

THE HIGHWAY OF THE TWENTIETH CENTURY.

(From the LaSalle Daily Tribune.)

One of the principal speakers at a good roads meeting in Music Hall, at La Salle, was Norman D. Fraser, president of the Chicago Portland Cement Company. Mr. Fraser's remarks were of such general interest and dealt so interestingly with the good roads question that they are printed in full herewith:

Ladies and Gentlemen:—This happy, enthusiastic crowd demonstrates that there is an abundance of good nature in the world, and that the subject of road building in Illinois is a very live issue.

The new state aid road law makes it possible for us to have roads in Illinois that we need not be ashamed of, and in celebrating the opening of this new concrete road, we should also remember that the LaSalle County Commissioners were the very first to make application for state aid under the new law. This speaks well for the progressive people of this county, and would indicate that our board of Highway Commissioners have the welfare of the community at heart. Both Commissioners and the county have received much favorable publicity as a result of the action of the board in making the first application.

I believe we have passed the point when any of us are opposed to better roads. I feel that we are entering an era of road building here in Illinois, thanks to the legislature in giving us a good road law, that will place old Illinois in front rank of states that have real roads. I feel that no one here this afternoon believes good roads are a poor investment, but many of us have not taken the trouble to go into the matter with such thoroughness that we can prove by figures that one kind of good road is better than certain others.

In deciding the kind of road to build, we are apt to forget that a road is not or at least, should not be, a temporary affair. We are living too much in the present, and not looking far enough into the future. The way to figure the cost of road building, is to cover a period of ten, fifteen, twenty, or even fifty years, and by figuring both first cost and future upkeep, decide, as you would in the purchase of a farm machine, whether or not, one kind or another would prove the more economical in the long run.

One of the chief objections to our former road building has been that the greater portion of our road money was spent for repairs, leaving little or nothing for constructing new roads.

Could we have foreseen twenty years ago what bad roads have cost us up to the present time, I feel sure we would have better roads today. If we could have realized twenty years ago that it cost us from 20 to 30 cents to haul a ton over a mile of ordinary road almost anywhere in Illinois, the road law that was passed through the legislature this Spring might have been placed on the statute books many years ago.

Possibly we have been too much absorbed improving our farms and in keeping up-to-date on corn binders and the latest in automobiles to fully realize what bad roads have been costing us; or, maybe we have thought we were economizing on taxes in not building roads, but, Ladies and Gentlemen, if such has been the case, we have, to use a homely saying, been saving at the spigot and wasting at the bung hole. It is an absolute fact, borne out by the figures of competent authorities, that our loss due to bad roads for the last twenty years has equalled an amount that would have paid for hard roads entirely throughout the state. To be brought to realize this is a bitter pill to take, and I hope you, each of you, will go home this evening, sharpen your pencil, and figure out what bad roads are costing you. Figure that it costs you from twenty to thirty cents per ton per mile to haul on ordinary roads, and approximately eight cents to twelve cents per ton per mile on hard roads; take into consideration that with hard roads your road money may be used to build more miles of good roads rather than for repairs on bad roads, and I think you'll be as enthusiastic over the proposition as I am.

This eternal paying out of road money to fix the kind of roads so much in evidence in Illinois at present, is like pouring water into a rat hole. It is simply a case of throwing good money after bad, and the sooner we realize it, the better it will be for us and our posterity.

We must not lose sight of the fact, that today things are not done as they were a few years ago. We are living in an age that has to its credit more real advancement than has any age since the beginning of the time. The issues of yesterday are the dead ones today. The man who believes dirt roads are good enough today because they were in use fifty years ago, should wear knee breeches and a que because his grandfather did.

Modern business demands up-to-date methods, and surely a system of roads that costs us so much for haulage, and requires so much of our time, is anything but an economical proposition.

It is going to cost us money—a great deal of it, to build Twentieth-

Century roads, but results will justify the expenditure. Why not build good roads at once and get it over with? Whether we vote bonds to raise the money, or get it by direct taxation, matters little. It will be cheaper for us to build roads today, and profit by the saving in time, labor, and money, than to practice our old time false economy, to go plodding through the mud as we have done in the past, and spend every cent of our road appropriation for temporary repairs and improvement on roads, which even when repaired, are not the best.

If we hesitate to make the initiative—if we are afraid to act upon our own judgment—if we are in doubt as to the advisability of building better roads as a business proposition—if we doubt the economy of such a move we have only to look about us to the East, the West, the North or the South, in dozens of other states, to learn that up-to-date road building has proved to be the best investment the inhabitants of these states have ever made.

