

miles of clean streets and improved pavements. Monroe County, outside of Rochester, has 900 miles of improved road and if they will give us only a little more time, we will have 400 miles more of improved highway. I hope the time will come when every road in the county will be an improved road. I trust that your deliberations here will be not only pleasant, but profitable, and that you will go away anxious to return.

Favors Convict Labor.—Sheriff Willis K. Gillette spoke of the problem of using convict labor in improving roads, and declared himself unqualifiedly in favor of it. He claimed that not only would the state be benefitted, but the convicts themselves would receive good.

Mr. Samuel Hill, speaking in reply to the address of welcome, covered briefly many points in road building.

This question of good roads is the most vital one that is before the American public to-day. It is five times more important than the tariff. Statistics show that the American farmer has to pay 30 cents a ton for the transportation of his crops where the European farmer pays only 10 cents, a loss in initial transportation of 20 cents.

The three greatest needs of the farmer are good roads, telephone service and schools. But the most imperative need is the first. Good roads bind the scattered homes together, localize the schools and make possible central high schools. They aid in the development of the domestic, social and spiritual life of the people, for they render easy of access the homes, schools, churches, hamlets, towns and cities.

What has the Federal Government done for good roads? It has not even lived up to its Constitution, for where does it build and maintain post roads? The only appropriation made for roads by the last Congress was \$10,000 incorporated in an agricultural bill, and this \$10,000 was to be expended in building a road in the District of Columbia that runs alongside the golf links used by President Taft.

We propose to know just what the government has done in the matter of roads, and this will be the purpose of a resolution I shall introduce in the convention. Mr. Taft talks about the benefits of the Panama canal and a great Mississippi water highway, but let me say that there are no roads to-day in the Prairie or Southern States over which crops could be hauled to the Mississippi river.

The cost of freight transportation begins at the barn door. If the farmer has good roads, he will be able to transport his crops at all seasons and await the best prices in the market. The fearful conditions that beset our roads now at some seasons force him to haul when it is most suitable to do so.

Our country needs more farmers. In 1870 the population that lived by the soil was 49 per cent. In 1900 it has shrunk to 29 per cent. We must populate our farms and we must make them worth while by giving the tillers the best advantages to make a living. The existence of the republic depends upon the farmer, and if the foundation is not maintained the nation must be swept away.

The ten-mile stretch of road that I am building now at Maryhill, Wash., is an ideal illustration of the kind of road our farmers need. We had to construct it of materials that would not become gummy under a temperature of 110 degrees or become as brittle as molasses candy under a temperature of 10 degrees below zero. Professor S. C. Lancaster, of Jackson, Tenn., is in charge of the construction of this road and I believe that he will be the man who will revolutionize the country and national life of America through the building of good roads. He understands them.

We are carrying on a campaign of education. It is necessary to awaken the people to the crying demand for good roads. They are the greatest economic principle we have and we must understand

that, unless we are economical in the transportation of our crops, we are adding to our burden of production. The railroads are to blame in this matter. They should long ago have begun to teach the people that crops cannot be transported by rail alone, but that there must be good roads upon which to haul the crops from the farms to the stations. No, I cannot say that the railroads, as a body, now are agitating the good roads proposition. In fact, I know one railroad president who draws a salary of \$50,000 a year and is opposed to it.

Work Done by a Tractor.—We are using at Maryhill a tractor that, with four steel wagons, hauls and distributes over the bed thirty tons of rock. In two trips a day it distributes sixty tons of rock and, going and coming, rolls it into the bed. This is all done at a cost of just \$6—think of it! One steel wagon, carrying one cubic yard of stone, when drawn by mules, costs for a ten-mile trip \$5. It would, therefore, cost \$300 to haul alone—not distribute, mind you—the same quantity that the tractor hauls for \$6—and distributes.

A good road outlives all other works of man. This is witnessed by the survival of the ancient Roman military roads. Soon I am going abroad on my thirty-seventh trip to Europe to study the roads of France and Northern Africa.

Samuel Hill, President of the Washington State Good Roads Association, presented resolutions on Wednesday morning providing that students at West Point and all agricultural colleges be taught scientific road building, and also for an investigation as to what the Federal Government is now doing in road building. The resolutions were taken up by the Committee on Resolutions. The resolution follows:—

"Be it resolved: By the American Road Builders in congress assembled:

"First—That this association believes that the matter of education in road building is of primary importance, and to that end it hereby appoints a committee of three to be designated by the chair, whose duty it shall be to lay before the President of the United States, Congress and the Secretary of Agriculture the request of this association urging the importance of establishing in the Military Academy at West Point and in several agricultural colleges throughout the United States a chair or department to be occupied by a man versed in the art of scientific road building and to use all reasonable endeavors to have the intent of this resolution carried into effect in the manner above designated.

"Second—That this committee be empowered and directed through the channels above named, or otherwise to ascertain what steps are being taken by the United States Government to carry out provisions of Article VIII. of the Constitution of the United States, which provides for the establishment of Post Office and Post Roads.

"Third—It shall be the duty of this committee to ascertain what sums of money are now being spent by the National Government, if any, for the construction of government highways, and to ascertain what money has been appropriated by Congress and placed in the hands of the Agricultural Department for the improvement of highways, or instruction in the art of building same; and whether in the opinion of such committee the sums so appropriated are being spent to the best advantage.

"Fourth—It shall be the duty of this committee to make a report to the Executive Committee of the American Road Builders' Association and also to the members of such association through the official organ of this association, and, if necessary, to urge upon Congress, or other proper government authority to take such steps as may be necessary and conducive to the advancement of the cause of highway improvement."