

# Birth, Marriage and Death Registers.

## Need of Better Highways.

EXISTING SYSTEM GENERALLY RECOGNIZED  
AS POOR AND INADEQUATE.

At this stage of the good roads movement it is not necessary to speak of the value of the work. The need of better highways in the interest of all classes is generally recognized, but as with every other reform the chief obstacle to be overcome is the inertness of people who know what ought to be done, but who do not know how to do it and are not yet stirred up to activity. Local and even state interest in road improvement can accomplish much, but the tendency in every enterprise involving the spending of money is for a small body to hang behind the larger.

The natural supposition would be that the farmers who use the roads most would be first to demand their perfection, but they hesitate to spend more money than neighboring communities, and it is only with encouragement from the state that they can be induced to make any outlay. So the states need to be aroused to a common interest in the subject, and the citizens need to feel that it is a matter of common concern, until a town will come to consider it a disgrace to have such roads as are now too often endured with no attempt at improvement.

## Road Building a Science.

Our communities should awaken to the fact that road construction is a science; that good roads cannot be built on the haphazard guess of an inexperienced individual that the mere placing and compacting of broken stone on a road is only a matter of labor and workmanship; that workmanship will be of no avail, however thorough as it may be, if the design has not been carefully adapted to the conditions to be met and to the ends sought; that an excess of strength can readily be secured by an unreasonable expenditure of money, but that the requisite strength and the best results at the minimum of cost are to be obtained only by the application of well defined rules.—*New York Independent.*

## Step in the Right Direction.

While the movement for improved highways has not yet accomplished what was expected of it in some sections of the country, the agitation of the question has served to educate the people not only in relation to the value of good roads, but also as to the means of preserving serviceable highways when once secured. It is now generally recognized that the use of wagons with wide tires is one of the indispensable aids to the maintenance of permanently good roads, and the near future will undoubtedly witness the practical desertion of the narrow tire for all heavy wagons.—*Colman's Rural World.*



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