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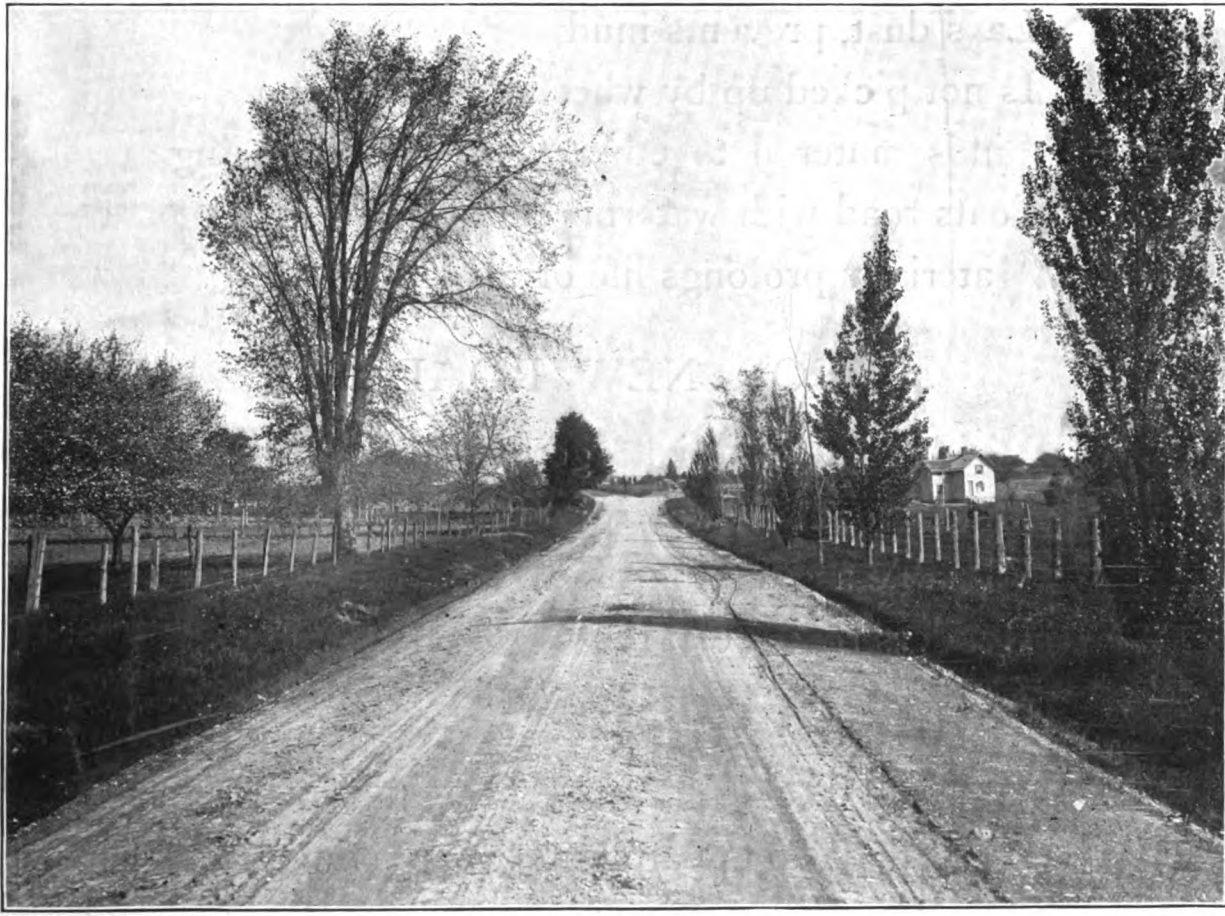
GOOD ROADS MAGAZINE

DEVOTED TO STREET AND HIGHWAY IMPROVEMENT

Old Series, Vol. XXXVII.
New Series, Vol. VIII, No. 2.

FEBRUARY, 1907.

10 Cents a Copy.
\$1.00 a Year.



NEW YORK STATE ROAD, IMPROVED UNDER THE FULLER-PLANK ACT.

PUBLISHED MONTHLY AT
150 NASSAU STREET, NEW YORK.

Road Improvement in Denison, Texas

By W. W. Anderson

Denison, a thriving Texas town, is setting a splendid pace in road improvement through a co-operative plan that is exciting much comment throughout the State, and which in some sections is being followed with fine effect. Some months ago the Denison Board of Trade, one of the most active commercial organizations in the South, ever on the alert in the interest of its town and community, found that while Denison



T. W. LARKIN, SECRETARY DENISON BOARD OF TRADE.

was progressing as a railroad and industrial center, its volume of country trade had not increased with its population and other development. An investigation revealed that the cause was its lack of good roads.

