GOOD PAVEMENTS AND PROGRESS

Making the Streets Clean and Attractive Starts an Endless Chain of Improvement—"Aesthetic Value" Soon Turns Into Cash.

PREVIOUS articles in this series have emphasized the dollars and cents value of good pavements.

It is easy to appreciate the difference between living on an unpaved street and a smooth, clean thoroughfare that is never muddy or dusty.

It is easy, too, to believe how effective are good pavements in increasing property values.

But there are other reasons for insisting upon street improvement—reasons almost as important as those noted, but often overlooked.

These secondary reasons for good pavements are that they increase the health, beauty and general welfare of any community.

People who are forced to live on dusty streets absorb more pernicious germs and impurities in half an hour on the front porch than they can keep out of their systems by a week's use of boiled water, sterilized milk and strict avoidance of the foods on which Dr. Wiley frowns.

We go through all the motions of purification and sterilization, from banishing the roller towel to installing filtration plants, and then submit to streets that are productive of a more unhealthy condition than anything short of a typhoid infected water supply can produce. And, besides the unhealthfulness of poor streets that cannot be kept clean, the dirt and dust from them ruin clothes, house furnishing, lawns and flowers and make life a burden to the housewife.

With or without a sewerage system, a good, smooth pavement can be drained so that it dries off quickly and, in fact, keeps itself clean because there is no place for the lodgment and retention of dust and filth.

A Potent Factor In Progress.

Probably some of us are not greatly impressed with the so called aesthetic influence of good pavements. But it is a potent factor in progress and improvement in every direction. Pave a residence street and almost immediately there begins an improvement in the appearance of lawns and houses. People who were content with shabbiness—if they ever noticed it—begin to paint and repair.

Pave a business street and the stores begin to freshen up inside and outside, with resulting advantage to trade.

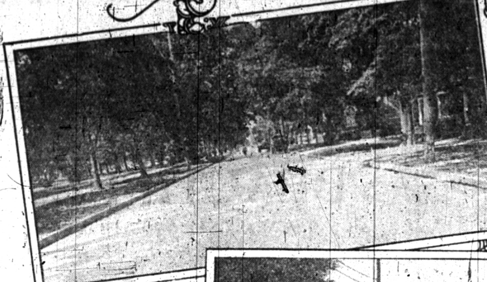
An article published in the Fort Wayne (Ind.) News comments as follows on this very point: "Did you ever notice a locality that had no paved streets, was supplied with old fashioned brick sidewalks and that was possibly not provided with a sewerage system? Have you ever watched the change that came over a locality of this kind the minute new cement sidewalks were made and a new asphalt street had been laid? The change in appearance is certainly marvelous. The change in advance of abutting property is far more so. There are streets and localities in Fort Wayne that are today clean and attractive that a few years ago were scarcely ever to be found in the real estate transfer column."

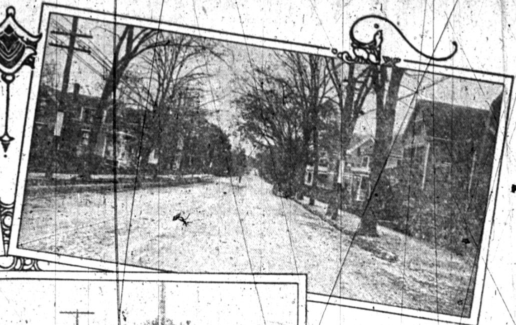
One Improvement Leads to Another.

If this is aesthetics, the more the better. What it means is that progress feeds on itself and one improvement inspires another.

