

THE QUESTION OF GOOD ROADS.

The Grievous Need of Them and What is Being Done to Improve the Present Bad System in this Country.

(By F. Prescott-Bullock.)

At all times of the year is felt the great importance of good country roads, but at no time more so than when the crops begin to be hauled to market. Those who reside in the towns and cities need the good roads every bit as much as the farmer, for with them the latter is permitted in all conditions of weather to deliver his produce with ease, lessens the expense of keeping stock in good order and reduces to a minimum the wear and tear on the wagons. Good roads are comparatively free from dust in the summer, and mud in the spring, fall and winter, they make it convenient to send the children to school, for the family to attend church, they bring more trade to the merchant, and are easier for the physician to visit his country patients. They are a benefit to the health, wealth, prosperity and general welfare of a county. Bad roads represent an actual money value taken from the people. It has always been admitted that the United States is sadly deficient in good highways, and noted for its immense number of roads utterly impassable in bad weather, but the standing excuse has been that it is such a new country, there has not been time for such improvements.

This is of the latest, for no other nation on the face of the earth has accomplished in the same time, one hundredth part that the United States has. We have more railroads, telegraph and telephone lines, have improved more rivers, conquered more forests, watered more arid plains than all the rest of the world combined. To the bicycle however is due the first, of the great agitation which is now taking hold of the entire country in the interests of good roads. It was next taken up by the Government and now is a matter of legislation in most all of the States.

The question of what constitutes a good road has been studied out by the Department of Agriculture and pamphlets by the ton showing just how a road should be constructed and preserved have been published, distributed, and may be had simply for the asking. Experiment stations have been established where lessons in road making are given.

Each State has its own peculiar problem to solve and its difficulties to overcome owing to the various formations of the land and soil, but actual experience has proven that when the proper efforts are made, the good road is made. The greatest trouble has been that the money annually expended upon our roads has been used in an unmethodical manner.

What is required, is that those in charge of these matters, should work with reference to a general plan—such as better surface, adjustment of grades, and, where practical, shortening of distances. Without this, no matter how well intentioned, the work will be futile. It is a vast enterprise to reconstruct the roads of this country, but a perfect system of highways would be the most magnificent present possible to the nation or state. The most practicable way of accomplishing this, that I can suggest is the establishment of a department of roads as a state bureau, with a sufficient number of trained surveyors and engineers who must prepare maps by counties, with the roads divided into two classes, highways and common roads, selected with careful consideration for the future, as well as present wants, and submit these maps to a board of county officials.

At the start it is not necessary to have the highways of uniformly expensive construction throughout their length.

As an illustration, take a highway of twenty miles, connecting the county seat with some other centre, and estimating the cost at \$1,000 a mile, the road would cost complete \$20,000. Let this twenty miles be divided into sections, and the road out from each centre be improved in proportion to the radius of the population—that is, let the road five miles out each way receive attention first, and the largest expenditure of ready money, while the rest, or the ten miles in the middle, be worked to best advantage with the remainder of the funds. This is an equitable adjustment from the fact that the travel and population rapidly diminish from the centres, and therefore the road receives the greatest part of the wear near the towns.

This appears to involve a sum of money much too great to be practicable, but by the issuance of county bonds, running over a period of twenty or even forty years, the actual expense will be borne by two generations, and the expenditure of this sum of money in the several counties, and the opportunities it will give for work, will cause a substantial increase in prosperity, as the money will all be distributed among the working men of each district.

One of the most important factors in keeping roads in good order is the use of wide tires for all wagons carrying heavy loads.

The wheels will cost a little more at first, but the saving in wear of horse flesh and of wagons, and in repairs needed upon the roads will many times repay the outlay.

It has been shown by experiments in every part of the country that a double team can draw upon an ordinary wagon with three inch tires just twice as heavy a load as upon a wagon with the usual narrow tires, and the wide tires keep dirt roads in order by constantly rolling them, in some places in Pennsylvania where turnpike roads prevail, upon which toll is charged, the toll for a wagon with three inch tires is one half the usual rates, and wagons with four inch tires pass free.

A good road system would be the greatest aid, and the most substantial one, that the state can give to the agricultural classes.

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HOW A "HAS BEEN" LIVES.

Manages to Exist on Small Sum by His Frugality.

Seventy cents pays for a week's lodging. To eat more than twice a day is not deemed necessary. On Park row and the Bowery are several cellar restaurants where 5 cents can procure a "square meal." The meals are not totally bad, and the bill of fare is quite pretentious. Pork and beans, pea soup, stew, hash and hard boiled eggs comprise the menu and with each item four slices of bread and a bowl of coffee are served. "Has beens" who are out of work or who belong to the positively idle class resort to the penny soup stands, where a cup of soup or a cup of coffee and one slice of bread are sold for 1 cent. Two meals, at 5 cents a day, bring the board bill up to 70 cents for the week. Subtracting this, as well as the hotel bill, from the original sum of \$3 the "has been" finds himself the possessor of the substantial balance of \$1.60. Free barber schools, where apprentices to the barber's trade perfect themselves, take care of a "has been's" tonsorial effectiveness. His hair is cut and his beard shaved off for no other expense than a few occasional drops of blood or a bit of skin. His laundry work is done by himself at his lodging house. If the wardrobe needs replenishing the old clothes market, where sales occur daily, at Bayard and Elizabeth streets, is visited. Pieces of wearing apparel, hats, shoes and linen, not good enough to be bought by the second hand dealers, who have first choice of the wares, brought from uptown by the "old clothes" peddlers, are offered on the street corner, and are bought for a mere pittance. After a purchase a "has been" makes the necessary repairs and feels a real satisfaction in his bargain.

