

1-7-1916

## Carlsbad Current, 01-07-1916

Carlsbad Printing Co.

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### Recommended Citation

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## A New Year Greeting:

TO ALL OUR FRIENDS WE WISH

## A HAPPY AND PROSPEROUS NEW YEAR

AND ASSURE THEM OF OUR  
KEEN APPRECIATION OF THEIR  
GOOD WILL AND PATRONAGE.

Cordially,

# T.C. HORNE

### AVOID GRADES IN ROADS.

By Relocating Many Old Highways  
Cost of Hauling Can Be Reduced.

According to a government report, the average life of horses and automobiles may be increased and the cost of hauling reduced by relocating many old roads and the more scientific laying out of new ones. The natural tendency is to build a straight road, whether it goes over steep grades or hills or not. Pulling over these grades naturally adds to the wear and tear on horses and vehicles.

The doctrine of the government is that the longest way around may often be the shortest and most economical.



AN UNNECESSARY GRADE.

was, however, and that frequently by building a highway around a hill or grade but little appreciable distance is added, and this is more than offset by the reduced strain of hauling.

The chief drawback from the farm

owner's point of view is that the laying out of roads on this principle of avoiding grades necessitates in some cases running the road through good farm land or orchards or pastures instead of going around the farm line and building the road through old, worn-out fields and over rocky knolls. The individual landowner will naturally raise a question as to whether the cutting up of his property by a road will yield individual advantages and so benefit his community as to offset the use of such land for a road.

In this connection the government points out that the rounding of a road and the resulting traffic through a good farm, where there are good sheep, cattle, horses, grain, fruit or vegetables, has a certain advertising value and in many instances makes the land more valuable. In other cases the importance of such a level road to the community is so great it might well repay those using the road to give the farmer the equivalent in land equally good in place of what he has sacrificed to the common welfare.

At any rate, the government is now taking special pains to make clear the economic advantage of avoiding steep grades in roads, even at some sacrifice of better land. Investigation shows that the laying out of such roads over hills has resulted more from attention to the preservation of farm lines than from scientific attention to the problem of road building.

According to the testimony of farmers consulted, where a horse might be able to pull 4,000 pounds on a level road it would have difficulty in pulling 2,000 pounds up a steep hill. The size of the load, therefore, tends to be measured by the grade of the largest hill on the road to market. In many cases actual experiment shows that the relocating of roads around hills has been accomplished either with no addition in road length in some instances or with the adding of only a few feet to the highway in others.

### Maine Prisoners Work on Roads.

For the first time in the history of New England prisoners have been put to work on the roads. Maine has taken the initiative in the movement, and recently twenty prisoners from the Cumberland county jail were put to work on the highways. So far the experiment appears to be a success.

## Happy New Year

WE WISH TO THANK OUR PATRONS FOR THE GOOD BUSINESS  
GIVEN US THE PAST YEAR AND  
WISH THEM A VERY HAPPY  
NEW YEAR.

### CORNER DRUG STORE

Our Motto: "A SQUARE DEAL TO ALL"

## Digging a Ditch In a Flash

Things move quickly nowadays. The village of yesterday is tomorrow's metropolis. Speed is a requisite, and newer methods that smack of rapidity and labor and money saving are in demand.

Ditches that were consumed many days of hand or machine labor are now being blasted out in almost the twinkling of an eye. By degrees man is learning to adapt some of nature's simple, but mighty forces. And the gullies and valleys that old Mother Earth has created by her natural upheavals and eruptions are being duplicated in a smaller way by some of the more progressive and up-to-date farmers.

Digging ditches with dynamite is simply a newer and more improved method of trench building. The method employed in wet work is simply to punch holes from eighteen to twenty-four inches deep along the line desired to ditch and then load each hole with a charge of 50 per cent straight dynamite.

Long stretches of ditch can be loaded and fired at one time. One cap placed

in a cartridge of dynamite in the middle hole of the line of charged holes and fired will do the work.

