

what they are doing

GOOD ROADS

"I am a cabbage grower," said Frank Terrace, addressing a good roads convention at Tacoma, Wash. "I haul my produce to the sauer kraut factory at South Seattle. Before the road over which I travel was built I had to get up at 4 o'clock in the morning to start on my journey. The limit of the load I could haul with a team of 1,800-pound horses was 2,500 pounds, and after visiting the factory I would arrive back at my home late in the evening. But look at the difference now that a permanent hard surface has been laid down! I start on my trip about 8 o'clock and need only a team weighing 1,400 pounds to haul a load of 5,000 pounds of cabbage, which is double my previous capacity. And, best of all, I find on my return to the house early in the afternoon that I have finished the day's work without the horses having turned a hair.

"Look at the matter from an economic standpoint, and let that standpoint be a personal one. Suppose you are a farmer and have wheat to haul to market. Maybe you usually market your wheat when the roads are good and think the improvement will do you no good here; but there will be a time when you will have to travel these roads with a load when they are bad. Perhaps you can haul thirty bushels with one team, where, with the roads in the condition they might have been at that very time, with proper work you could have hauled sixty. Estimate what extra expense in time and labor you expend in just that way in one year and see how much you might have afforded to put into road improvement in that way and still be winner.

"Then again, it is an established fact that the condition of the roads in the grain-growing districts or the hog-raising districts or any districts which have marketable products have a direct and very decided bearing on the fluctuation of the markets. Good roads mean low prices, and bad roads will cause prices to soar. Now, it is not any very deep deduction to make that if the farmers in one section will put their roads in condition so they can market their products when the other farmers can not, they will be in a position to command the high prices regularly. Again, in just so much as they can lower the cost of transporting products from farm to market will they be increasing profits on all products they sell. It seems to us the farmer who can not see a direct and immediate certain return from putting roads in the best possible condition is not entitled to be called an economist, nor even a shrewd business man." The News, Trinidad, Colo.

DONATIONS FOR GOOD ROADS

The Association of American Portland Cement Manufacturers has passed a resolution to donate, for the next three years, one per cent of their entire gross output of cement towards the ocean-to-ocean highway project. This pledge, it is stated, will amount to 2,700,000 barrels of cement.

Another notable subscription to the project is that of the Indiana automobile manufacturers and motorists, who have promised nearly \$4,000,000 in cash toward the building fund.—American Contractor.

HOW TO ATTACH PLASTER TO CONCRETE

The Aberthaw Construction Co., Boston, Mass., recommend the following method of attaching plaster to concrete: Make the concrete as porous as possible by omitting sand from the mix and by not spading the concrete next to the forms. Where plaster is required underneath a floor or roof, if the forms are sprinkled with ½-inch stone before the concrete is placed a rough surface will be obtained to which plaster will key nicely.

To attach Portland cement plaster to smooth concrete, hack the surface with a point, brush the surface thoroughly to get the dust out, wash it and in every case make sure that the under concrete is thoroughly wet before the plaster is applied. Otherwise the water will be soaked out of the plaster and the plaster will not adhere. Wash the surface with grout just ahead of the plaster, and make sure that the plaster is applied before the grout has time to set.

It is the experience of the Aberthaw Construction Co. that lime plaster is very unsatisfactory for placing on concrete surfaces. The only way they have been sure of a satisfactory result is to use a plaster which is principally composed of plaster of Paris.—California Architect and Engineer.



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