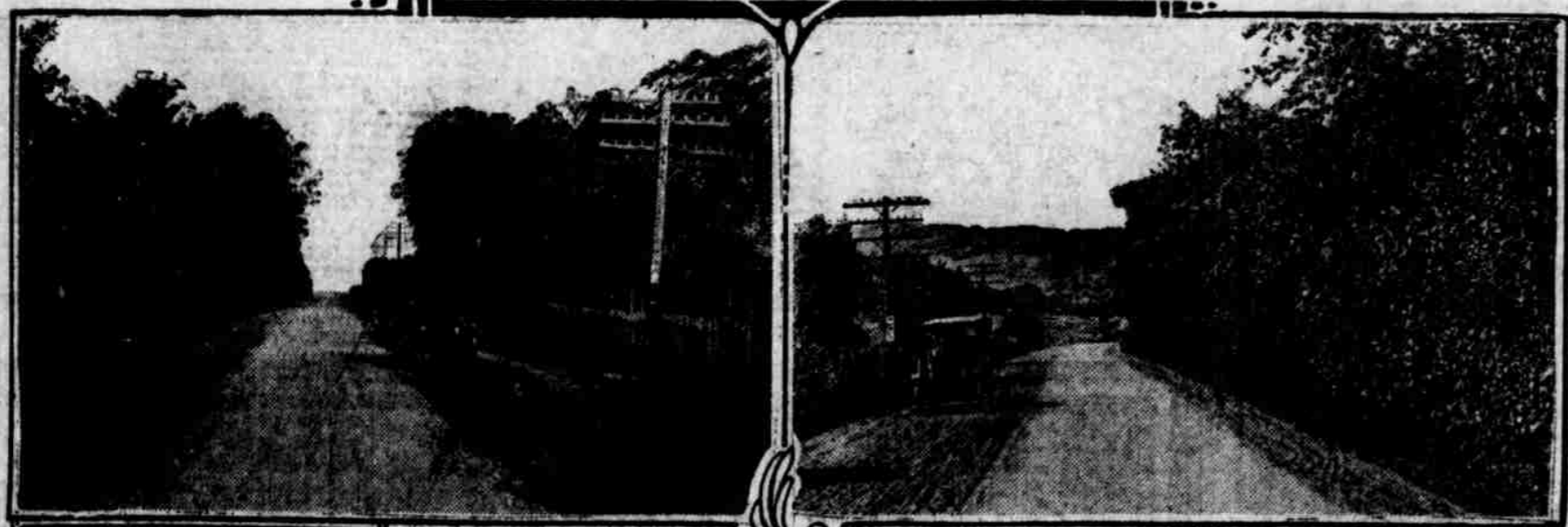


Over the Good Roads of Douglas County



On the Road to Calhoun
(Continued from Page One.)

summer resort, which is located two miles south of Council Bluffs. All the way from the beginning of the pavement of the Dodge street road would the motorist find either pavements or well drained and easy traveling highways. This, of course, is only one drive that the motorist might make. He could begin his trip at the same point on the west of Omaha and take a course that would be several miles longer and still offer the finest kind of country roads.

It might be that he were beginning his tour soon after 6 o'clock and wished to make a long trip before "turning in for the night." The moon, being around at the hour of early rising, might be one of the features encouraging the auto owner to think of the longer trip. There is no place in the middle west where the motorist finds more advantages for enjoying the moonlight nights than right here in Douglas county. Our motorist, influenced by the sentimental moon, has chugged out to the western extremity of the Dodge street road paving, let us assume. He is now out about twenty-four miles. He starts back on his evening's trip and motors back to Omaha. Reaching the city again, he directs his car to Florence boulevard and then motors over one of the best paved streets in Omaha until he gets to Florence, Omaha's suburb on the north. At Florence he drives on north over the Calhoun road, a paved highway, to the Washington county line, which is six miles distant from Florence. From the northern border of Douglas county the Calhoun road is well graded and affords a good course for a trip into Blair, the county seat of Washington county, which is twenty-five miles from Omaha.

The Calhoun road in Douglas county is a beautiful highway over which to travel. Many beautiful homes have been erected along its course by Omahans. F. P. Kirtland has a country house in the neighborhood of Pries lake. George F. West, Robert F. Bacon and several other Omaha citizens have erected homes along this line. Just over the Washington county line along this road are the summer residences of Mrs. B. W. Nash, Hugo Brandeis, Dr. Gifford and other people of prominence in Omaha and the west. The motorist, on his pleasure trip, might take other roads in Douglas county, finding all of them very well paved and cared for. The Military road, another of the thoroughfares of which Omaha and Douglas county are proud, was laid out by the government in 1857, and it was a part of the Overland trail. It was planned and laid out over high ground in order that the immigrants and freighters could have a good view of the surrounding country, for at that time they needed to be protected against sudden attacks by Indians, and were at an advantage when they were on a high road and could command a wide perspective of the surrounding country. Broadway, the Council Bluffs road, was originally a part of the old Military road.