The county authorities were appealed to in vain, the road fund being entirely inadequate to the demands for maintaining the bridges and making minor repairs on the hundreds of miles of road in the county. The county convicts form a road crew

for each of the four commissioners' precincts, but they get over the roads with the grading outfit only once every six or seven years. No permanent improvements could be undertaken, and through lack of individual interest the people neglected the roads after they were graded, and they soon went down.

Denison determined to do something, and what she has since accomplished has worked wonders for the city, and has won the commendation of thinking people throughout the State. T. W. Larkin, secretary of the Board of Trade, proposed a co-operative plan, through which the business men of Denison and the farmers should work together to assist the county authorities in making substantial improvements. Secretary Larkin went out among the farmers, attended and addressed meetings held at country school houses, presented his proposition and organized community good roads clubs. These clubs appointed committees to solicit subscriptions from the farmers, and gave them the privilege of working out on the road the amount subscribed, \$3 per day being allowed for team and driver.

A cash fund was raised in the city, and was used in constructing substantial stone culverts and in paying for engineering and other skilled work. The county authorities were asked to put a crew on the road and render such assistance as was possible. This was done, and in a little while work was well under way on what is known as the Denison and Carpenters' Bluff road, which has now become a noted thoroughfare through the publicity resulting from the plan under which it was improved. The road improved is eight miles in length, and extends east from Denison to Red River, the boundary of the Indian Territory.

Though one of the most traveled, this was notorious as one of the worst roads in the country. It has now been made as good as an earth road can be made. It is well graded and well drained, and its stone culverts are the first ever con-

structed on a public road in the county. As may be expected, the benefits already derived by Denison and community have been very great, but perhaps the greatest good has come through the inspiration that has spread throughout the State. This one little stretch of road has been a great educator. It has demonstrated the value of good roads in a most impressive way. The enthusiasm of the farmers and the business men of the city at once aroused other communities and other clubs were formed to take up the work on their respective roads as rapidly as they could be reached. The same plan is being employed on another road out of Denison and as soon as it is completed another will be taken up.

Merchants say that the volume of trade from the community penetrated by the Carpenters' Bluff road has been doubled this season; farmers say the cost of placing their produce on the Denison market has been reduced one-half, to say nothing of the increased comfort and convenience of the travel. These glowing statements spread rapidly. The newspapers of the State are making the most of the ammunition thus furnished, and are firing hot shots of good-roads gospel that are reaching the people. Columns of newspaper space have been devoted to the Denison co-operative road building plan, and it is regarded as a great stride toward the establishment of a more effective road system in Texas.

It may be stated in conclusion that these roads are being well cared for. The split-log drag has been employed with excellent effect. The improved roads are divided into mile sections, each section being placed in charge of some farmer, who, with the assistance of his neighbors, operates the drag after each rain. The drag is a great device for dirt roads; it does most effectually the work of filling the ruts and holes and keeping soft dirt thrown to the center without disturbing the travel-packed surface.

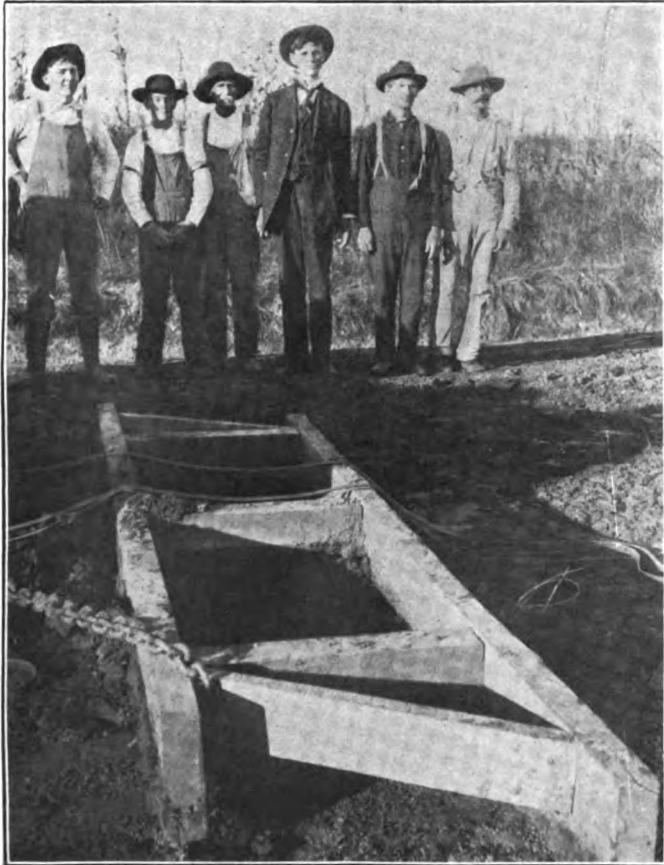


THE DENISON AND CARPENTERS' BLUFF ROAD, NEAR DENISON, TEXAS.

