6.35

A NATIONAL F.AN.

Den. Roy Stone's Gigantic Schome for Highway Improvement. Gen. Roy Stone, who during the war commanded the famous Penpsylvania brigade knows as the Buck Tail rifles, has, notwithstanding his absorbing occapations, given much thought to the subject of the revement of country roads. Being recently consulted in reference to the preparation of a measure to be introduced in a state legislature, he has formulated a much broader scheme, the scope of which is national. The other evening I met him at the Union League club, and took advantage of the opportunity to get his views and suggestions apon this important subject more in detail. He said, rather in explanation of the largeness of his scheme: "No good roads have ever been built by local effort, except in the richest communities. In England, so long as the local system pre-

vailed, the roads were so bad that Macaular was moved to say, 'The fruits of the earth were sometimes suffered to rot in one place, while a few miles distant the supply fell far short of the demand.' And he said further: 'One chief cause of less than 1,800 plays of his composition the badness of the roads was the defective state of the law. Every parish was bound to repair the roads which passed through it, and thus a sparse and impoverished rural population was compelled to maintain highways between rich and populous towns." "In this respect," continued Gen.

Stone, "we are just where England was however, to meet the approval of our of the Khedive of Egypt. people, and something else must be devised. Such being the case, I have suggested a national plan, which, though tics. It was a most vexed question in snake poisons. the days of our grandfathers, and its constitutionality was defended upon the ground that congress had a right to proride for the common detense and also to stablish post roads. In France, where are found perhaps the best roads in the world, the minister of public works has charge of all roads. These roads are national or vicinal. Of the first there are 25,000 miles, and these are entirely maintained from the national treasury. The vicinal or cross roads are maintain-

suggestions to the New York legisla-York state is concerned they, if embod-

ed chiefly by the various communes."

ied in laws, might answer the purpose | Sold by Dr J. F. W. Del.orme. very well. But for New York, in a e. and for most other states to a greater extent his plan would be a much | English Remedy is in every way superior to more costly one to the taxpayers than any and all other preparations for the Throat my broader method. The national government has had for some time and is it is magic and relieves at once. We offer you likely to have under our laws a large a sample bottle free. Remember, this Remedy surplus. This surplus could be lent to the states at a very much lower rate of interest than any of these states could be public. My

Mrs. Winslow's Southing Syrup has been used for children teaching. It southes the plan as at first outlined was this: "1. National financing, to secure the lowest

rate of interest, uniform in all the states, and longest term of repayment. 2. State control of disbursement under some form of national supervision; a permanent organization of trained experts, etc. "Local option for each local application of

the scheme.

**S. Equitable distribution of the interest charge between the nation, state and district. and a local adjustment in the latter according to benefits directly conferred. "This plan amplified," said Gen Stone,

"would be to this effect: 1. Declare all mail routes post roads.

Establish a bureau of post roads in the de-

partment of the interior.

"3. Whenever any state shall have adopted the necessary legislation, and provided the machinery for availing itself of national aid, let it apply to the bureau of post roads for a joint survey of any post road within its limits which it desires improved, and a plan for the improvement of the same, the state providing for any relocation of the road that may be ad-"4. The state to execute such under supervision of the United States bureau.

"The United States to pay the cost of im-"5. The state to pay 2 per cent. per annum on such cost and two-thirds of the amount at a

The United States bureau to prepare plans for a national school of roads and bridges. "& Local lubor, if available, to be given the preference in all such improvements.

The United States to have the option of making all payments for such improvements

"Or if this plan be looked upon at present as impracticable or too great an in-

novation," said he, "let there be a national commission appointed to look into the subject and report its conclusions from time to time." "What are post roads?" I asked. "All public roads are 'post routes,' and

all roads leading to county towns are 'post roads.' All 'post routes' (by wagon road) could be made 'post roads,' and thus any road in the country could be made a national road. If, however, only the actual mail routes, by wagon, were declared post roads there would be 200,-000 miles subject to improvement under the provision of the constitution to establish post roads." "What amount could be profitably ex-

pended in this manner?"

"There is hardly any limit to this. But a mile of good macadam can be built for \$7,500. If we should have 100,-000 mil's of such roads the cost would x \$756 00,000. If this should be do: years it would only cost \$50,-

"Ane how would you raise this mon-

ey?"
"If the surplus in the treasury were not adequate why could not the \$300,-000,000 of silver be earning interest in some such way. But this is a question for the financiers, not for the engineers. I am convinced, however, if the silver plan were feasible the road building would absorb large quantities of silver coin and retain it, and the money would be applied as financial relief where it is most needed—that is, among the farmers. It would go right to the spot of want and dissatisfaction and work its way up. Now, any and all relief goes to the money centers, and must work its way down with great difficulty and cost to those who need it most."

