WAS REACHED.

North Sydney, C. B., Special .vate dispatches received from ttle Harbor on Saturday, which ce Commander Robert E. Peary l just left on his trip south, give rther details of the daring exrer's lash to the North Pole. The underwent many severe experi-

in the far northern journey. one occasion a party of five was caught in a furious blizand was missing for several For a time it was supposed had perished.

aother time another member of expedition, Professor Ross Marin, of Cornell University, lost his le by falling through the ice and ring drowned while leading a sup-

In view of the unfavorable condion which Peary tells of the quick me he made on his final dash is condered all the more remarkable. With the Commander's exploring

arty on board, the Roosevelt sailed om Etah Ford in the afternoon of ugust 18, 1908, Peary says. Cape abine was the destination. There ere on board, in addition to his arty, twenty-two Esquimaux men, venteen women and ten children, ad more than two hundred dogs and bout forty walrus. Ice was enpuntered shortly after the start. It as not packed closely, however, and at little difficulty was experienced the Roosevelt in ploughing her

Cape Sabine was reached and passwithout a single mishap. It was ot until after the cape had been seed that ice was again sighted. It as to the northward, and the disvery of the floating bergs checked plan to set the lug sail before the therly wind which prevailed. The was quickly passed, however, and far as Cape Albert there was open ter. Between there and Victoria ad scattered ice was encountered. thick fog added to the difficulties d the boat lost her course.

Not until the fog had lifted was party able to ascertain its whereouts, the Commander says. They shed on north past Cape Lupton, n in a southerly direction toward pe Union. Impassable floes of ice ppped the boat a few miles off that pe, and they drifted back to Cape

The anchor would no hold, and to egent drifting south again they again trefuge for several days in ncoln Bay. Violent northeasterly inds raged most of the time, remindhim, Peary says, of his unpleast experience there three years ago. The heavy ice piled up about the ip, twice forcing them aground. he quarter rail was broken, and the llwark was ripped open. Each time ey pushed out in an attempt to atinue the voyage they were forced ick by the wind and ice.

Peary relates how finally, on Sepmber 2, they managed to make their ay around Cape Union.
They steamed up the open water

und Cape Sheridan. The original an was to make the trip to Porter ay, near Cape Joseph Inlet, where eary had winter quarters. Condions were unfavorable, however, and e Roosevelt was again anchored r the mouth of the Sheridan river. After a rest of a few days the work transporting supplies to Cape Colbia was begun. Assisted by Dr. odsall and Borup and the Esquiux Professor Marvin safely transpe Belloe. About two weeks later same party started with supplies Porter Bay. This work was conued until November 5. Various ces, from Cape Colan to Cape Colbia, were fully stocked.

Peary says that October 1 he, achunt, returning in seven days h fifteen musk oxen, a bear and a r. On a subsequent hunting exlition he obtained five musk oxen. her members of the party secured out forty deer.

Peary kept a diary of the going d coming of all of his men. Excts which he gives in the message eived from him, tell of Bartlett's to Cape Hecla in February. odsell, he says, moved more supt the Roosevelt with his division February 15 for Cape Columbia d Parr Bay. He was followed by odsell, Borup, McMillan and Hen-

with provisions: The temperature was below zero en the start was made, and a ong wind was blowing the drifting w causing them great inconvence. Several sledges were wreckby the rough ice and the teams stop for observations. re sent back to Columbia for

Ten miles from Cape Columbia, nich Peary says he christened Crane ssed the record of 82.20 made by across on an ice cake. arkham, the Eglishman, in 1876. ben water, formed by the wind, int of the movement of the ice.

WHITE MAN WITH THE COM- | the wind continued enlarging the MANDER WHEN THE POINT stretch of open water, which was now all about them. Bartlett, who had been stopped by a wide stretch of open water, was overtaken at the end of the fourth march, the party camping there for seven days, from March 4. For the first time since October 1 the sun was visible for a few moments on the afternoon of March 25. Fiery red, it appeared above the horizon, but quickly disappeared.