A single row of holes can usually be depended upon to excavate a ditch from seven to nine feet wide and about thirty to forty inches deep. Where larger ditches are required the holes can be made deeper and loaded heavier, or two or more lines of holes, spaced from three to four feet apart, can be used. Incidentally the holes can be made in the roughest kind of swamp or in flood muck beds, where other methods of ditching are practically impossible.

When the soil is dry or the weather is too cold to use the propagated method of blasting described above low freezing farm or stumping powder is used in holes spaced farther apart, often in large ditches as far as four or five feet. In this case each hole must be primed with an electric cap, as the explosive shock will not propagate in dry ground.

The cheapest lineal foot of small ditch is obtained by using the electric firing method and farm or stumping powder.



Loading



The Ditch

BLASTING DITCHES THROUGH SWAMP.

### Straightening Streams With Dynamite

The ancient Egyptians were noted for their crops because, as history states, they "sowed their seeds in the Nile." This does not mean that they actually cast the seed in the river. At certain seasons of the year the Nile overflows its banks, depositing on either shore a rich silt or earth that is highly conducive to bumper crops, and the wise ancient Egyptians, realizing this, profited thereby.

Water is a necessity. The finest brooks up to the largest rivers play an important part in the scheme of things, inasmuch as they are nature's way of

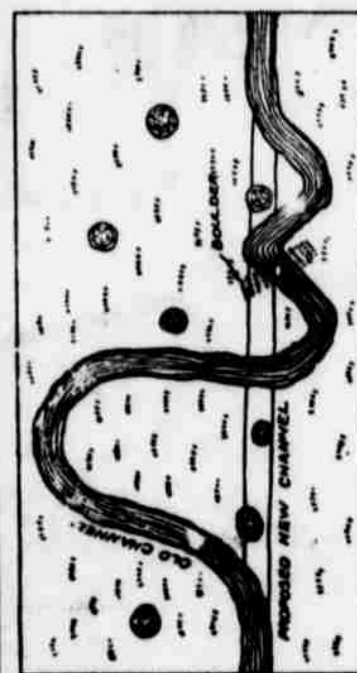


Diagram of Stream Troubles That May Be Corrected by Blasting.

both irrigation and drainage. But being formed according to nature's dictates their courses do not always jibe with man's desires or needs.

Rock ledges impede their progress. Overhanging stumps and trees retard

their flow. Numerous irregularities cause them to meander about in apparently wasteful ways, and man's carelessness has added to these troubles by allowing driftwood and loose earth to form dams and sandbars.

All of these things help to hold the flood of waters back and cause either flooding or swamps, which not only occupy land that could be more profitably used for farming, but also form fine breeding places for mosquitoes and other obnoxious pests. Incidentally they cause an annual loss running into millions of dollars per year.

In this day of enlightenment such things are both wasteful and, one might add, criminal, especially so in view of the fact that almost instant relief may be had by a few well placed charges of dynamite. Not only will these blasts straighten out the kinks and bends and remove ledges and sand bars, but they will deepen and improve the channels as nature has really intended. Incidentally by straightening the winding course of a creek much area of tillable land can be obtained and farm operation in many instances made much easier.

### A Stormy Trip.

"Good gracious! How in the world did you happen to get lost?"

"Oh, after we had been on the road about five hours we found that the chauffeur was trying to find his way with a weather map."—Freck.

### SHORTENS THE HAUL.

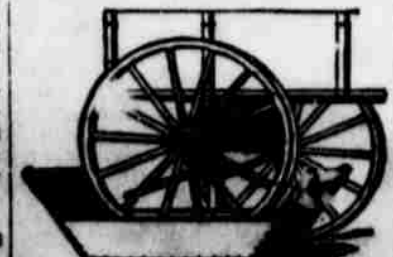
By establishing good roads the highway becomes an inducement to the farmer to transport farm produce in motor trucks, which make possible more trips to market each day when the distance is not too great. It also has the economic effect of expanding the farming area from which a city may draw its produce. By thus drawing more lands into its garden area it increases the value of those lands and enlarges the supply of produce in the market. This exerts a twofold influence—first, by increasing the supply of produce in the market, and, second, by reducing the transportation cost. The logic may be explained as follows: To make a rough and soft road smooth and hard is the equivalent to reducing a railroad curve to a straight line—it shortens the haul for distance may be shortened as well by hours and minutes as by miles.—E. A. Jones, Pennsylvania.