I know that money spent for hard roads is a good investment, and doubt not the greater number of you here today hold the opinion, yet, we should also take into consideration certain other features in connection with this subject. Let us lose sight of the almighty dollar for awhile, and consider that a good road is, aside from Christianity, the greatest civilizer the world has ever known. A good road aids the social and religious advancement of the people.

The modern man requires intercourse with his fellow beings. To be denied the privilege of school, church, or entertainment, is to retard advancement. To be able to travel at any and all times of the year—to be independent of conditions under foot or over head, is something much to be desired. Give us good roads and a freer comingling of the people, and we will be less at the mercy of political demagogues—we will have a better chance to learn what is going on in the world, to attend our religious and educational institutions, and in every way to improve our mental, moral, and financial conditions.

I could talk to you all afternoon on this subject, and not cover the ground, but I hope and trust that the road, the opening of which we are celebrating today, will prove to be only the beginning of a system that will connect every city, town and hamlet in the state.

We have a law that will help us build roads; we have a state organization that could not be improved upon; our County Commissioners are thoroughly alive, and I hope you will live up to that excellent motto of the Illinois Good Roads Association:

"Pull Illinois Out of the Mud."

SLOW TO MAKE ANY CHANGE

Conservatism of Human Nature Shown in Persistence of Certain Features of Male Dress.

"Human nature is first and last conservative," philosophized a tailor, "and in nothing is that shown more than in the persistence of certain features of dress, once of great practical use, that are still continued long after their days of usefulness have passed. An instance? Look here," he said, and touched the two buttons on the under side of his sleeve. "And here again," he continued, and touched the two buttons on the back of a customer's frock coat.

"Now, of what earthly use are these buttons?" he queried. "None whatever. They have survived their usefulness of 300 years ago—yes, for fully that long they have been utterly useless, but no man would think of wearing a frock coat without these buttons. Conservatism.

"What was their use? Why, several centuries ago, when every man carried his life in his hand, when it wasn't safe to go to the shop around the corner at night, unless you were armed, for fear some fellow with a fancied grudge would stick a rapier in you, every man carried a sword. Now, in order that the sword belt should not sag at the back from the weight of the weapon two buttons were placed at the waistband of the doublet and the belt buttoned to these. They supported the sword and belt. Also, it was pretty dangerous to fight with swords with ungaugeted hands. Your opponent might slide his rapier down your blade and, with a swift twist, wound your hand or fling your sword from your grasp. Accordingly gaugeted buttons were always worn, and that these, which were loose in fit, might not slip off they were fastened to two buttons set a little way back on the under side of the sleeve.

"The days of the sword have gone, the days of the gauntlet have gone, but the coat and sleeve buttons remain as evidence of man's conservatism."

Look Within.
The things that are unseen are the true forces and substances of life—wisdom, love or desire, ideals.
The things that are seen are ever changing for something better.
Therefore, we look within for our peace and happiness and we value a clear conscience above rubies. We value above love, lands and honors that inner quiet, the well-done of the universal spirit witnessing with ours that all is well no matter what passes.
—Elizabeth Towne in Nautlius.

F. L. SMITHS WIN TWO GAMES.

Cabery Defenders and Green's Native Hawaiians Fall to Defeat Before the Hustling Home Team.

The F. L. Smiths won another game from the Cabery Defenders Sunday at West Side Park. J. Flood did the twirling for the Smiths and E. Boyer caught. Cabery fans came in bunches to see their boys win as they had secured the services of Sullivan, the semi-pro twirler from Chicago, who had pitched several games for Herscher against them and won most of them. In one game he struck out eighteen Cabery batters.

The Cabery boys scored one in the first inning. S. Lannon, the first man up struck out. Brenesia singled, stole second and came all the way home when Boyer's throw got through both second baseman and center fielder.

The Smiths tied the score in their half of the first on a home run clout by Wolf. Two more were added to the Smith's score in the third on a base on balls to Kern and three base hits by Hardy and Boyer. The Smiths got busy again in the sixth and scored two more on singles by Higgins, Flood and Wolf, and an error by W. Naas. The Defenders got their last run in seventh on an error and a hit.

The Cabery boys played their usual fast game in the field, but the Dwight boys' hitting and fielding was too much for them and one more defeat was added to their list of the season's series with the Smiths.