Marvin and Borup were still missing, and Peary says he began to feel anxicus about them, as they were two days overdue. In addition, the alcohol and oil, which they had were badly needed. It was decided, Peary says ,that they had either lost their trail or were imprisoned on an island by the open water.

On March 11 conditions were again favorable, and the party started northward, leaving a note for Marvin and Borup to push ahead by forced marches. One hundred and ten fathoms were sounded by the lead at this point. The march, during which the eighty-fourth parallel was crossed, Peary says was exteremely

simple. Three days later the party got free of leads which were encountered, and for some time travelling was easy. On that day, while the party was making camp, they were informed by a courier that Marvin was on the way in. The temperature at this time, Peary says, was 39.

The first mishap to any members of the exploring party was discovered the following morning. Peary' dispatches tell how he learned that two or three days before, McMillan's foot had been frostbitten. Pluckily he had not said anything about it, believing that he would come out all right. The pain became too much, however, and he reported to the Commander. There was nothing to do 89.57.

ered fifty miles of latitude in the three marches. Nansen's Norwegian record of 86.14 and the Italian record of 86.34, by Cagni, were passed in these marches. Marvin here turned back in command of the third supporting party.

When he left, Peary says, he warned him that the leads were dangerous and that he must be careful. From this point the party comprised nine men, seven sledges and sixty dogs. For the first time since leaving land the party at this point experienced difficulty in seeing. Peary blames the hazy atmosphere, in which the light is equal everywhere, for this condtion. All relief, he says, is destroyed, and it is impossible to see for any distance.

The only men to reach the Pole were Commander Peary and one Eskimo, Engin Wah by name. others, while members of the various parties that left Cape Columbia, were sent back one by one as Peary drew nearer daily to his objective. Mathew Henson and three Eskimos, the only other members of the reduced party that made the final dash, were left one march south of the Pole.

## The Final Dash.

Bartlett took the observation on the 88th parallel, on April 2, and then reluctantly returned, leaving Peary, Henson and three Eskimos with provisions for 40 days to make the final dash to the Pole.

Thus reduced the party started the morning of April 3. The men walked that day for 10 hours and made 20 miles. They then slept near the 89th parallel. While crossing a stretch of young ice 300 yards wide the sledge broke through. It was saved, but two of the Eskimos had narrow escapes from drowning. The ice was still good, and the dogs were in great shape. They made as high as 25 miles a day. The next observation was made at 88.25. The next two marches were made in a dense fog.

The sun was sighted on the third march and an observation showed

The Pole Reached.

at 90. Peary deposited his records

Peary stayed at the Pole for 34

On the return the marches were

continuous and Peary and the Eski-

mos suffered greatly from fatigue. They had their first sleep at the end

vertical edge of the land ice west of

Cape Columbia The Eskimos were

Professor Marvin's Death.

Marvin left Peary on the way up

mos and 17 dogs. The story of the

professor's death was obtained from

He started on that morning, walking

packing the sledges, a fact that per-

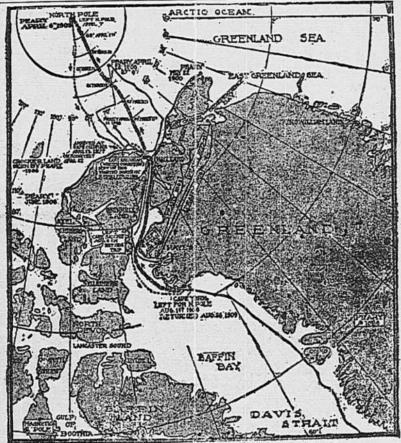
mitted Marvin to get a good start on

young ice was broken about twenty-

the center of the lead. Owing to the

treacherous condition of the ice, the

The Pole was reached April 6, and



MAP SHOWING PEARY'S ROUTE TO THE POLE but send him back to Cape Columbia. With Marvin and Borup with them, Peary says, he was able to send back a series of observations were taken

enough men and dogs with him. The sounding at this point gave a and hoisted the American flag. The depth of three hundred and twenty- temperature was 32 degrees below five fathoms. The sledges and dogs zero, Fahrenheit. The Pole appeared were carefully selected, being loaded as a frozen sea. Peary tried to take rted sixteen loads of supplies to with the best supplies. Peary says a sounding but got no bottom at 1,500 he discovered about this time that fathoms. they were over a continual shelf.