Kansas Movement for Good Roads.*

The Good Roads Association should have a permanent home, where it rightly belongs, in the engineering department of our Agricultural College. This is one of the many important matters to be discussed and arranged at this meeting of our association; and this recalls something of the history of the Kansas State Good Roads Association.

Early in 1904 the National Good Roads Association held a meeting at Ft. Scott, where, under special act of the Legislature, Scott township was then working on the con-



THE ROAD DRAG USED ON EARTH ROADS AT DENISON, TEXAS.

struction of 35 miles of macadam road, the first extensive work of this kind undertaken in this State.

This meeting resulted in the organization of the South-eastern Kansas Good Roads Association, comprising 19 counties in the south and eastern part of the State.

A State meeting was called to be held at Topeka the following August, when the organization was made permanent and a constitution and by-laws adopted.

The second annual meeting was also held at Topeka in August, 1905. The attendance was considerably larger and the interest manifested showed that the "leaven" of good roads was working throughout the State. But the great trouble is, and all along has been, that this work has been hampered by lack of funds, depending entirely on individual effort and support. We have had no money for advertising, no money for printing circulars, or to push the work; no money to pay our secretary, except the little collection taken up to help pay postage. Individual effort and individual expense alone have carried this work along.

You all know that this good roads movement in the State of Kansas is altogether too important to longer be hampered or handicapped in this way. And this brings us to perhaps the most important feature of our annual meeting, viz., the

*From the address of C. F. Miller, late President of the Kansas Good Roads Association, at its third annual meeting recently held at Manhattan, Kan.

consideration of the creation of a State highway commission to carry on this work properly.

Kansas has been behind in this movement, as a number of other States already have State highway commissions that have been rendering excellent service, and in fact few—if any—States have accomplished anything without the aid of a highway commission of some kind.

It has been suggested that Kansas adopt the Iowa plan in regard to this matter. Iowa seems to have an excellent plan, and has taken important steps in good roads legislation. For two years past Iowa has had a State highway commission, and special laws favoring the use of the road drag and wide tires.

The Iowa plan makes the State Agricultural College the highway commission, with the dean of division of engineering and dean of division of agriculture directors and a special State engineer to carry out the immediate work, which is divided in four branches, viz.: The road school; plans and specifications; demonstration work; experimental work.

The law concerning the use of the road drag is similar to the road-drag club plan that has been in use in Topeka and Ft. Scott during the last season, except that the township collects all road tax in money and pays for the dragging, not exceeding \$5 per year per mile, giving preference to residents along the road.

The wide tire act provides for the encouragement of the use of wide tires by rebating one-fourth of road tax, not exceeding \$5 to any one individual using three-inch (or over) wide tires for all loads over 800 pounds.

The good roads movement in Kansas has outgrown the individual effort period and now needs the intelligent fostering care and support of a State highway commission and more favorable legislation. I trust that this meeting will take the proper steps to effect proper legislation on these important matters.

I am glad to report that the railroads seem to appreciate the benefits of good roads.

The Santa Fe Railroad Co. last spring equipped and sent out a good roads train over its lines in the eastern and southern part of the State. The train was sent out especially to educate the people in the use of the King drag. Mr. King was employed to lecture and operate the drag. The State good roads officers, professors from our State colleges and other good roads workers were guests on the train, which was out two weeks. Much literature was distributed and no doubt a great deal of good will result from this train.

We now have in Bourbon County about 11 1-3 miles of macadam roads, completed at a cost of about \$4,000 per mile. Some of these roads are very good, while some are not as good, owing to their picking up on the surface. But we now think this trouble has been overcome by using larger macadam and less screenings with more thorough rolling. The people are anxious for the roads and want them built faster.

The road drag has been quite thoroughly introduced in Bourbon County, both by individual use and the road-drag club plan, and is all right and works wonders wherever it is used. The great trouble is to keep these busy farmers at it. Help is so scarce that the farmers complain they do not have time to use the drags as much as they should, which suggests that roadwork in the future cannot be left entirely to the farmers, although they get paid for using the drag. Scott township organized 50 miles of dragged road under the road-drag club plan, and an additional inducement of \$100 in prizes was offered by the Commercial Club of Ft. Scott for the best three miles of dragged road. The investment has proved a good one, as the roads have been materially improved.

The time is now ripe and propitious for active work to put the good roads movement of Kansas on solid foundation by the enactment of suitable legislation, and the creation of a State highway commission, which work I now regard as the most important before this meeting of the association.

GOOD ROADS MAGAZINE

Founded January, 1892.

Published Monthly by the E. L. POWERS CO.

150 Nassau Street, New York City.

Subscription Price, \$1.00 a Year in U. S., Canada and Mexico; in other countries \$1.50 a Year.

Copy for Advertisements should be in the office of GOOD ROADS MAGAZINE on the 15th day of the month preceding date of issue.

Devoted to the construction and maintenance of improved streets and highways.

Vol. VIII.