Military road runs northwest from Benson, and is paved for a stretch of nearly six miles from this town. The Irvington road branches off Military road about two miles and a half from Benson at a point where Military road turns and runs almost directly west. The Irvington road runs north and west from his juncture and for one and a half miles is laid with macadam. It is known as the "bench road" to Blair. At Benson a branch of the Military road also shoots off, going straight west for a distance of a mile and three-quarters.

Center street road is another of the famous Douglas county highways. It is a continuation of Lincoln avenue from the west side of Hancock park. The pavement on this street extends to the town of Millard, Springfield, Louisville and Lincoln. Starting from the city limit and crossing two miles of dirt road to Dodge, a run of twenty miles can be made, out and back. Center street road was the first of the county highways in Douglas to be paved.

The Q street road is paved straight west from South Omaha through the town of Ralston, and past Seymour lake where the new Seymour Country club has erected a fine club house at a cost of several thousand dollars. Motorists use this route in making trips to Millard, Sarpy Mills, Papillion, Louisville and Lincoln. It is one of the finest drives in Nebraska, and, next to the Dodge street road, the Calhoun and Center street highways, it is probably the finest in the state. The Q street road is paved for three and a half miles from South Omaha.

Forest Lawn cemetery, at the northern edge of Omaha, is reached by a paved road known as the Briggs highway, which turns off the Calhoun turnpike just this side of Florence. It is less than a mile long and is paved all the way, of course.

Omaha motorists declare that one of the most pleasant drives is that trip which takes one north from Benson on the Irvington road to the Brandeis farm, thence around the loop to the north of Florence. The scenic attractions along this line are alluring to the man who loves nature and her wonders. Another route which is a favorite is that which goes by the way of Iron Bluff and the Irvington road and along the bluff east of the Elkhorn river. This gives a wide view of the Platte river valley to the west, and the hill country to the east.

Douglas county has approximately 600 miles of roads. Forty-four of these miles are paved—two and a half miles with Colorado sandstone, two miles with brick, two and a half miles with concrete and thirty-seven miles with macadam. These paved roads have cost the county \$404,253.60. Of this amount \$150,000 was voted for paving bonds and the balance, \$254,253.60, was obtained from the inheritance

Ponca Hill North of Florence

River Road North of Florence



by the county itself at a much smaller cost than would be case if the contract for this work were let to firms engaged in this business. The crew engaged in this culvert work has been laying more than 1,400 feet of culverts each season. These men have been employed in building wings on old brick culverts, in repairing brick culverts, building retaining walls, putting in abutments at the end of old steel bridges, doing away with wooden approaches, etc. The county is setting away from wooden construction as fast as it can. The latest bridges are steel superstructures, with steel piles encased in concrete abutments and with concrete floors.

County Engineer George P. McBride and his deputy, Louis E. Adams, declare that there is to be no let-up in the improvement of the roads in this county. The farmers have become aroused to the needs of keeping the roads repaired and are lending their assistance in every way. The good roads movement which is now sweeping this country is also aiding the Douglas county officials in their continued campaign for better roads. It is predicted that the next few years will see Douglas county the owner of many more miles of paved roads, making this county one of the best in the world for good highways. The present movement is receiving support from all classes. The recent trips of the Omaha Good Roads Roosters have encouraged many people to take an interest in the cause who heretofore were apathetic in this regard. This movement also has enlisted the aid of motorists, who are actually taking it upon themselves to see that certain strips of highway are improved. The general good roads movement in this state is proving of immense benefit to the commissioners and other men who have been carrying on the improvement work for years, and it is believed that another year will see practically the entire horse and automobile-owning population of Douglas county united in making boulevards and paved highways that will give Douglas county as fine a series of roads as any county in America could wish to possess.

tax. During the last two years this county has expended \$95,000 in repairing paved roads. The annual expenditure of Douglas county on the improvement of its roads is estimated at \$65,000. That spent on its bridges and culverts totals \$43,000. These sums do not include that money which is spent out of the inheritance tax fund on the permanent roads.