Sixteen men, twelve sledges and hours, and then started on his reone hundred dogs comprised the ex- turn journey the afternoon of April 7. pedition when the start from camp was made. In the latter part of the march, which was considered a sucapanied by two Esquimaux, went cess, there were disturbing movements of the ice. In crossing one of of the eighth march from the Pole, the leads, Borup and his team fell in the igloos left by Bartlett. Here into the water and were rescued with there was a violent snowstorm. difficulty. Finally the party was stopped by a lead which opened in front of them, Peary says.

Borup gave up at the end of the delighted to reach land, and the tenth march, in latitude 85.23, and party slept for two days. They returned back in command of the sec- paired their sledges, rested the dogs, ond supporting party. At that time and resumed the journey reached the he 'ad traveled a distance equal to Roosevelt April 27. Nansen's farthest north. Peary says s from that cape to Cape Colan, that Borup was a Yale athlete and Borup made another hunting trip up to that time had been making on Friday, March 26, to return to s time to Markham Inlet. Bartlett headway in a fashion to compel the the ship. He had with him 2 Eskiadmiration of every one.

To reduce the liklihood of the different divisions being separated by one of the Eskimos. April 10 Marvin open leads, Peary says he brought his was 45 miles from Cape Columbia. advance closer together.

At the end of another march it was learned by Marvin that they were at 85.48. Owing to the slight altitude of the sun up to this time them. When the Eskimos arrived at it was considered a waste of time to an open lead they noticed that the

The going improved on the next two marches, and Peary says that good distances were covered.

A lead held them up for several ty, the party camped. Despite the hours on one of these marches, the favorable weather conditions, they party finally being compelled to ferry

next day. Bartlett, full of enthusiasm recovered Professor Marvin's spare ought them to a stop. On the trip started out early and reeled off boots, clothing and personal belong-Bartlett's third camp, Borup, who twenty miles before coming to a halt. ings, which were still on the ice where d returned, missed his way on ac- Another satisfactory sight by Mer- the Eskimos had left them. The suvin here gave the position as 86.83. perstitions of their race prevented the arvin also returned for fuel and This, Peary says, is between the natives from bringing the dead man's

All this time, according to Peary, and convinced him that they had cov- records and observations were saved.

Rutland, Vt., Special.—That both | Abruzzi and of Peary himself. Peary, he says, is a man of pleasary and Cook discovered the Pole the belief of Dr. William Stickney ant demeanor, but of a quick temperthis city, who accompanied Peary ment. The Commander regards the Artic regions as his personal property his expedition of 1897. Dr. Stickney says that if the Dan- and was far from pleased when he ed a telegram any day from Captain people, who are more acquainted heard that Dr. Cook had entered the Joseph Elizear Bernier, a distinguish-

th Artic conditions than any other exploration field. e, accept Cook's story he thinks The Eskimos, says Dr. Stickney, ier nations should do likewise. The doctor says Cook owed his truth. All of them know Peary, and orted success to his familiarity the Commander would have them on said Wetherill, "it will be because he and said 'It is good to possible to go beyond."

cannot be depended upon to tell the of operations on coast of Labrador.

Eskimos could not venture out. They returned to the Roosevelt and reported. Captain Bartlett then went A new record was established the back to the point they designated and farthest north of Nansen and Abruzzi effects with them. Professor Marvin's THE DISCOVERED THE POLE SAYS DR. STICKNEY Has a Third Man Found the Pole? man may be heard from any day as

Philadelphia, Special.-A third having discovered the Pole, according to Henry C. Wetherill, the scientist of this city. He said he expected Canadian explorer who has been absent a year establishing his base

"If he is not heard from soon,

DR. COOK EXPLAINS

Declares He Can Prove His Claim by His Observations.