APRIL, 1907.

No. 4.

THE AMERICAN ROAD MAKERS' CONVENTION.

The convention last month of the American Road Makers' Association was without question the most notable meeting yet held in the interest of the good roads movement. It brought together from all parts of the country leading advocates of highway improvement, including the State highway commissioners and engineers of the principal State-aid States. These men are the recognized authorities on road construction and maintenance—the men who are directing the road improvement operations of the United States. The papers presented, addresses made, and discussions which took place covered practically the whole range of the subject of road improvement. Recognizing the importance and value of these data to the good roads public, the greater portion of this issue is given up to their publication. This compels us to leave for a later issue considerable matter which would otherwise appear this month. We are sure, however, that our readers will appreciate our efforts to give them the very complete report of the convention presented.

Those who were fortunate enough to be able to attend the convention were well repaid for going. Everything that could be done for the entertainment of the delegates was carried out without hitch by the citizens of Pittsburgh, to whom all praise should be given. The interest and enthusiasm of the people of that city is a striking example of the appreciation which the inhabitants of the cities have of the value of highway improvement to the city as well as to the entire State. Letters received since the convention closed give direct evidence of the good influence which the convention has already had on legislation in the State of Pennsylvania. The same influence cannot fail to extend to other States and communities where the question of highway and street improvement is being considered.

MEASURING TRAFFIC ON COUNTRY ROADS.

To the Illinois Highway Commission is due the credit for making the first systematic effort undertaken in America, so far as is known, to record the number of vehicles which go over what is commonly called a well traveled road.

At periods an hour apart, from 6 a. m. to 6 p. m., such count was made on days so chosen that the counting came on Monday of one week, Tuesday of the next week, Wednesday of the third week, and so on. This would go far to show what difference, if any, was made by the day of the week.

The object of the count was to show what is the difference between the traffic over roads leading to large towns and over those leading to smaller towns; the effect the condition of the roads has on traffic; and the effects due to the industries in each neighborhood. It is manifest that this may be a very useful means for determining the question as to how much money and labor may be spent in making or in improving roads in any given district,

ROAD IMPROVEMENT DOUBLES A CITY'S TRADE.

If a comparatively small sum, used to help farmers improve their roads, will double a town's trade with the surrounding country, it seems certain that such use of money is a good investment.

It is asserted that the country trade of Denison, Texas, was doubled last year, because the business men of that city helped furnish the money required to improve two roads leading from the farming districts to that city; and because the Board of Trade of Denison acted in unison with good roads clubs out of town, to keep those roads in good condition. This plan was described in GOOD ROADS MAGAZINE of February.

Having unquestionable proof that such investment is profitable, Denison will co-operate this year to improve seventeen miles of road which will tap territory near the city, but not now easily reached by wagon. This experience may encourage other towns to try the Denison plan.

RADIAL GOOD ROADS DEMANDED.

Whether the welfare of the agricultural interests does not demand the improvement of many short lines of road leading to local markets, rather than long through lines, is a question which has had the attention of not a few advocates of general road improvement.

At the convention of such advocates held at Corning last month, the secretary of the Southern Tier Good Roads Association said in his address that unless the farm would be connected by a good road with the great through highways, to be improved by the money of the people, these great roads would be of little use to the farmer.

At the same meeting a highway commissioner declared in effect that if the laws of this State should require it to pay half the cost of maintenance of roads, "all the improvements on roads throughout the State would be made on the principal highways. It is not to be supposed for a minute," he continued, "that farmers living ten miles to either side of these main roads would get a particle of good from them."

Weight is given to these opinions by the positions held by those who uttered them. Whether we agree with these views or not, they should not be ignored nor refused a hearing. If they are true they will make their way. If they are unsound, publicity will show their weakness.

It is evident that this question is deemed important enough to be worthy of deliberate and thorough study. As has been said in these pages, local conditions should be carefully considered in each case before deciding to put time and money into either one or other of the two systems. In some places, as, for example, New Hampshire, through highways serve the people better than would many short roads. In other localities, devoted to farming, many short roads to connect the field with the buyer of its products would probably best serve the community. Manifestly both systems are wanted. In that day when the hopes of friends of road improvement shall be fully realized, these two systems will be merged in one that will cover the entire country with good roads, so that no spot in all the land will be more than a short distance from a good highway.

A RAILROAD'S ENDORSEMENT.

"It is perhaps unnecessary to say that our people regard the work of the American Road Makers' Association as of vital interest to the public and to railroads alike."

This is a quotation from a letter by H. A. Jaggard, general agent of the Pennsylvania Railroad Company, in which he tendered a special train as a courtesy from that company to the American Road Makers' Association, which convened in Pittsburgh last month. It expresses a feeling that has become more common with the more advanced railway managers of America, and will doubtless become part of the established policy of all such railroads.

done. County campaigns were inaugurated for the purpose of bringing larger areas of adjacent territory under the drag, thus securing longer continuous stretches of dragged road.