### BE NEIGHBORLY.

"Get acquainted with your neighbor—you might like him." This, from the letterhead of a western village improvement association, is excellent advice. What fine things a large personal acquaintance can do for us, provided we are worthy of it! Let us put aside any petty dislike, engendered perhaps by fancied faults in other people, and go out and shake hands with neighbors whom we probably have never really known. Let us talk over our common problems with them; discuss the welfare of our community, the state, the nation, so that we may all have a better understanding of our common hopes and aims. All this pays. Its returns come not alone in the help we can be, one to the other, but in the greater discernment with which our personal business can be conducted and in the better feeling and progress that follow in a town or city where all are working for the common good.—Country Magazine.

### Wheel Soaking Box.

When wheel tires become loose, as they often do in hot, dry weather, the watertight box shown herewith will be found useful for soaking them either in water or oil. The box consists of pieces of wood, preferably oak, cut in the forms indicated and nailed firmly together with numerous wire nails. All the cracks are then thoroughly filled with thick white lead paint and the inside at least painted with two or three coats of paint to render the wood waterproof. The dimensions will de-



pend somewhat upon the size of the wheels to be soaked. Large tired wagon wheels will need a wider box than will buggy wheels. In operation the

## NEXT WEEK

ANY LADIES SUIT ..... \$10

ANY LADIES HAT ..... \$1

ANY CHILDS HAT ..... 50c.

LADIES COATS HALF PRICE

STREET DRESSES HALF PRICE

PARTY DRESSES HALF PRICE

—AND OTHERS—

## Joyce - Pruitt Company

"WE WANT YOUR TRADE"

### ADVERTISING RATES.

Per inch of column, run of paper, 5c. per insertion.

Time contracts and regular ads, 2 1-2c. per insertion.

Local notices plain face type per line, 5c. per insertion.

Local notices black face type per line, 10c. per insertion.

No local notice received by mail inserted or communication ordering advertisement answered unless accompanied by cash, for thirty words or less 25 cents and five cents for every six words additional. All local notices must be paid for when ordered or they will not be inserted.

### A Feminine Failing.

Polly—What would you do if you were in my shoes? Dolly—Buy a pair a size smaller. —New York Times.

### The Reason of It.

"Why is it that novels are so much more popular with the women than with the men?"

"In a novel the fellow invariably asks the girl to be his wife."—Chicago Herald.

Do your swearing at the Current office. NOTARY ALWAYS IN.

Christian & Co., INSURANCE

### MONEY SAVED IS MONEY MADE.

I have been pleading with you for years to let me save you money on your suits but you won't listen. "Hand me down" that you pay \$30.00 to \$25.00 for, I'll have made to measure for \$15.50 to \$16.00. Let me save you seven to nine dollars on your next suit. Money talks at the HAT AND CLOTHES HOSPITAL.

## A Straight TIP

ON JANUARY FIRST THE PRICE  
OF THE

### HOT POINT IRON

WHICH HAS BEEN SELLING FOR  
\$3.00, WILL BE ADVANCED TO  
\$3.50. THE PRICE WILL REMAIN  
\$3.00 UNTIL THE FIRST. IF YOU  
ANTICIPATE PURCHASING A  
NEW IRON, DO NOT DELAY BUT  
GET YOUR ORDER IN NOW.

## \$3 Now

\$3.50 IN TWO WEEKS

## The Public Utilities Co

Do It Electrically