

COUNTRY ROADS.

NUMBER SEVEN.

Bill Passed by Congress Creating National Highway Commission—State Conventions to be Held in Missouri and Iowa—What ex-Governor Beaver of Pennsylvania Has to Say—Historical Situation—Practical Statements From Our Own Correspondents.

[Prime's Crop Bulletin.] It seems to me strange that at a season of the year when our country roads are always good, that there should be any general interest in the question. Nevertheless the facts go to show that this is going to be the banner year all over so far as practical progress is concerned.

First let us look at the historical developments so to speak, of the road question. Just before congress adjourned a bill was passed creating "A National Highway Commission," for the purposes of a general inquiry into the condition of highways throughout the United States and the means for their improvement.

Wataga, Illinois.—"There is a growing disposition to leave the farms and seek a more comfortable life. We have fewer people in our county outside of Galesburg than we had twenty years ago and more than twice the number of rented farms.

The difficulty seems to be the lack of material, making the cost greater than the tax-payer is willing, and in many cases, able to pay. There are many farms mortgaged in this country, for an amount, the interest on which makes a rent all that the occupant is able to pay.

Mr. L. W. Conkling, the author of the book, says that twenty-two miles parallel with the Fox river from Elgin to Aurora, over which the Century club ride so much, is as good as any stretch in the state, and it cannot be called a good road by long odds.

I think I have progressed far enough during the present season in the pursuit of general knowledge of the character, condition and wants of our country roads in Illinois, to make one statement which is applicable to all parts of our state. I have yet to find one dissenting voice within the range of my correspondents that does not heartily approve or endorse the tiling of country roads as something which every community can do.

From Ridge, LaSalle county: My first experience in road improvement in Illinois was on the road going west from Ottawa on the south bank of the Illinois river on a dry and deep sand, a gravel of medium fineness twelve inches deep made the cost of the improvement a thousand dollars a mile.

I had but little faith in graveling our muddy black prairie soil but have been agreeably disappointed. It has been a decided success. For the ten years since the improvement was made it has been a good road at all seasons of the year; of course in such seasons as the

present some places will rut and require repairs. I think the cost was about one hundred dollars a mile.

The town of Deer Park has commenced graveling their main roads. After completing and using a few miles the town voted the money to gravel all the principle roads, believing it good economy to have the use of the roads while earning the money to pay for them.

This town (Farm Ridge) voted in a town meeting to commence a like improvement. There seems to be only a slight appreciation of the importance of good roads, but much missionary work is required to remove the insane apathy on the subject.

Minook, Illinois.—The town has built in the last two years by voting a tax on the town, three miles of gravel road. We think tiling economy as when tilled it does away with grading to a great extent. Part of our road has been built by taking plank ten inches wide eight feet apart, paving bottom with flag or rubble stone, then filling with gravel and grading sides with dirt.

For a first grade certificate, the candidate must be qualified in all that is required for the second grade and in addition must pass an elementary examination in the philosophy, zoology and history.

Dixon, Illinois.—"Something ought to be done, for many good reasons, to better the public roads. There is certainly a great loss of horses, due mostly to over-work on bad roads—

hauling the farm products to market. I know of no better, cheaper or more practicable way than setting the boys to work in our institution presided over by the horse. Having them pulverize stone. They would be glad to do this and it would greatly improve the public highways."

Lewistown, Illinois.—"We have no permanent roads or hard roads in our township and what is worse, we have no material (natural), of which to make them. Not a gravel bank in our town and none of note in our county. So you can see we are in a bad way for good roads, at least in the near future. I think the question of hard permanent roads has been discussed, talked of more, and received more attention from the local papers during the last few months than ever before, and yet we seem very far from the solution of the subject. Our township and our whole county, for that matter, is doing a great amount of work to keep the roads in a passable condition.

ADVERTISED LETTERS.—Mr. John Higgins, L. H. Larson, Miss Emma Miller, Mr. Seymour Stoner.

J. B. PAISONS, P. M.

DWIGHT

C. & A. Time Table

Table with columns for NORTH and SOUTH routes, listing destinations like Mazon, Delevare, and Accommodation with corresponding times.

County Superintendent's Notice.

Examinations for second grade certificates will be held in my office on the third Friday and Saturday of each month except July.

For a first grade certificate, the candidate must be qualified in all that is required for the second grade and in addition must pass an elementary examination in the philosophy, zoology and history.

I. I. I. Time Table.

Table with columns for TRAINS WEST and TRAINS EAST, listing destinations like Mazon, Delevare, and Accommodation with corresponding times.

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- Eighty acres of land in Murray county Minn., \$1,000. Eighty acres of land in Pipestone county, Minn., \$1,000. Eighty acres four and a half miles south of Dwight, a fine eighty at \$60 an acre.

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