At the beginning of this movement we were met with doubt and skepticism, or, as was the case in a few instances, greeted openly with ridicule. At one place, after the writer had spent nearly an hour in explaining the drag and answering questions, the chairman of the meeting stepped to the front of the platform and gravely assured the audience that nobody in that particular community had so little intelligence as to believe the statements which had just been made.

However, at the end of the first year, after enthusiastic reports from those who had made a trial of the drag began to come in, we found a very marked change in public sentiment and the work since then has been easier, and progress has been more and more rapid.

The importance of a stone or gravel surface for the main thoroughfares was urged continually, and in the fall of 1906 the time seemed ripe for an advance in the direction of more macadam. With this in mind a number of district conventions were held and it was decided that we would ask the legislature for a State highway engineer; for State aid; for \$500,000; for an opportunity to levy more taxes for road purposes; and for a few minor changes in the road law.

All this was accomplished by the advocates of the King drag. It could not have been done but for the confidence reposed in them by many prominent citizens who were opposed to State-aid, State-supervision, and rock-roads, but who waived their personal opinions and prejudices because they were pleased with what had been done and had faith in the judgment and honesty of the leaders in the movement.

Thus the value of the King drag as an educator and agitator for better roads of all kinds is the last of its good qualities to be recognized by those who do not use it, or who are not so situated that they may note this effect of its use on the citizens of communities where it has become popular. To its power as a molder of good road sentiment is due, in large measure, the three stone roads which are now being laid out between Kansas City and St. Louis.

Maitland, Mo.

D. WARD KING.

VIRGINIA ROAD PROGRESS.

Editor GOOD ROADS MAGAZINE:

In regard to what we are doing in our section towards good roads, we beg to advise you as follows:

On August 1, 1907, \$5,400 was appropriated, \$2,000 by the city of Danville, and \$3,400 by Pittsylvania county, with which to build one and one-half miles of roadbed adjoining Danville and in Pittsylvania county. This work started shortly after August 1, and it is reliably stated that same will be completed on or before the first of next November. The State of Virginia now employs convicts in building the road, and in addition a force of about 25 day laborers also is employed on the work.

It is understood that the appropriation referred to above by the city of Danville and Pittsylvania county shows that good roads are regarded as the one essential thing in this county. It is claimed that early next spring a vote will be taken as to whether or not we will float a bond issue for good roads for all the county. We very much hope that this bond issue will go through, and in the event that it does, it is but a question of time until we have good roads all over this section of Virginia.

The present mile and a half of roadbed referred to above as being built is thirty feet wide, eighteen feet of which is macadam.

The writer will take pleasure in advising you as to the future condition of the good roads cause in Pittsylvania county.

W. C. Rlerson,

Sec. The Commercial Association.

Danville, Va., Sept. 28, 1907.

ROAD CLUBS' GOOD WORK IN CALIFORNIA.

Editor GOOD ROADS MAGAZINE:

The road clubs in this section are an entire success so far. We have two clubs in the county. One of these has been in existence about eight years, and it has at the present time the best winter and summer road in the county and is maintaining same very economically. The members of the club now get full day's wages for their work and full pay for teams. When they first started they only made \$0.10 per day per man, so you can see that the cost of maintaining the road is less, and good returns in the way of good roads have been satisfactory.

The Colfax club macadamized two miles of road last spring, and will probably do as much this fall. It has about nine miles to maintain, and it will take a year or two yet to get the road on a paying basis for the club. We allowed the members of this club last term \$1 per day for the work and \$2 per day for a team and man. The work done was very satisfactory.

Trusting this matter will be of some interest to you, I am,
Yours very truly,

C. H. BARKER,

(Pres., Lower Colfax Road Club.)

Grass Valley, Cal., Sept. 18, 1907.

Dennison's Profitable Road Making

That cities find it profitable to help to improve the highways leading into the surrounding farming districts has been proved once more by the experience of the Gate City of Texas. Mr. T. W. Larkin, secretary of the board of trade of Denison, writes us that that organization, Grayson county officials and the farmers living along the roads to be made good, worked together to improve three of the highways leading to that city.

One result is that the territory trading with Denison has been much enlarged, and the volume of traffic of the city shows a notable increase. Mr. Larkin says that other progressive efforts have contributed to the general betterment of the city, "but the improvement of these roads, and consequent strengthening of the agricultural resources, have been potent factors. Denison people have been shown the real value of good roads."

It is said that this success of the Denison plan has encouraged a number of other towns of Texas to undertake similar co-operation of town with country.