Criticising a Masterpiece. A strange criticism of Rembrandt's famous portrait of "The Gilder" was overheard by two young artists at the Metro-

politan museum recently. The young men were examining the portrait for perhaps the hundredth time. As on the previous ninety-nine occasions they had grown enthusiastic over the

wonderful art displayed in its execution. As is well known, the picture is that of Jan Domer, a Dutch artist, who is habited in the costume of his country and age. One of the most marvelous pieces of work of the entire portrait is the reproduction of a huge starched linen ruff that the man wears about his neck.

The ruff almost stands out from the canvas, so skilfully was it reproduced by the marvelous hand of the master. The two young men were almost ready to fall down before the portrait to worship it when they heard the sharp, nasal tones of a countryman speaking behind them. The words they heard were, "Oh, Maria, come here and see this man with his head sticking through a cheese."

The two men instinctively moved

away. "What a profanation!" said one

"Yes, indeed," was the reply. "I wonder if it is possible for these people ever to appreciate art. I believe there are at least five hundred artists who would be willing to lay down their lives if they could but produce that ruff, to say nothing of the portrait itself."-New York

Where Woman Leads.

Which living novelist has produced the greatest number of books? A lady, in the person of Mrs. Oliphant, claims this honor. This popular writer has, up to the present date, produced seventy three novels and six biographies, besides contributing largely to periodical literature. Miss Braddon has given us fifty five novels; Miss Yonge, fifty-three; Ouida, or Louise de la Ramee, thirtythree; Mr. William Black, twenty-eight; Mr. Besant, twenty-six and Mr. Haggard, fourteen. An American author, who died not long ago, wrote between two and three hundred sensation novels. Very few of these attained any great celebrity, but his copyrights brought him over £6,000 a year for several of the last years of his life.

The most prolific novelist the world has ever seen was Lope de Vega (1562-1635). It is calculated that 21,300,000 of his lines were actually printed, and no were acted upon the stage. Montalvan records the fact of his having written fifteen acts in fifteen days, making five plays in a fortnight. If not remembered for quality of work, Vega holds a high place in literary annals for quantity.-London Tit-Bits.

Gen. Field, who has been given charge 200 years ago. England met the diffi-culty by the establishment of turnpikes archives, is an old Confederate soldier. of the codification of the Confederate with tolls, and 30,000 miles of these He is now about sixty years of age, and roads had been built in Macaulay's day. is tall, erect and broad shouldered. For The turnpike system does not seem, a number of years he was in the service

It does not seem to be generally known that spiders are provided with a poison new in the form I suggest it, is not real of a very active nature, the effects of ly a new question in our national poli- which are similar to those produced by

He Has Never Read a Book. Devoted to and absorbed in business. Mr. C. H. Pratt, the late Emma Abbott's manager, has never sought in ordinary recreations and avocations that refreshment, repose, inspiration and encouragement invariably found so delightful and so beneficial by most men. The curious character of the man may be judged by the circumstance that he makes his boast that he has never read a book!-Chicago

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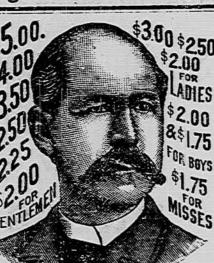
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used for children teething. It soothes the enild, softens the gume, allays all pain, cures wind colie, and is the best remedy for Diarrhœa. Twenty-five cents a bottle.

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Commencing March 29th, 1891, at 2.55 p.

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MAIN LINE TO AUGUSTA.

WEST-DAILY.

5.00

Leave Charleston,

Summerville.

Pregnall's

Branchville,

" Summerville, 8.53 Arrive Charleston, MAIN LINE AND COLUMBIA DIVISION. Ar. Lanes .. Leave Charleston, 6 29 Pregnali's, 8 07 " Branchville, 7.15 8.38 10.43

Arrive Columbia, " Camden, COLUMBIA DIVISION AND MAIN LINE EAST-DATLY. A. M. Leave Camden, 6 50 " Columbia.