WOULDN'T TELL PEARY'S MAN

Evasive Reply, He Says, Caused Statement That He Had Admitted Not Reaching The Pole-Peary Admits Cook Could Have Succeed-

On Board the Steamer Oscar II. at Sea, Sept. 17, via Marconi Wireless Telegraph to Cape Race, N. F .-'Tell the people of America to have the fullest confidence in my conquest of the Pole. I have records of observations made by me which will prove my claim. I shall be glad again to set my foot on American soil."

This was the brief message of Dr. Frederick A. Cook, sent to his countrymen as he nears home on the steamer Oscar II, bound from Christiansand, Norway, for New York.

Dr. Cook discussed the assertion of Commander Peary that he (Cook) had never reached the North Pole. When he departed for the North Dr. Cook said he left a depot of provisions at Annootok, north of Etah, in charge of Rudolph Francke and several Eskimos. Francke had instructions to go south aboard a whaler and return later. This he did, but missed the returning vessel owing to a slight illness. He was then taken aboard Peary's ship, the Roosevelt, and proceeded North.

Commander Peary found my supply depot at Annootok," Dr. Cook continued, "and the Eskimos in charge told him that I was dead, which they fully believed to be true at the time.

"Peary placed two men in charge of the depot, Boatswain Murphy and another, Harry Whitney, the New Haven hunter, also remained there. Murphy had orders not to search for me, but was told he could send Eskimos northward the following spring from the relief depot.

Whitney Given The Facts. "When I returned from the Pole, unexpectedly, Harry Whitney was the first to see me and to tell me what had occurred. Whitney was placed in possession of the facts concerning my journey to the Pole on condition that he would not inform Commodore Peary or his men of them. At the same time the Eskimos who had accompanied me north were told to maintain the strictest silence.

"When I went into the depot there was a dispute between myslf and Murphy, who delivered to me written instructions he had received from Peary, although he himself could neither read nor write. These instructions showed that he was making a trading station of my depot, the contents of which had been used in trading for furs and skins."

Dr. Cook said he was intensely annoved at this alleged wrongful use of his supplies and threatened to kick out Murphy and his companions. Finally, however, he consented to their remaining at the depot, as there was no other shelter in the vicinity "On one occasion Murphy asked

me abruptly, 'Have you been beyond 87 degree?'' Dr. Cook said. 'But I was determined not to let Peary know of my movements, and replied evasively that I had been much farther north. From this statement has been concocted the declaration that I had said that I had not reached the Pole."

Dr. Cook declared that neither Harry Whitney nor his (Cook's) records are on board the steamer Roosevelt and that therefore Peary's information concerning him emanated from Boatswain Murphy, who knew nothing of his movements. Dr. Cook said also that he had made arrangements for the two Eskimos who went with him to the Pole and Knud Rasmussen, whom he met in Greenland, to go to New York and confirm the story of his discovery. On April 23 the party reached the

Dr. Cook is thoroughly enjoying his rest aboard ship after the strenuous days at Copenhagen. He sleeps 10 hours each night and spends a long time daily in writing and in walking the deeks and conversing with the American passengers, who have all been formally presented to him by Benjamin Trueblood, president of the American Peace Society of Boston.

All the passengers are impressed by the sincerity of Dr. Cook, as indicated by his conversing with them in regard to his discovery of the pole. He said that the Danes, with whom ahead. The Eskimos were delayed in he lived for several months, are acquainted with the whole story of his exploit; that he also has provided the Danish government with the fullest proofs of his achievements and that he is now prepared to lay these five yards out, and they saw what proofs before a competent body in looked like a man's body floating in America.

Why Whitney Remained North. Dr. Cook expressed astonishment that the news of the discovery of the pole had created such a sensation; and is anxious to learn what specific declarations Commander Peary has made to minimize his exploit in order that he may formulate replies to them. It is his hope that he will arrive in New York before Communder Peary gets there.

In a lecture in the saloon of the steamer Dr. Cook, with the aid of a map drawn by an engineer, gave an

outline of his route to the pole. "The journey was nothing really wonderful," he said, "I used no new devices or inventions. I had however, every necessary instrument, kept these to pure necessities.

'The reason for my success is that I returned to the primarive life-in fact, became a savage crificed all the pole." comforts to the race for kept up The Eskimos genera their courage, but Ahw , two days

, despaired before we reached the ; it is im-

plained afterward, undergoing all made arrangements for a ship to hardships with cheerfulness."

