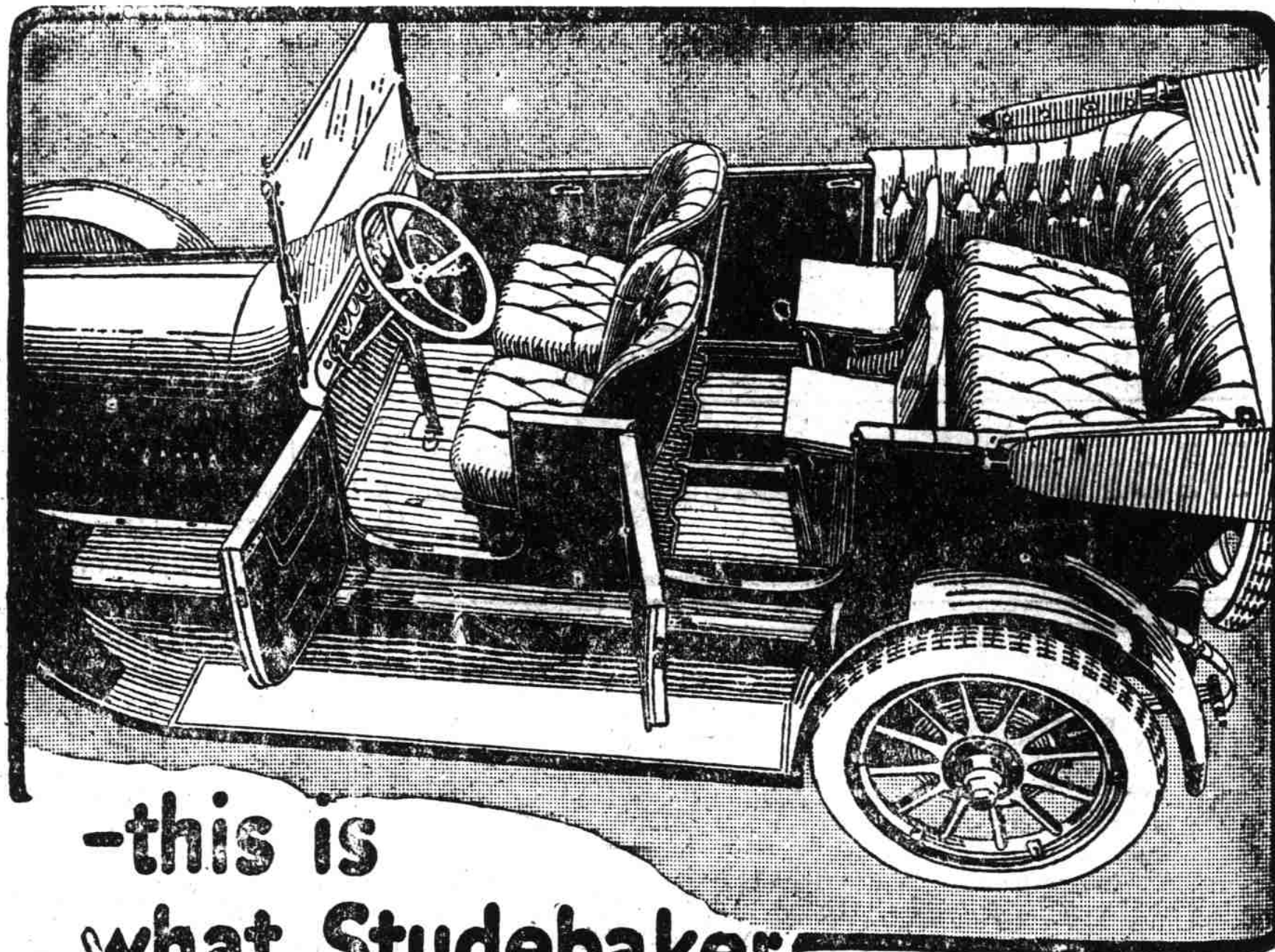
## A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employes, now highly paid and constituting only one-fifth of all the employes, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

## National Conference Committee of the Railways

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