The Southerner Abroad.

The Macon Telegraph says during the persecution of its Protestants France gave of its best blood to other countries, including the United States. Likewise the Southern States during the intolerable era of reconstruction gave of their best blood to the West, and later even to the North. In 1860 there were 950,000 Southern-born white people living in the North and West, and in 1900 this number had increased to 1,500,000, while in 1900 the number of people from other parts of the Union who had become citizens of the South was 750,000—only half the number the South has furnished other sections. Such are the interesting statistics presented by Mr. Richard H. Edmunds, of Baltimore, in an address before the Alabama Polytechnic Institute, showing that the South has given much more than it has received through this interchange.

On this point Mr. Edmunds says that "measured by whatever standard you may, whether by mere numbers or by material accomplishments, whether in the past or the present, the South has given to the upbuilding of the nation far more in numbers, in energy, in brain and brawn, than it has received from other sections." This presents a very different view of the matter from the traditional Northern notion so often shown to be a fallacy that Northern emigrants are the life and soul of the modern industrial South.

It would be interesting to know how far this view of the Southerner abroad would be accepted. It has long been accepted in New York, but we hear less with regard to other Northern and Western centres. "The professional and commercial importance of the Southerners in New York," says the Sun, commenting on Mr. Edmunds' showing, "exceeds that of the emigrants from any other part of the Union, unless it be New England. In law, medicine and the church our Southern-born inhabitants have won distinction, and in business they hold a foremost place. Our indebtedness to the intellectual vigor of the South is great and obvious; and generally the emigration thence to other parts of the Union has been remarkable for the high quality of ability it brought."

But the South has not been robbed of its strength by its gifts to other sections, as Mr. Edmunds shows by those figures of extraordinary industrial development with which the most of us are pretty familiar by this time. Commenting on the showing, the appreciative Sun remarks: "Great as has been the draft by other parts of the Union on the South, it still retains sufficient masterful ability in its almost undiluted American stock to proceed successfully to the further and complete development of one of the most resourceful regions on the face of the globe. It is a strong race down there, as even the most casual traveler discovers by his observation of the people he sees as he hurries through it."

A Crooked Cashier.

Raleigh N. C., August 4.—A special from Newbern, N. C., says: On account of an alleged shortage in the accounts of T. W. Dewey, cashier of the Farmers' and Merchants' Bank, of this city, the bank has been compelled to go into liquidation. The amount of the alleged shortage is large, but the sum has not yet been ascertained. There will be no trouble about paying all depositors and creditors in full. Mr. Dewey, the cashier, left this city last Saturday night, stating that he would return either on Monday night or Tuesday morning. He has not returned and it is not known where he is.

J. O. Ellington, the State bank examiner, is here to look after the interest of all parties interested. The bank offers a reward of \$500 for the apprehension and return to this city of Cashier Dewey.

There is a newspaper scandal in Alabama and the newspapers are not keeping on the cover. Secretary Rountree of the press association is charged with making the annual trip of the press financially profitable to himself. Passes intended for newspaper men were sold to lawyers, bankers and others. Then the whole party on a late trip to Canada was assessed \$29 each, or \$3,365 in the aggregate, for Pullman car service. It develops that Secretary Rountree paid but \$1,440 to the Pullman company. Certain it is that Rountree isn't square.—The State.

SQUIRE BAILES WINS.

A Conflict in York County in Reference to Removal or Non-Removal of a Magistrate.

Columbia, August 4.—For some time Governor Heyward had had under consideration a petition, signed by numerous prominent citizens of York County, asking for the summary removal from office of Willard O. Bailes, notary public of that county. A few days after the receipt of the first petition an equally large one composed also of representative men was sent in by the friends of the notary public asking Governor Heyward to take no action whatever in the matter. The allegations for his removal are in general terms and make no specific charges of such nature as warrant his removal. No proof of any illegal acts are advanced, and inasmuch as the petitions for removal and the counter petitions to retain Mr. Bailes in office present only general propositions the Governor does not feel warranted in removing the notary public until some specific charges with proof, are advanced. It should be noted, too that the petitions contain the statement by reliable parties that a prosecution has been pending against Mr. Bailes, and the Governor feels that the Courts should first take action before he is called upon to consider the matter, for the very obvious reason that if the jury should acquit the officer no legal complaint exists against him.

During this investigation the fact was developed that this officer notoriously advertised for business. This the Governor highly disapproves of, as well as some of the other general conduct of the notary. But these matters are not such as to warrant the removal of the officer, as they involve purely ethical, and not legal, questions.