The long winter night was utilized primitive stone writing desk and lay prone while at work with his manuscript. Meanwhile the Eskimos sewed and sang. The temperature in the snow hut was rarely above the freezing point. Polar bears abounded, making exits from the hut dangerous. Has Confidence in Cook.

Zurich, Switzerland, September 17. -Dr. DeQuervain, chief of the Swiss scientific expedition to Greenland, who was the first European to meet Dr. Cook in Greenland after the American explorer returned from the north, and to hear his narative of the discovery of the North Pole, has arrived here. Dr. DeQuervain says that after having tested Cook's figures and statements to him he is convinced that Cook reached the North

Activity on Roosevelt.

Battle Harbor, Labrador, September 17-via Marconi wireless.-After a week of rest for the crew of the which Commander Robert E. Peary is making his way south, there is bustle and activity on all sides as the men put the finishing touches to the vessel preparatory for the start

for Sydney.
One of the first things Commander Peary did was to go to the quarter deck of the Roosevelt and face a battery of cameras.

When the pictures had been taken Commander Peary and the newspaper reporters all went ashore, where the explorer became the target for a broadside of questions. Peary sat with his back to the single window in the gable end of the attic, the newspaper men grouped in front of him. Some of them were mounted on piles of fish nets, others were seated on steamers and sailing vessels in port, the local merchants and fishermen and and a gathering of small boys, filled might be termed Commander Peary's first public lecture since his return from the pole.

In explaining to the newspaper men what he considered the scientific value of polar exploration, Commander Peary said he had taken soundings of the sea from Cape Sheridan to the pole which supplemented similar data taken on the other side by Nansen and Sagni. Continuing, he argued that north polar exploration is much more difficult than the same work in the Antartic. In the Artic the work must all be done in one season, while at the South Pole it is not necessary for exploring parties to turn back to winter quarters. Holidays in the North.

Commander Peary described the celebration of Christmas Day, the Fourth of July, Thanksgiving Day and St. Patrick's Day in the far North. On Christmas they had special dinner and a distribution of presents. There were also running races for the members of the party and Eskimo men and women for which prizes were given.

at the pole, Commander Peary made particular mention of the silk American flag given him by his wife fifteen years ago, and which he had carried on every one of his Artic expeditions, leaving a portion at the most northerly points attained. The remnant of this flag, raised at the pole, consisted of one star and a section of the blue field and a part of the red and white stripes.

Peary Admits Cook Could Have Succeeded.

Battle Harbor, Labrador, Sept. 18. -"It would be quite possible for Dr. Cook's party or any expedition to arrive at the North Pole by any one of a hundred routes and for me to find no trace of it. If our paths lay far apart," said Commander Robert E. Peary when he was furnished by an Evening Journal correspondent with the latest information concerning Dr. Cook's claims and the present status of the controversy which has interested the civilized

While Peary would not concede that Dr. Cook had reached the Pole, he admitted that it was feasible for a competitor to do, without his knowledge if they travelled by widely separate trails.

"I am holding my proofs," said Peary, "to submit them to the International Polar Commission and thus controvert Dr. Cook's claims. When I started north I believe I was a memter of that commission, which, as I understand it, has final authority in all Polar matters. I am sure Dr. Cook never informed the Commission of his intention of trying to reach the

"With the same equipment that we had on this voyage, and equally favorable conditions, I could make the Pole two out of three times."

Asked how Harry Whitney heppened to remain in the North, Commander Peary said Whitney was one of a party of sportsmen who went as passengers on board the steamer Erik. The party included Whitney, W. Norton, of New York; a man named Harned and G. J. Crafis, of

Washington, who came for the purpose of taking magnetic observations for Dr. Baner, head of the department of terrestrial magnetism of the Carnegie Institute at Washington. At Etah, where it was determined to land a party and supplies for the relief of Dr. Cook, particularly in view of the fact that Rudolph

Francke was being invalided home, Whitney asked if he might remain on the station to hunt walrus and polar bears in the Spring and make a trip to Ellesmere Land with Eskimos after musk oxen. This was decided on.