8 55 Branchville, " Pregnall's, 9.40 Arrive Charleston, 11 05 Connections at Pregnall's to and from C. S. & N. R. R., with through coach between Charleston and Harlin City. Connections on train leaving Pregnall's for Charleston at 9.40 a. m., and leaving Charleston for Pregnall's at 5 00 P. M. Connections at Augusta for all points in Georgia and the West and at

Columbia for North and West. THROUGH TRAIN SERVICE. Augusta Division-Through Trains between Charleston and Augusta, both directions, Through Sleepers between Charleston and Atlanta, leaving Charleston at 6.35 p.m .arriving in Atlanta at 6 30 A. M., and leav- Leave Marion ing Atlanta at 11.15 P. M .- arriving in Charleston 1 15 P. M. Sleepers between Augusta and Macon connecting with same trains daily. Also with steamers for New York and Florida on Mondays, Wednesdays and

Columbia Division-Through Trains between Charleston and Columbia, both direc-COLUMBIA, NEWBERRY & LAURENS RY. WEST-DAILY EXCEPT SUNDAY.

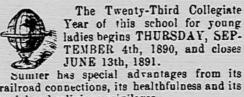
Leave Columbia, Little Mountain, 12.40 7 02 12.46 Slighs, 7.18 " Prosperity, 1.07 1.42 Arrive Newberry, BAST-DAILY EXCEPT SUNDAY. 8.00 Leave Newberry, " Prosperity, 8 20 8.33

" Slighs,
" Little Mountain, 8.41 Arrive Columbia, Sunday Accom'n .- West-Leave Columbia 3 30 p. m., Little Mountain 5.00, Slighs 5.06, Prosperity 5 23, arrive Newberry 5.45 p. m. East-Leave Newberry 8.00 p. m., Prosperity 8 20, Slighs 8 37, Little Mountain, 8.43, arrive Columbia 10 00 a. m.

Gen'l Pass. Agent. Gen'l Manger. THE

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CONDENSES SCHEDULE, TRAINS GOING SOUTH. P. M. Dated Apr. 6, '91 No. 23 No. 27 No. 61 No. 53 11 49 9 46 12 15 2 50 10 07 P. M. 7.43 " Kingstree. 8.15 Ar. Lanes ... 11.15 Le. Lanes...

12 15 2 50 10 07 *8 05 2 40 5 00 11 59 9 45 A. M. A. M. A. M. P. M. Train en C. & D. R. R. connects at Flor-4.40 | ence with No. 61 Train.

2-11-3m

TRAINS GOING NORTH. No. 78|No. 14|No. 60|No. 52 A. M. | P. M. | P. M | A. M. Le. Cha's'n 3 00 6 55 6 17 8 27 3 00 6 55 6 17 3 20 7 13 6 39 "Kingstree 4 30 8 15 8 09 A. M. P. M. P. M. A. M. 5 00 Ar Florence

*Daily. † Daily except Sunday.
No. 52 runs through to Columbia The Sumter Poultry Yards.
via Central R R. of S. C. Nos. 78 and 14 run solid to Wilmington, N. C., making close connection with W. & W. R. R. for all points north. J. R. KENLY, Ass't Gen'l Manager. Gen'l Sup't T. M. EMERSON, Geu'l Pass. Agent.

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AUGUSTA R. R. CONDENSED SCHEDULE. TRAINS GOING SOUTH.

Dated April 6, 1894. |No. 23| No. 27| P. M. P. M | A. M. * 6 10 *10 10 9 20 12 40 Arrive Florence No. 50 A M A. M †8 25 3 20 4 35 | †9 45 Ar've Columbia. Central R R. Leaving Lanes 8:30 A. M., Manning 9:10

Train on C. & D. R. R. connects at Florence |No. 51|No. 59|No. 53 | South. These birds can be relied upon as being the finest of their strains. They TRAINS GOING NORTH. were purchased from breeders of established reputation, at a cost of \$145.00 for the three pens of 18 birds, and the prizes won by them over the large array of Leave Columbia .. 6 45 competitors is a guarantee that they are all that is claimed. I also keep Ar've Sumter 11 58 1 15 A M 4 45 9 20 Arr. Wilmington

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Train on Florence R. R. leaves Pee Dee daily except Sunday 4.40 P. M., arrive Rowland 7.00 P. M. Returning leave Rowland 6 30 A. M., arrive Pee Dee 8.50 A.M. Train on Manchester & Augusta R. R. leave The Twenty-Third Collegiate Sumter daily except Sunday, 10:00 A. M., ar Year of this school for young rive Rimini 11,05. Returning leave Rimini ladies begins THURSDAY, SEP- 11:25, A. M., arrive Sumter 12:35 P. M JOHN F. DIVINE, General Sup't.

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