The Governor thinks that, in view of the petitions and counter petitions, and all of the other evidence, the benefit of the doubt should be given to the officer, as it is a presumption of law that all officers do their duty, and that should he be removed there is no further redress for him, but in declining to remove him the matter is still open for such further proof as the parties petitioning for his removal deem advisable to adduce.

IN THE INTEREST OF EDUCATION.

Columbia, S. C., Aug. 5.—The Southern Educational Board gave to the State of South Carolina \$1,700 to be used for educational purposes in the counties of this State, and so far the central committee, consisting of Governor Heyward, State Superintendent Martin and President Johnson, of Winthrop, have expended about \$300. The work will be pushed shortly in the counties of Pickens, Saluda, Chester, Lancaster and others, and Mr. Martin has sent out the following circular to all county superintendents: "My Dear Sir: If you have any communities desiring to consolidate schools, build new school houses, levy special taxes, start libraries or make any other forward movement in the line of education, our central campaign committee would be pleased to help you in holding an educational meeting or rally at these places."

"We can help you to the extent of paying travelling expenses of speakers. There are numbers of prominent and useful men in various professions in all parts of the State who will gladly help in this work, and, while we have some meetings already planned, we might arrange for more—especially during the month of August, while farmers are not busy. If you organize any such meetings, please send your program to our committee for its approval. "Governor Heyward and I have about as many engagements as we can make, so I hope you will select other speakers, and I shall be present at as many meetings as possible."

BIG STORM IN ST. LOUIS.

St. Louis, Mo., August 5.—One of the heaviest storms of the year, but of brief duration, swept over St. Louis this afternoon. The furious wind tore through the World's Fair grounds, killing Theodore Richter, a florist, probably fatally injuring A. R. Clark, a carpenter, and seriously injuring seven other workmen, besides causing damage to World's Fair buildings and other property generally throughout the city to the extent of \$10,000.

The day had been extremely warm, the temperature registering 94 degrees. Suddenly the sky began to grow dark and soon the storm broke with the force of a gale.

At the World's Fair grounds the agricultural building was struck by the gale and six laborers, working on scaffolding, were hurled to the ground. Theodore Richter, a florist from Kirkwood suburb, was on the ground running to shelter when a flying plank struck him. The World's Fair department turned out and hastily dug the injured men from the debris and hurried them to the hospital. A. R. Clark was so badly injured that it is believed he will die.

THE AMERICAN NAVY.

Our navy consists of 100 vessels and 41 vessels under construction, according to figures collected by Capt. Sigbee. The existing fleet consists of 10 first class battleships, 112,329 tons; 10 other battleships and coast defense ironclads, 41,002 tons; 2 armored cruisers, 17,415 tons; two first class protected cruisers of 14,750 tons displacement; 12 second class protected cruisers of 7,100 tons; 23 unprotected and partially protected cruisers of 32,111 tons; 6 gunboats, 4,020 tons; 12 torpedo boat destroyers, 5,259 tons; 25 first class torpedo boats, 255 tons, and 1 submarine boat of 75 tons displacement. The vessels building are 9 first class battleships, aggregating 131,200 tons; 2 other battleships and coast defense vessels of 6,428 tons; 8 armored cruisers, 111,800 tons; 3 first class protected cruisers of 28,000 tons; 6 second class protected cruisers, 18,000 tons; 4 destroyers, 1,620 tons; 5 first class torpedo boats, of 1,116 tons, and 7 submarines of 840 tons. We are building no unprotected cruisers, no gunboats and no second class torpedo boats.

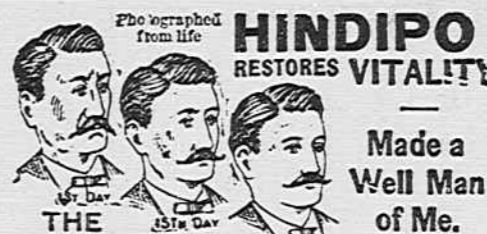
The Net Work Girl.

She wears a net, work waist, Her stockings are network too; I look at her network sleeves and see Her soft arms gleaming through, When she raises her fluff skirts A little way, ah, me! I see the dainty bits of white That peep through the filligree.

You say it is rude of me To look through her network waist, Or to gaze below when she lifts her skirts. So dainty and eke so chaste? Nay, say not so! It were rude If I should neglect to see, For why is she wearing her network things If not to be seen by me? —New York Herald.

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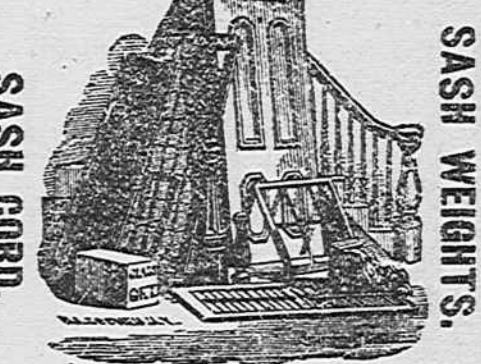
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