In Douglas county there are twelve road overseers working under the county highway commission and the chairman of the road and bridge committee. These twelve overseers have charge of the repairs of the roads in their respective districts. The highway commission keeps in close touch with the various overseers and consults with them in regard to improvements that are to be made. The commission superintends the letting of all contracts for grading, paving, bridge building that is carried on in the county.

The commission lets contracts with farmers in the various districts to drag certain roads. The farmers are allowed 50 cents per mile for each mile which they drag. In some districts the farmers do not accept the offers of the commission for this kind of work, but in most of these divisions are found farmers who are willing to accept these offers, not only that they may earn the money, but that they also improve the condition of the roads and make them fit for travel and heavy hauling.

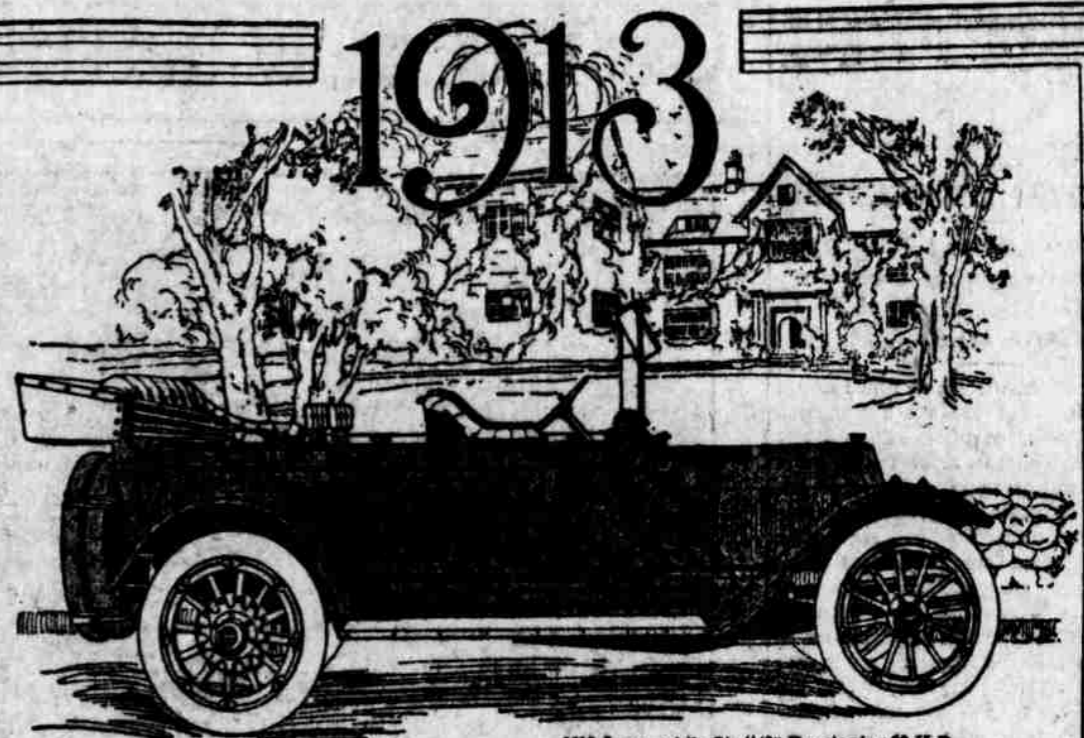
The twelve overseers spend about \$3,000 each year on the 600 miles of road for operating the side machines, which are used to turn the pike roads. About \$12,000 is spent for deep grading on these highways. The overseers now employ a small blade machine in each district so that, after the roads have been rounded out by the large grading machines, the overseers can keep these highways in excellent shape by giving them careful attention with the small machine and the drag.

The Douglas county road overseers have learned that frequent dragging is a great help to good roads, for, because of the fact that travel does not keep in the same track, the highways are worn down in various parts. When the roads are not dragged often the rains make mud holes in great numbers. But when the roads are kept well dragged the water drains fast and holes are numerous.

The county authorities declare that the operation of dragging is one of the best means of getting good roads. They consider the money spent in the purchase of drags as the best road investments they have made. The farmers all over Douglas county praise the dragged roads. They make frequent calls at the office of the county commission board in quest of drags, but the Douglas county road officials have learned that the farmers will not drag their roads, and that the best method of getting it done is not to give the farmers the drags, but to employ men, who, under the direction of the various overseers, will do the work, and do it thoroughly.

In the movement for good roads in Douglas county the authorities are taking out the small bridges and replacing them with reinforced concrete culverts and arches, which are made on the ground

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