In an address before the convention of secretaries of commercial clubs, at Fort Worth last August, Secretary Larkin said: "In a small way we have been improving the roadways leading into Denison and the investment has been a splendid one. We have drawn trade from the heretofore undisputed territory of other towns, simply because it is easier to travel to Denison. We reduced the grades on one road and by cutting down a hill turned many thousands of dollars worth of trade into our town. We have added to the earnings of our business men and at the same time reduced the cost of transporting the products of the farm to the market. As results of building about 30 miles of good earth roads our country trade was increased very greatly."

Secretary Larkin put in a striking way one argument in favor of road improvement, when he said: "Every dollar put into the improvement of roads with proper precaution will return two-fold to the taxpayers. It is true that the cost of construction is insignificant in comparison with the benefits derived. Take the farmers who pay taxes on \$1,000—that is above the average, I believe. In the event of a bond issue providing for a special tax of 25 cents on the \$100 valuation, that farmer pays \$2 per year increased tax for the use of a road that will more than double his hauling capacity and will probably increase the value of his holding 40 per cent. Is that a good investment?"

"If you should propose to a farmer that you would feed and furnish him an additional team that would enable him to haul double loads to town, and propose a charge of only \$2 per year, I rather think you would be traded with at once. A good road will double the hauling capacity without even the necessity of hitching and hauling the additional team, and yet it seems that the people hesitate to trade. They are all willing to have good roads, but they hesitate to pay for them."

WEDDING OF COMMISSIONER MACDONALD'S DAUGHTER.

On Sept. 26th Miss Anna MacDonald, the youngest daughter of Mr. and Mrs. James H. MacDonald, was united in marriage to Maynard Leon Smith in New Haven, Conn. Nearly one thousand guests were assembled at the Calvary Baptist Church to witness the ceremony. At the reception which followed nearly five hundred were present.

The wedding was a most elaborate one, and the gifts were many and handsome. An especially interesting feature was the fact that the occasion also celebrated the 32d wedding anniversary of Commissioner and Mrs. MacDonald.

LOS ANGELES COUNTY HIGHWAY COMMISSION.

At the last session of the legislature a law was passed which provided for building highways in Los Angeles County, Cal., under bond issues paid for by the entire taxable property within the county. Heretofore road improvements were paid for by the taxpayers outside of the incorporated towns, and in this county 83 per cent. of the assessed valuation is within the incorporated cities and towns.

The new law also provided for the appointment of a commission, which should have a chief engineer. The members of the commission are as follows: Chairman, Charles D. Daggett; George H. Bixby; Martin C. Marsh; Clerk, Ray L. Chesebro.

Arthur E. Loder was recently appointed chief engineer to the commission. The position pays a salary of \$4,000 a year. Mr. Loder was formerly connected with the Office of Public Roads, of the U. S. Department of Agriculture, and has had wide practical experience as an engineer and road builder. In a personal letter to the editor Mr. Loder writes that the road work in the county has heretofore been practically all of a temporary character, but that the people now demand the best roads money can build. Mr. Loder states that it is planned to build a system of highways which will attract and hold tourists. The proposed system is to cost approximately \$3,000,000, and plans and estimates for the work are now being made.

MADISON SQUARE GARDEN AUTOMOBILE SHOW.

The Eighth Annual Show of the A. L. A. M. will be held in Madison Square Garden, New York, November 2d to 9th inclusive. It is understood that the applications for space for this show considerably exceed those of last year. In point of display and attendance the association believes that this year's show will be a record breaker.

A ROAD MAKING DEMONSTRATION.

An interesting exhibition of road making by means of a traction engine was given last month on the extension of Pleasant St., Utica, N. Y., to the Herkimer county line. The exhibition was for the purpose of demonstrating the efficiency and economy of road building, especially on steep grades, by means of traction engines. The demonstration was made by Highway Commissioner A. G. Getman, of Frankfort, and his outfit consisted of a Huber 12-horse-power traction engine and two Acme road scrapers. The demonstration was witnessed by Superintendent of Highways W. Pierrepont White, of Oneida County, and street and highway commissioners, and others interested in the subject.

MEETINGS.

UNION SPRINGS, ALA.—At a meeting held here Aug. 30, good roads was one of the leading subjects discussed. M. O. Eldridge, of the Office of Public Roads, U. S. Department of Agriculture, addressed the gathering.

HENSLEY, ARK.—The Arkansas Booster Club was organized Sept. 17 under the auspices of the Arkansas Good Roads Association, represented by J. S. Hawkins, State Secretary. The officers elected are: President, Dr. J. E. T. Holman; vice-president, R. V. Achard; secretary and treasurer, T. E. Farrell; State director, Dr. C. C. Reed; membership committee, A. G. Harris, C. C. Reed and T. E. Farrell. It is the purpose of the club to assist in passing amendment No. 40, now pending, allowing cities to issue bonds for the purpose of general improvement, and counties for the purpose of road building.

HOT SPRINGS, ARK.—On Oct. 8, at the Arkansas State Fair, a convention of the Arkansas Booster Club will be held. It is proposed at this meeting to organize a State association for the purpose of carrying on a campaign throughout the State in favor of the good roads constitutional amendment, No. 10.

