

SPECIAL NOTICES.

Advertisements for these columns will be taken until 12:30 p. m. for the evening and on 1:30 p. m. for the morning and evening editions.

WANTED—MALE HELP. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

WANTED—FEMALE HELP. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

WANTED—A STEADY MAN. IRISH CATHOLIC. 10c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

WANTED—A WIFE. 30 YEARS OLD. 10c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

WANTED—A GOOD GIRL FOR GENERAL HOUSEWORK. 10c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

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WANTED—TO BUY.

Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

FOR SALE—FURNITURE. Rates, 15c a line each insertion, \$1.50 a line per month. Nothing taken for less than 25c.

FOR SALE—MISCELLANEOUS. Rates, 15c a line each insertion, \$1.50 a line per month. Nothing taken for less than 25c.

CLAIRVOYANTS. Rates, 15c a line each insertion, \$1.50 a line per month. Nothing taken for less than 25c.

MASSAGE, BATHS, ETC. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

PERSONAL. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

MONEY LOANED ON ALL KINDS OF GOODS. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

MONEY TO LOAN—REAL ESTATE. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

MONEY TO LOAN—CHATELAINS. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

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FOR EXCHANGE.

Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

FOR EXCHANGE—HOUSES AND LOTS IN OMAHA. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

FOR EXCHANGE—CITY LOTS FOR FARM LAND. Rates, 15c a word first insertion, 10c a word thereafter. Nothing taken for less than 25c.

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GOOD ROADS FOR THE COUNTY

Matter Discussed by Members of the Commercial Club Last Evening.

Describes Its Advantages Over Present System of Highways—What It Would Cost—Question of Macadamizing—Avoiding Steep Grades.

At the meeting of the Commercial club last evening the question of a better system of country roads for Douglas county was discussed.

Mr. Turner's address was substantially as follows: It is a well known fact that the great feature of modern civilization, nowhere on earth can be found better facilities for transportation than on this continent.

There are now in the county some 600 miles of roads. If any general scheme of improvement is to be carried out on the present system there would be no less than 400 miles of roads requiring extensive improvement.

The question that now naturally arises is: Can the same result be obtained by improving our existing roads? This can be answered at once in the negative.

There are two ways in which it is possible to improve existing roads. The first method is suggested by the grading process.

Another method of road improvement is by paving or macadamizing. Now what can we accomplish by grading? Here in figures I will give you the results of a study of two roads under discussion.

Before proceeding with this discussion, let us take a look at the topography of Douglas county. We have nothing but level bottom land.

Now, if an expert road builder were sent into the field to select the very best possible route for a road between Valley and Omaha, he would choose a route that had the least number of steep grades.

What now has been the actual practice? Instead of sending practical, experienced men into the field to select the best route, the county clerk has awarded contracts for the location of a road to a contractor.

As an illustration of the result of this I will cite a single instance of an important road running east and west from the Elk River to the west of the city.

The grades on the road mentioned are of the following character: There are over thirty hills of varying height, whereas had an expert road builder selected a route for this road, it would have had no more than six hills.

It is estimated that in order to bring the proposed road to the grade shown in figure II it would require the removal of 70,000 cubic yards of earth.

Let us take a look at the two roads again and compare their merits. Here is a table that will give you some comparative figures:

Table with columns: Existing Road, Proposed Road, Difference. Rows include Excavation (cubic yards), Length (feet), Rolling gradient, and other metrics.

In support of this statement I would like to call your attention to this table of distances between various points in Douglas county.

Table with columns: From, To, Distance. Lists various locations and their distances from each other.

It is not strange that some people do wrong through ignorance, others from a failure to investigate as to the right or wrong of a matter.

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points measured as they would be by the proposed road.

Miles by existing proposed roads. Miles by proposed road.

Another advantage to be derived from such a system of roads, and an advantage upon which it is impossible to lay too much stress, is the fact that the fewer miles of main highways would be required to serve the same territory than are now found necessary.

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increase rather than diminish.

present methods the bulk of this sum is being practically wasted in life efforts to dig heavy grades through the eternal hills.

Now let us see what could be done with \$200,000 per year if spent in building new roads. Let us say that \$200,000 is set aside for maintenance. This leaves \$80,000 for the right of way and building.

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