Sunday the Pontiac Midgets will be the attraction at the West Side Park.

Thursday the F. L. Smiths will journey to Mazon for a game at the Fair grounds and Saturday they will play at the Corn Carnival at Cabery. The line up of the Smiths will be the same as it has been for the last two games.

Following is the score:

FRANK L. SMITHS.		R.	H.	P.	O.	A.	E.
Wolf, lf	.....	1	2	4	1	0	0
Kern, cf	.....	1	0	3	0	0	0
Hardy, 2b	.....	1	1	1	2	0	0
Boyer, c	.....	0	1	7	1	1	1
Gutel, 1b	.....	0	0	8	0	0	0
Higgins, 3b	.....	1	2	0	2	1	1
Paderni, ss	.....	1	1	2	0	0	0
Burns, rf	.....	0	0	2	0	0	0
Flood, p	.....	0	1	0	2	0	0
		5	8	27	8	2	

CABERY DEFENDERS.		R.	H.	P.	O.	A.	E.
Lannon, cf	.....	0	2	0	0	0	0
Brenesia, lf	.....	1	1	0	0	0	0
Sullivan, p	.....	0	0	0	0	1	1
D. Miller, 3b	.....	0	0	1	0	0	0
J. Miller, 1b	.....	0	2	10	1	0	0
Brown, c	.....	1	0	7	0	1	0
C. Miller, 2b	.....	0	1	5	0	0	0
W. Naas, ss	.....	0	1	3	4	1	0
N. Adams, rf	.....	0	0	0	0	0	0
		2	4	24	11	3	

Three base hits—Boyer, Hardy, Flood. Run—Wolf. Base on balls—Off Home; 3; off Sullivan, 2. Struck out—By Flood, 7; by Sullivan, 6. Hit by pitcher—Lannon (2), Higgins.

Dwight base ball fans enjoyed a real treat last Friday when the F. L. Smiths met Green's Hawaiians at West Side Park. The native Hawaiians are certainly a good fast bunch of ball players but they were forced to take the small end of the score at Dwight although they used their best pitcher, W. Williams, one of the three white men they carry with them. The Hawaiians hit the ball hard but Mickelson did not allow them to bunch their hits. While the Smiths hit when hits meant runs.

The Smiths scored two in the fourth on hits by Higgins, Nielson and Hardy and four in the seventh on hits by Gutel, Paderni, Burns and a home run by Wolf. Higgins followed Wolf with a nice single but was out at second on an attempted steal.

The Hawaiians scored in the fifth on a two base hit by Hanauku and a three bagger by Leach. Another was made in the eighth on two hits and an error.

Mickelson pitched a fine game and his support was gilt-edged in every department. The F. L. Smiths are to be congratulated on their victory as the Hawaiians had lost but eight games out of eighty-four played.

Following is the score:

FRANK L. SMITHS.		R.	H.	P.	O.	A.	E.
S. Lannon, lf	.....	0	0	0	0	0	0
Wolf, lf	.....	1	1	0	0	0	0
Higgins, 3b	.....	1	2	1	2	1	0
Nielson, 2b	.....	1	2	2	7	0	0
Boyer, c	.....	0	10	2	0	0	0
Gutel, cf	.....	1	0	0	0	0	0
Paderni, ss	.....	0	2	12	1	0	0
Hardy, 1b	.....	1	0	2	0	0	0
Burns, rf	.....	1	0	0	0	0	0
Mickelson, p	.....	0	1	0	2	1	0
		6	11	27	16	2	

GREEN'S HAWAIIANS.		R.	H.	P.	O.	A.	E.
Lockhart, 3b	.....	0	1	3	0	0	0
N. Desha, cf	.....	0	1	1	0	0	0
L. Smith, ss	.....	0	1	1	1	1	0
B. Smith, c	.....	0	0	9	1	0	0
Avoca, 2b	.....	0	0	5	1	0	0
Hanauku, rf	.....	1	1	1	0	0	0
Cushe, lf	.....	0	2	1	0	0	0
Leach, 1b	.....	1	5	1	0	0	0
W. Williams, p	.....	0	0	1	1	0	0
		1	7	24	9	2	

Two base hits—Hardy, Burns, Mickelson. Hanauku. Three base hit—Leach. Home run—Wolf. Base on balls—Off Mickelson, 1. Struck out—By Mickelson, 9; by Williams, 7.

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