SAN FRANCISCO, CAL.—The California State Automobile Association has been incorporated. The main purpose of the association, it is announced, will be to further the good roads movement in the State.

CHAMPAIGN, ILL.—A good roads convention was held under the auspices of the Chamber of Commerce Sept. 19, at which about 550 farmers and their wives were present. The meeting was addressed by B. F. Harris, President of the Chamber of Commerce; A. N. Johnson, State Engineer; Senator Dunlap, Dean Davenport, Prof. Ira O. Baker and President James. It is stated that the general sentiment expressed was not against good roads, nor even stone roads, if the counties wanted to pay for them; but was against State aid for road improvement.

CHICAGO, ILL.—The Illinois Manufacturers' Association is to give a dinner to its members in the banquet hall of the Auditorium Annex, October 9. On this occasion, it is proposed to outline plans for carrying on agitation in behalf of good roads throughout Illinois, in support of the Illinois State highway commissioners. Among the speakers will be Robert S. McCormick, former Minister to Paris; Dr. E. J. James, chairman of the State Highway Commission and president of the University of Illinois; E. J. Brundage, corporation counsel; A. N. Johnson, State Highway Engineer, and Professor Frank H. Hall, superintendent of the Illinois Farmers' Institute.

It is expected to lay before the members of the association at this dinner a plan for a three days' convention to be held at Springfield the latter part of January or the first of February.

PADUCAH, KY.—The second annual good roads convention of Western Kentucky was held here Sept. 26 and 27. The attendance was large and there were several interesting addresses.

FERGUSON, MO.—A good roads meeting was held here last month under the auspices of the Civic League of Ferguson. Camden Case, president of the league, presided. The meeting was an enthusiastic one, and interest in road improvement was awakened.

ALBANY, N. Y.—A public session of the Special Legislative Committee, appointed for the purpose of investigating present methods of constructing good roads, will be held at Buffalo, N. Y., October 14. At this meeting of the committee, suggestions will be received from those interested in highway improvement. Meetings will also be held on the four following days in Rochester, Syracuse, Utica and Watertown. Other meetings will be held later at different points throughout the State.

Members of the committee are: Senators Jotham P. Allds,

any town shall be made as follows: When the selectmen of said town shall certify under oath to the state commissioner of highways, that said town has paid out on account of the state road construction the full amount of its share of the joint fund, the state commissioner of highways shall notify the governor and council of that fact and they shall draw a warrant upon the state treasurer in favor of the town for one-half the state's share of said joint fund, for said town. And upon the completion of work in said town the state commissioner of highways shall notify the governor and council of the amount due said town and they shall draw a warrant upon the state treasurer in favor of the town for said amount. Provided, however, that the state's payment may in the discretion of the state commissioner of highways be made in one sum after completion of the work. Work performed by individuals or corporations, not towns, under contract shall be paid for as follows: At or near the end of each calendar month during the progress of the work the state commissioner of highways shall certify to the selectmen of each town in which such contract work is being performed, the amount and value of the work done on such contract during the month, together with a statement of eighty-five per cent. of the value of such work, which shall be the amount due the contractor and payable to him by the town treasurer not later than the fifteenth of the month succeeding the month in which the work was done; provided, however, that thirty days after the state commissioner of highways shall certify to the selectmen that all work in connection with any such contract has been completed, inspected and accepted, the full unpaid balance of said contract as shown in said certificate shall be payable to the contractor by the town and not before.

Section 10. Any highway within any city or town improved by the expenditure of said joint fund shall thereafter be maintained, as are other highways, within the city, town, plantation or township within which it is located, and to the satisfaction of the state commissioner of highways.

Section 11. The state shall not be liable to any person or corporation for damages arising from the construction, rebuilding, improvement or maintenance of any highway under this act. In case any person or persons or corporation shall sustain damage by any change in grade or by taking of land to alter the location of any highway which may be improved under this act the person or persons or corporation injured thereby shall be entitled to compensation to be assessed by the officers having jurisdiction where the road lies, said damage to be assessed and paid according to provisions of statute. In case the award of damages is not satisfactory, parties aggrieved shall have the same right of appeal as is provided by law in the case of damages for altering highways.

Section 12. To provide funds for the purposes of this act, there shall be assessed annually on all property in the state a tax of one-third of one mill on each dollar of valuation and the money derived from said tax shall be for the exclusive uses and purposes set forth in this act. Any unexpended balance at the end of any year shall be added to the fund for the next year. From this fund shall be paid all state aid for road improvement as provided for under this act.