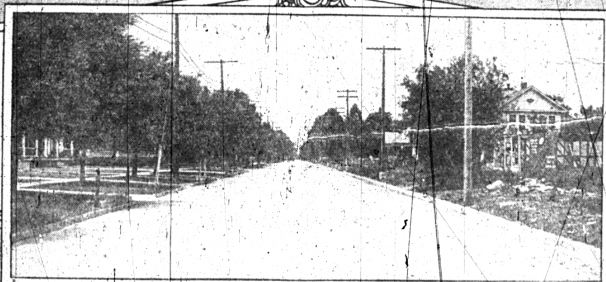
On this subject so practical an institution as the office of public roads of the department of agriculture says in one of its bulletins:

"The aesthetic value of roads well built and clean is sometimes reluctantly conceded or even denied by individuals. It is noticeable, however, that along improved roads there is a visible tendency to improve the appearance of homes and buildings. In fact, the presence of good roads seems many times to stimulate latent self respect into practical expression. There is no wonder that a bog of well nigh impassable mud before one's door should react unfavorably upon the entire family. The improved road not only has an aesthetic value in itself, but it is potent in awakening the dwellers along its borders to a sense of aesthetic values in home surroundings."



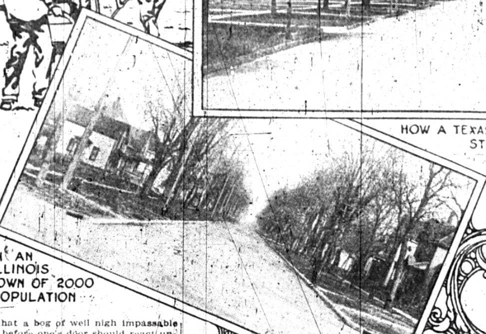


LIFE IS WORTH LIVING ON A STREET LIKE THIS

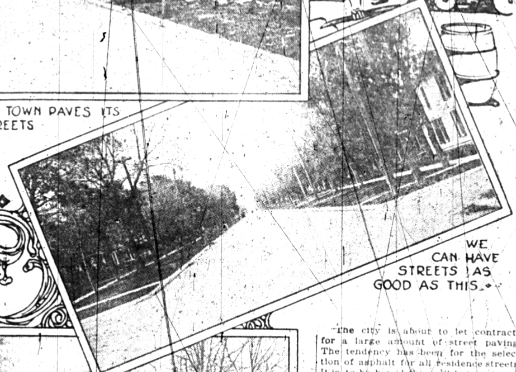


IN A TYPICAL NEW ENGLAND TOWN

HOW A TEXAS TOWN PAVES ITS STREETS



IN AN ILLINOIS TOWN OF 2000 POPULATION



WE CAN HAVE STREETS AS GOOD AS THIS

MOST OF THESE HOUSES WERE BUILT BECAUSE THIS STREET WAS PAVED

Local Pride Awakened.

"What can you tell other cities about the paving experience of Lexington, Ky.?" was the query addressed to one of her progressive citizens, and this is his reply:

"Approximately 140,000 yards of asphalt pavement have been contracted for here this year. So, you see, an asphalt street is not only what the people want when they know what it is, but is the best friend of a progressive administration that desires to make good in street building. I can say without fear of contradiction that Lexington's awakening is due solely or primarily to the first asphalt street that was laid here. Since then an endless chain of improvements have followed closely on the street improvements from year to year. It has made life worth living in our town, and Lexingtonians pride themselves on having one of the best paved cities for its size in the south."

Better than mere assertions that in the awakening of local pride good pavements work wonders is such evidence as these editorials from Wisconsin and Indiana papers:

Attains Reputation For Beauty.

"Green Bay," the Gazette of that city says, "has attained a most desirable reputation for being a beautiful city largely through the extensive use here of asphalt, which has proved so universally successful during the nine years it has been used. The sixteen or seventeen miles of asphalt now in use present to the visitor an unbroken vista of attractive highways that are not surpassed in any city of the state.

"Green Bay has not only been fortunate in having always secured good, responsible contractors who understand how to lay this pavement, but also in having continued to use the natural or lake asphalt, which comes from Trinidad or from Bermudez lake, South America, it making an ideal pavement which has stood up during its entire use, while other paving materials, macadam, tar macadam and brick, have proved partial or entire failures and required frequent repairs or renewals at considerable cost.

