

town. Two other towns only just connected up with improved roads, are Middleton and Boxford.

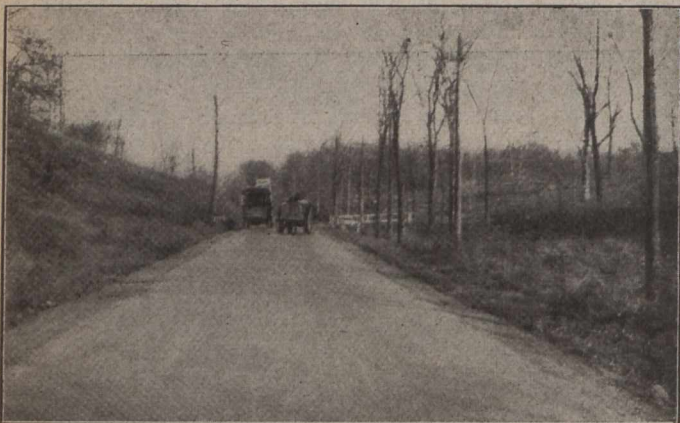
Improvements on Cape Cod

Improved roads were built in Bourne, Yarmouth and Barnstable by 1900. They are seashore towns, as is also Falmouth, whose roads were improved in 1905 to 1908. Their valuations in 1900 and 1915 were as follows:—

Bourne	\$2,141,000	\$ 7,350,000
Yarmouth	1,785,000	2,521,000
Barnstable	4,328,000	9,347,000
Falmouth	7,342,000	16,862,000

Sandwich, which lies between Bourne and Barnstable, only secured a good road connection two years ago, although it is on the seashore and also on a through route. Her valuation in 1900 was \$971,000; and in 1915, \$1,494,000. This again shows that the towns that are connected up on the seashore that had good roads early, are at least the ones that developed most.

The value of these improved roads is also shown in the fact that in Barnstable county, with fifteen towns in all, the valuation increased from \$24,206,000 in 1900, to



Paradise Road, Swampscott, Mass.

\$53,138,000 in 1915, an increase of 119½ per cent. Five of these towns in this county that had good roads increased in valuation from \$16,150,000 in 1900, to \$43,875,000 in 1915, an increase of 171 per cent., or 96 per cent. of the total increase in the county. The remaining ten towns increased in valuation during these fifteen years \$1,209,000, an increase of only 4 per cent.

Taking some of the little interior towns on Cape Cod:—

Carver began to improve its roads very early. Its valuation in 1900 was \$908,000; in 1915, \$2,000,000.

Pembroke also improved its roads. Its valuation in 1900 was \$623,000; in 1915, \$1,246,000.

Plympton in the immediate neighborhood had no good roads. Its valuation in 1900 was \$331,000; in 1915, \$464,000.

Western Massachusetts

Going into the western part of the state, among towns that raise apples, milk, etc., Ashfield and Buckland were connected up by a good road prior to 1900.

The valuation of Ashfield in 1895 was \$496,000; in 1915, \$906,000. This town had a good road to the same railroad station as the adjoining town, Buckland, but had a five-mile longer haul. The valuation of Buckland in 1895 was \$550,000; in 1915, \$2,000,000.

Conway is a little farming town next to Ashfield; had no good road; not yet connected. Its valuation in 1895 was \$681,000; in 1915, \$833,000.

Hawley is an adjoining town on the other side, a farming town not connected with a good road. Its valuation in 1900 was \$141,000; in 1915, \$242,000.

To cite some farming towns in the extreme western part of the state:—

The town of Richmond began to improve its roads many years ago. In 1900 it had a valuation of \$326,000; in 1915 the valuation was \$621,000; and I am informed that all of this increased valuation came on the land within a half mile of the improved road which runs the length of the town.

Attracts the Summer-Home Builders

A little town in the same county which is not connected with a good road as yet, the town of Savoy, had a valuation in 1900 of \$157,000; in 1915, \$196,000.

Take another town in the same county, a farming town that is not as yet connected with a good road, Monterey; valuation in 1900, \$226,000; in 1915, \$385,000.

An illustration of a town in that neighborhood which has improved roads and also is a somewhat fashionable summer resort, is Lenox. Its valuation in 1900 was \$3,700,000; in 1915 it was \$8,470,000.

It is very noticeable that where we start to build a road through the country in the western part of the state, which is full of wooded hills and brooks, that often before the road is built, but after it is started, the summer people come in and buy up abandoned farms and erect good houses. I have one town in mind where the road will not be built for two years, but since we began five years ago, it has had five such summer residents locate there and build houses, the houses probably averaging in cost from \$8,000 to \$25,000. Often these new residents run quite large farms.

In some ways there is an even stronger argument for good roads than the increase in land values. A practical one is the actual saving to the farmer; which, however, really increases the actual value of his farm.

I have a letter from a man who owns a large farm in Orillia, near Seattle, Washington. He was thirteen miles from his market, making a haul of twenty-six miles a round trip. He could only pull with a pair of 1,700-lb. horses, 2,500 pounds of cabbages at a load, and it took him 12 hours on the old unimproved roads. An improved road was built, and he now hauls 5,000 pounds and can make the trip in 9 hours.

How the Farmers Save Money

Calling the team worth \$5 a day, he saved 30 days in hauling the cabbage crop to market,—75 tons of cabbage. If the team be worth \$5 a day, that means a saving of \$150 on 75 tons, or \$2 a ton; and, of course, he could use his team for the thirty days on some other work.

This man, Frank Terrace, stated that the farmers in his neighborhood produce milk; that the city of Seattle consumes 35,000 gallons of milk and 4,000 gallons of cream a day. There was an average haul to the railroad of 2 miles; they had to deliver the milk at the depot early in the morning; the railroad carried the full can and brought back the empty at one cent a gallon; then the retailers had to collect the cans at the railroad station in Seattle.

Since the new road was built, the farmers put their milk out on the road at their farms, and a truck collects it and delivers it to the distributing station in Seattle, thus