Section 13. After providing for the payment of state aid applied for, the balance of the fund or any part of it may be expended by the state commissioner of highways in building connecting roads between state roads as designated by the county commissioners with the object of establishing as far as possible a complete system of continuous main highways throughout the state. Provided, however, that no expenditure shall be made under this section in any town which shall fail to accept the provisions of this act as to application for state aid and expenditure of joint funds. Any expenditures made under authority of this section shall be apportioned among the several counties of the state each year on the basis of total road mileage in the county to total mileage in the state and the location of roads to be improved under this section shall be determined for each county by the state commissioner of highways and the county commissioners of the county. The same general provisions made for the construction and maintenance of other state roads under this act shall apply to roads constructed under authority of this section; except that the whole cost of construction may be paid by the state.

Provided, further, that the state commissioner of highways may, subject to the approval of the governor and council, apportion in any one year, in addition to the amounts apportioned under section six, not exceeding twenty-five per centum of said unexpended balance of the appropriation hereunder, after providing for the payment of state aid applied for, to towns in which the joint fund is insufficient to properly complete the work proposed or undertaken and necessary to be done as one job.

Section 14. The fiscal year for the purposes of this act shall end December thirty-one. Wherever the word "valuation" is used in this act it shall mean the valuation last made by the state board of assessors. Wherever the word city, town or organized plantation or unincorporated township is used singly in this act and the phrase or clause in which it is used could as well apply to all four classes of political subdivisions or to any other one class it shall be understood to so apply.

Section 15. In connection with the foregoing duties the state commissioner of highways, having first regard for the performance of those duties, shall also compile statistics relating to the public ways in the cities and towns of the state, and make such investigation relating thereto as he shall deem expedient, in order to secure better and more improved highways in the state. He shall also by means of maps, charts, cuts, drawings, prints, publications, printed or written articles, lectures, or otherwise, disseminate knowledge throughout the state concerning the best known economical methods for the building and maintaining of highways, including bridges, in the cities and towns of the state, and particularly to impart such information, in manner as aforesaid, to the

county commissioners of counties, the street commissioners of cities, the selectmen of towns and other municipal officers whose duties it may be to have the care and management of the expenditure of money and the building and keeping in repair of the highways in the state. Said commissioner shall hold each year under the auspices of the county commissioners, a meeting in each county for the open discussion of questions relating to the building and maintaining of public ways, of which due notice shall be given to the towns and cities in each county by the said county commissioners.

Section 16. The state commissioner of highways shall make an annual report to the governor and council of the operations of the state highway department. This report shall show the number of miles, cost and character of the roads built under its direction, together with a statement of expenses of the department and such other information concerning the condition of public roads of the state and the progress of their improvement as may be proper. He shall also make recommendations for any legislation which to him seem expedient and necessary.

His report shall be transmitted to the secretary of state as soon after the first Wednesday of January of each year as possible.

Section 17. County Commissioners and city and town officers having the care of and authority over public ways and bridges throughout the state shall, on request, furnish said commissioner any information which they may possess and required by him, concerning ways and bridges within their jurisdiction.

Section 18. Sections ninety-nine to one hundred and five inclusive of chapter twenty-three, revised statutes of nineteen hundred and three and acts amendatory thereof, and chapter one hundred and forty-six of the public laws of nineteen hundred and five are hereby repealed when this act takes effect.

Section 19. This act shall take effect January first, nineteen hundred and eight.

Commissioner MacDonald Visits the West

State Highway Commissioner James H. MacDonald, of Connecticut, has accepted an invitation from the Washington Good Roads' Association to deliver an address at its annual meeting, which is to be held Nov. 11th and 12th at Bellingham, Wash. This will afford Commissioner MacDonald a little vacation and much needed relief from the many arduous duties in connection with his office. It is, in fact, the first vacation which he has taken during the past ten years. He will be away some three or four weeks.

Are Good Roads Profitable?

Answer to the question as to whether road improvement pays is well illustrated in the following, reprinted from the "Denison Herald," Texas:

"Denison has accomplished a number of good things during the past year, but one of the best was the improvement of roads. Every dollar Denison has invested in road improvement has already been returned many fold in added business. The Carpenter's Bluff road as an artery of trade for Denison is probably twice as great as it was before improvement, and its worth to the farmers is beyond estimation. Indeed, by reason of the improvement of this road, much produce that formerly went to waste is being converted into wealth. Wood is being hauled over this road for long distances to this market. Formerly, when the bottom land was cleared the wood was burned in log heaps because it was not profitable to haul it to town. Land that has long lain idle is being cleared up now because the timber can be converted into money enough to pay the cost of clearing. Hay meadows that were heretofore neglected and used only for pasture are now being regularly cut because the product can be transported to Denison with profit. This summer a number of wagons have been employed in hauling hay from way across Red River into Denison, some of them coming twenty miles or more. Corn is being hauled into Denison eighteen and twenty miles, and the general travel over the road has greatly increased. All this makes for the development and for increased wealth in town and country. When will all the people of Texas come to an understanding of the value of roads and realize the wisdom of investing money in their making?"