"Where asphalt has been used not a cent has been expended for repairs on any street during the entire nine years since this paving was introduced here, although many of the streets now paved have been subject to the hardest and heaviest kind of traffic, and yet these asphalt streets are in as perfect condition as when first laid.

Best Is the Cheapest.

"The result of Green Bay's experience is that a well laid natural sheet asphalt pavement, such as we have in this city, is the most satisfactory and the cheapest in the end, even though the initial cost may be a trifle more. It is also more sanitary and certainly much more attractive to the eye.

"The city and taxpayers can be congratulated on the fact that this city has so many miles of streets covered with natural asphalts and that Green Bay has fully earned the title bestowed upon it of 'The Asphalt City.'"

An Indiana paper, the Evansville Courier, comments in much the same vein as the Wisconsin paper just quoted:

"The city is about to let contracts for a large amount of street paving. The tendency has been for the selection of asphalt for all residence streets. It is to be hoped this will be continued. We should hate to see a backward movement in the improvement of Evansville.

"The cost of asphalt paving has been materially reduced this year over preceding years. The difference in cost between an asphalt paving and a good brick with asphalt filler is now so small as to be negligible. This is especially so because the improvement is practically permanent. It will last for twenty-five years, and the decision of the property owner cannot be reversed if a mistake is made.

Freedom From Noise and Dirt.

"The freedom from noise on the asphalt streets is particularly to be noted. People who must endure the racket on other streets can certainly appreciate this advantage. Asphalt streets are cleaner and more easily kept clean. Every housewife knows the work and financial loss that are entailed from the dirt of the streets.

"Automobiles are attracted to the asphalt streets, and heavy hauling is kept off them. Houses on frequented streets are the easiest to sell, and the value of the property is enhanced. It is pleasanter, furthermore, to live on a street on which people are passing than on those that are avoided.

"Finally, as a matter of civic pride, a city is sized up by visitors in accordance with the amount of asphalt streets it has.

"So we venture to hope that this year, as in the past, the property owners along the streets to be improved will select the best paving for themselves and for the city, and that the experience of the past has shown to be asphalt."

Transformation Brought by Good Pavements Awakens Local Pride—Towns That Have Pulled Themselves Out of the Mud Tell Their Story.

Paving Measures Progress.

In all the central west there is no progressive town or city the ambitious people of which do not feel a pride in their public thoroughfares, and this is partly because the measure of progress is so often taken from the character of streets. Permanent paving, a few years ago thought to be practicable only in the larger cities, is now demanded wherever there is a people desirous of keeping pace with the times.

The transformation wrought in a number of cities in Indiana by good streets has made reputations for them which are the envy of other communities.

Good streets in Evansville, Mishawaka, New Castle, Wabash, Fort Wayne, Lafayette, Garrett, Auburn, South Bend, Michigan City, Peru and Logansport, where asphalt predominates, have won a recognition impossible to be attained by adherence to old methods.

What has been accomplished in these cities can be accomplished here. The Indiana cities are cited merely as examples. Hundreds of other cities in other states afford proof that where there is a will for good pavements there is a way to get them.

Never Too Late or Too Early.

It is never too late or too early in a city's life to begin paving. Since this series of articles was begun a correspondent has called our attention to the fact that Urbana, O., was 100 years old before it began paving its streets in the spring of 1914. The Urbana banker who sends this information says that the improvement has brought several new mercantile establishments to the city and that next year it will lay from 40,000 to 50,000 yards of additional asphalt paving.

From the mayor of another Ohio town—but a much smaller one, Wauseon, with a population of only 2,700—comes the information that the paving of nine streets with bituminous macadam last year has increased the value of property by 40 per cent and led to the determination to do more paving in 1915. "The people here did not know what a pretty town this could be until they got good streets. Now they would not give them up for twice their cost."