In order to provide against the contingency of the Roosevelt not coming down from the North in the Summer of 1909, in which event he lowever, I would be obliged to remain in the

cheered him up and he never com- Artic for two years, Mr. Whitney come up for him this Summer.

"Whitney had no doubt as to this by Dr. Cook in writing. He used a ship coming north," said Peary, "and when the Roosevelt was sighted at Etah August 17 last, Whitney started out at once in a sailboat for the Roosevelt under the impression that she was his ship.

"On the arrival of the relief vessel Jeanie, Whitney was transferred from the Roosevelt to her, and he is now probably engaged in hunting bears somewhere along the west side of Baffin Bay or David Strait."

Dr. Cook is Annoyed. On board Oscar II, by United Wireless Telegraph, via Boston, Sunday, To the Associated Press:

"My desire to get on American soil increases with every mile laid behind by the Oscar II. The vessel is doing her best record, although delayed occasionally, making 400 miles in the last 24 hours.

"Commander Peary's unfortunate accusations have disclosed another side of his character. The specific records of my journey are accessible Artic steamer Roosevelt, on board of to every one who reads, and all can decide for themselves when Peary publishes a similar report.

"FREDERICK A. COOK." According to the captain's observations at midday, the Oscar II will arrive at Sandy Hook at about moon Monday, unless something unforeseen arises. This will bring the vessel to quarantine between 2 and 3

o'eloek. Dr. Cook appears to exercise great restraint, but can hardly repress a natural annoyance at impeachment of his varacity, without proofs. He requested The Associated Press to make public the following:

"Commander Peary has as yet given to the world no proofs of his own case. My claim has been fully recognized by Denmark and by the King of barrels and a number squatted on the Sweden; the President of the United floor. In addition, the crews of the States of America has wired me his confidence; my claim has been accepted by the International Bureau for Polar Research at Brussels; most the rude hall and listened to what of the geographical societies of Europe have sent me congratulations, which means faith and acceptance for the present, and almost every explorer of note has come forward with warm and friendly approval.

Proofs Open to All. "A specific record of my journey is accessible to all, and every one who reads can decide for himself. When Peary publishes a similar report, then our cases are parallel. Why should Peary be allowed to make himself a self-appointed dictator of my affairs? In justice to himself, in justice to the world and to guard the honor of national prestige, he would be compelled to prove his own case; he should publish at once a preliminary narrative to be compared with mine, and let fair-minded people ponder over the matter while the final records by which our case may be eventually proved are being prepared.

"I know Peary the explorer. As such he is a hero in Arctic annals and deserves the credit of a long and hard record. To Peary the explorer, I am still willing to tip my hat, but Peary's unfounded accusations have Describing the flags he had raised disclosed another side to his character which will never be forkotten."

## NEWSY GLEANINGS.

President Taft decided to start a new fight for tariff revision while on his Western trip.

The Rio Grande overflowed its banks at Matamoras. Mexico, and haif the town was flooded.

show large increases since the passage of the tariff bill.

Four warships are to represent Great Britain at the Hudson-Fulton celebration at New York City. The cruiser Des Moines sunk the

E. F. Mead, 2 lumber schooner, in a collision just below the Narrows. Mayor McClellan issued a proclamation calling upon citizens to decor-

ate their homes for the Hudson-Pulton celebration. No broken bones were found in the body of Lieutenant Sutton, which was exhumed and reburied with Catholie

William Lloyd Garrison, son of the great Abolitionist, and himself well known as a publicist, died at his home in Lexington, Mass.

rites at Arlington.

Young Turks at Constantinople renewed their pressure for the dismis-sal of Gabriel Norodunghian, the Minister of Public Works. M. Laur announced in Paris the invention of an air omnibus, and has

asked permission to carry passengers and merchandise over the city. Hundreds of children were turned

away from the public schools in New York City through ignorance of the regulations for admission as pupils. The rush of applicants for rooms

during the Hudson-Fulton celebration forced the managers of hotels in New York City to stop booking engage-Conrad Harms, alias Henry Ciliford, was found guilty in London of forgery in connection with the swin-

dling of J. S. Bache & Co., of New York City, out of nearly \$8000. A Chicago citizen who has evident

ly been scared frequently by the loud 'honk" of automobile horns as he scudded across streets has written to the Tribune to suggest "that automobiles be made to carry sleigh bells the same as horses are required to wear in sleighing time." This, he thinks, "would give continual warning to pedestrians."