That is the way it goes. If every one could see what pavements would do for his street there would be no question about going ahead with the work. Look at the photographs of beautifully paved streets on this page. If you are now living on an unpaved or poorly paved roadway picture how much more attractive your street would be with a smooth, clean surface.

To promote health, beauty and progress let us all get together for good pavements in 1915.

More Evidence Forthcoming.

More evidence if needed will be forthcoming to prove to those in doubt that nothing will boom this community so much as good streets; nothing else will do so much to make this a leader among the state's municipalities in point of attractiveness and progressiveness.

Think good streets, talk good streets and when the time comes be willing to pay your small share of the cost of good streets.

The good roads movement has got so far ahead of the good street demand that it is not unusual to find the best roadways ending where they ought to begin—at the city limits. Every argument for good roads is fifty times as forcible when applied to streets, for streets are used fifty times as much as country roads.

This is the reason why of the slogan, "All together all the time for good streets and more and more of them."

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ORDER FOR PUBLICATION.—Probate of Will.

State of Michigan, the Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office in the City of Pontiac, in said county, on the 9th day of January, A. D. 1915. Present, Hon. Kleber P. Rockwell, Judge of Probate. In the matter of the Estate of

HELEN TUXWORTH, Deceased.

Bert R. Tuxworth having filed in said Court a petition praying that a certain instrument in writing, purporting to be the last will and testament of said deceased, now on file in said Court, be admitted to probate, and that the administration of said estate be granted to John McCarroll, the executor named in the will, or to some other suitable person.

It is ordered, that the 8th day of February, A. D. 1915, at 9 o'clock in the forenoon, at said Probate Office, be and is hereby appointed for hearing said petition. It is further ordered that publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said county.

KLEBER P. ROCKWELL, Judge of Probate.
(A true copy.)
JUDSON A. FREDENBURGH, Probate Clerk.
15-29jan

ORDER APPOINTING TIME FOR HEARING CLAIMS.

State of Michigan, the Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office, in the City of Pontiac, in said county, on the 2d day of January, 1915. Present, Hon. Kleber P. Rockwell, Judge of Probate. In the matter of the estate of

FRED G. BAILEY, Deceased.

Roy Bailey and Ada Bailey Ferguson, executors of the will of said deceased, having filed in said Court a petition praying that the time for the presentation of claims against said estate be limited and that a time and place be appointed to receive, examine and adjust all claims and demands against said deceased by and before said Court.

It is ordered, that four months from this date be allowed for creditors to present claims against said estate. It is further ordered that the 8th day of May, 1915, at 9 o'clock in the forenoon, at said Probate office, be and is hereby appointed for the examination and adjustment of all claims and demands against deceased.

KLEBER P. ROCKWELL, Judge of Probate.
(A true copy.)
JUDSON A. FREDENBURGH, Probate Clerk.
8-22jan

ORDER FOR PUBLICATION General.

State of Michigan, the Probate Court for the County of Oakland. At a session of said Court, held at the Probate office, in the City of Pontiac, in said county, on the 4th day of January, A. D. 1915. Present, Hon. Kleber P. Rockwell, Judge of Probate. In the matter of the Estate of

GEORGE H. CASTLE, Incompetent.

Julius F. Rundel, guardian of said incompetent, having filed in said Court his final account to date in said estate, together with a petition praying for the examination and allowance of the same.

It is ordered that the 30th day of January, A. D. 1915, at 9 o'clock in the forenoon, at said Probate office, be and is hereby appointed for hearing said petition. It is further ordered that public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said county.

KLEBER P. ROCKWELL, Judge of Probate.
(A true copy.)
JUDSON A. FREDENBURGH, Probate Clerk.
8-22jan

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Light From Stars.

The light we receive from stars of the first magnitude, like Vega, is equal approximately to a forty-thousand-millionth part of that of the sun. It is calculated that the total light received from the lesser stars is equal to that of 3,000 stars of the first magnitude, or a sixth part of that which is sent to us from the moon.

MORTGAGE SALE.—Mortgage sale under the power of sale contained in the mortgage, Leonard Scott and Blanch H. Scott, his wife, of Detroit, Michigan, are the mortgagors and the Standard Savings and Loan Association, of Detroit, Michigan, a corporation, is the mortgagee. The mortgage bears date the sixteenth day of January, one thousand nine hundred thirteen, and was recorded the twenty-second day of January, one thousand nine hundred thirteen, in the office of the Register of Deeds of Oakland County, Michigan, in Liber one hundred seventy-six (176) of Mortgages, on page five hundred seventy-one (571). The mortgagee hereby declares that the principal of said mortgage is now due, and that there is now due on said mortgage the sum of three thousand four hundred thirty-nine and sixty-seven one hundredths (3439.67) dollars. The mortgaged premises are situated in the City of Pontiac, County of Oakland and State of Michigan, and are described as follows, to wit: Parcel 1. Beginning at the northwest corner of land heretofore deeded by Joseph A. Peck to Thomas J. Drake, supposed to be in the center of the Orchard Lake Road; thence South 58¾° West on the center line of said road, 3 chains and 10 links; thence South 31° East 9 chains and 94 links to the center of Clinton River; thence down stream along the center of said River 3 chains and 2 links; thence North 31° West 9 chains and 44 links to the place of beginning, containing 3 acres, and being part of the N. E. ¼ of Sec. 31, Town 3 North, Range 10 East: Parcel 2. Beginning in the center of the Orchard Lake Road at the northwest corner of 3 acres of land deeded by M. E. Crofoot and wife to O. F. Wisner (being the 3 acres of land above described) on the N. E. ¼ Section 31, Pontiac, thence South 58¾° West along the center of said road 7 chains and 77 links to an angle in said road; thence South 28° West 4 chains and 87 links to the northeasterly corner of a parcel of land deeded by M. E. Crofoot to Charles Dawson March 12, 1867; thence South 62° East 6 chains and 70 links to the center of the Clinton River; thence down stream along the center of said river to the southwest corner of said Wisner's land; thence North 31° west on the West line of said Wisner's land 9 chains and 94 links to the place of beginning, containing 10.63 acres (excepting therefrom one-half acre of land, more or less, described as follows: Commencing in the center of the Orchard Lake Road at northwest corner by a parcel of land deeded by M. E. Crofoot and wife to Charles Dawson, March 12, 1867, by deed recorded in Liber 88, page 611; thence Northerly 90 feet; thence Easterly 248 feet; thence Southerly 90 feet; thence Westerly to the place of beginning, which [illegible] North Range 10 East, Easterly and distant 5 chains and 38 links from the center of the Orchard Lake Road; thence South 62° East, 3 chains and 6 links to the center of Clinton River; thence down stream along the center of said river to its intersection with the North line of said ¼ section; thence Westerly on said line about 9 chains 4 links to the place of beginning, containing 1.20 acres of land. This land, with the appurtenances, will be sold at the front door of the Court House in the City of Pontiac, Oakland County, Michigan (that being the place where the Circuit Court for said County is held), on TUESDAY, the NINTH (9th) DAY OF MARCH, 1915, at twelve o'clock noon of said day, to satisfy the amount due on said mortgage, cost and expenses of sale, and the attorney fee provided for in said mortgage, and by law.

Dated this Seventh day of December, 1914.

STANDARD SAVINGS AND LOAN ASSOCIATION, Mortgagee.
RALPH L. ALDRICH, Attorney for Mortgagee.

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Her Struggle With English.

A French teacher placed the following advertisement in an American newspaper—"Pupils Wanted—Mlle Marcotteau respectfully announces that she wishes to show her tongue to the American young ladies."

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Only Way to Keep a Secret.

In life, usually, the only absolute, incontestable insurance of a secret is to tell it to no one. If one does not want a fact known, it is wise not to tell any part of it.—William George Jordan.