Good Roads For New Jersey.

The plan outlined in my first message to the Legislature contemplated a great system of highways to be maintained by the State between each county seat in the State and a boulevard on the Atlantic Ocean.

The proposed roads are very largely constructed at this present time, and the parts not now completed could be finished at no great cost. After they are fully constructed the State can maintain them at reasonable expense and relieve the counties of that burden. I doubt if our people fully realize what a connecting highway from county seat to county seat and a great highway upon the Atlantic Coast of our State would mean to the people of New Jersey.

These highways would be 850 miles in length. Think of that great length of highways of the finest roads anywhere, with all the conveniences for travel that they would give! It would increase the values of all agricultural lands and would make "the whole State a place of the greatest attraction. The increasing of wealth to our people by this system of good roads cannot be estimated.

The cost of maintaining such a system of highways under the State control would probably not exceed \$300 a mile, if it equalled it. How could the State spend \$265,000 a year to better advantage on its highways? The automobile is with us, and to stay, and the fees that will come to the State from it will provide the necessary revenue each year in the future to cover this cost of maintenance. The automobile owner is perfectly willing to pay our present license fees if he can only have good roads, well maintained.

Such roads will save the license cost many times each year in the wear and tear of tires. Who can foretell what an ocean boulevard will add to our coast in the way of attractiveness? Our coast in a few years will be a city from Atlantic Highlands to Barnegat Inlet, and from Atlantic City to Cape May. People sojourn and erect costly houses where they, can get most advantages and conveniences. New Jersey can assure them everything that is desirable, coupled with good laws, reasonable taxation and fine roads. I am convinced that the State highway plan that has been outlined is popular not only in the shore counties but all through the State, and will be more and more so as the matter is understood.—From Governor Fort's Speech at a Meeting of the State Highway

Passing of the Cobblestone.

Baltimore has made such strides since the great fire and the city has been congratulating itself so on its progress that the application for an injunction to restrain the mayor, city council and city engineer from paving a street with cobblestones comes as a jolt to municipal pride to remind us that we are not free from some of the trammels of antiquity. And of these the worst is the cobblestone. Appropriately enough, in the last year of the nineteenth century-1899-an ordinance was passed that cobblestones should not be used in future in paving streets of the city. So the twentieth century people began in the gladsome hope that this anomoly in a modern community would no longer French exports to the United States | be extended, and that what was left of it to afflict the sight and make sore the feet would be removed by the gradual process of elimination. Hence the jolt when it is announced that the city is preparing to pave a street with the unsightly cobbles, and hence the injunction of patriotic citizens and disgusted property owners to prevent a resurrection of past century methods. Smooth, well paved streets are among the prime requisites of a modern up-to-date city, and the cobblestones have absolutely nothing to serve them as an excuse for being. They are an unsightly blot on civic beauty: they lose time and create labor in travel; they are a source of ridicule to visitors and of mortification and discomfort to natives-altogether they belong to the past, with its watchmen, its lanterns, its horse cars and its other evidences of a primitive village period.

The Proper Crown.

For a road fifteen feet or less in width it will be found satisfactory to have the centre five and a half inches higher than the sides, forming a crown of three-quarters of an inch to the foot. On roads of greater width it will be necessary to reduce the crown to one-half inch to the foot, or perhaps even less. The best practice is to make the crown by two slopes or planes, with the apex at their intersection slightly rounded.

The blackening of incandescent lamps is due to the vaporizing of the

Let us encourage the aviators all we can. Let us glorify their triumphs as navigators of the air. They are the forerunners of a new era of great human achievement. But, O brothers of newspaperdom, pleads the New York Times, let us stop likening them to Darius Green and Icarus!

## FIRE INSURANCE

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