

Watauga Democrat.

VOL XIV.

BOONE, WATAUGA COUNTY, N. C., THURSDAY, MARCH 27, 1902.

NO. 6.

I Coughed

"I had a most stubborn cough for many years. It deprived me of sleep and I grew very thin. I then tried Ayer's Cherry Pectoral, and was quickly cured."
R. N. Mann, Fall Mills, Tenn.

Sixty years of cures and such testimony as the above have taught us what Ayer's Cherry Pectoral will do.

We know it's the greatest cough remedy ever made. And you will say so, too, after you try it. There's cure in every drop.

Three sizes: 25c, 50c, \$1. All druggists.

Consult your doctor. If he says take it, then do as he says. If he tells you not to take it, then don't take it. He knows. Leave it with him. We are willing.
J. C. AYER CO., Lowell, Mass.

Ex Gov. Altgeld of Illinois, and a prominent figure in politics, died suddenly a few days since.

Many Wonder.

Many wonder why it is that pin worms and stomach worms get into little children, or how a tape worm 300 feet long can get in and exist and grow inside of a man, as it sometimes happens. They may well wonder, for it is a great mystery. However, many know now by experience that Mother's Worm Syrup will rid one of intestinal worms and greatly improve the health after the worms are expelled and destroyed. It is absolutely a harmless remedy to take, and as it only costs 25 cents, all should try it who suspect worms to be the cause of their ill health.

CASORIA.
Bears the Kind You Have Always Bought
Signature of *Chas. H. Fletcher*
PROFESSIONAL.

J. C. FLETCHER,
Attorney At Law,
—BOONE, N. C.—

Careful attention given to collections.

E. F. LOVILL,

—ATTORNEY AT LAW,—
—BOONE, N. C.—

Special attention given to all business entrusted to his care.

8-23, 1900.

J. W. TODD. GEO. P. PELL.

TODD & PELL.

ATTORNEYS AT LAW,
JEFFERSON, N. C.

Will practice regularly in the courts of Watauga. Headquarters at Coffey's Hotel during court. 5-4-99.

E. S. COFFEY,

—ATTORNEY AT LAW,—
—BOONE, N. C.—

Prompt attention given to all matters of a legal nature. Abstracting titles and collection of claims a specialty.

8-23-1900.

DR. J. M. HOGSHEAD,

Cancer Specialist,

BANNER'S ELK, N. C.

No Knife; No Burning Out. Highest references and endorsements of prominent persons successfully treated in Va., Tenn. and N. C. Remember that there is no time too soon to get rid of a cancerous growth—no matter how small. Examination free, letters answered promptly, and satisfaction guaranteed.

Kodol Dyspepsia Cure
Digests what you eat.

The Good Roads Question for the Southern Mountain Section.

Revised from a paper read before the Southern Interstate Good Roads Convention in Charleston, S. C., Feb. 1st, 1902, by S. P. Kelsey.

Speaking for Western N. C. and the Southern mountain section generally, we should say that the question of first and greatest importance in all good road building is location, but it seems to have received about the last and least consideration. The wretched condition of our country roads is destructive of all business and enterprise, and nothing would do so much to improve the country and add to the comfort of living, as the betterment of our roadways.

Of course the Macadam road is too expensive, and we must for a time depend upon the earth-made road. "Of such material as around, the workman's hands had readiest found." An experience of 27 years devoted largely to the location, building and improvement of country roads in the Carolina mountains, the examination of more than a thousand miles of prospective road lines and the surveying of some hundreds of miles, a considerable portion of which has been built and in use for several years, has given us some knowledge of the conditions and possibilities of mountain road-making that may be interesting and perhaps useful to such as are trying to get better roads.

Most of our present roads got their location by accident. The woods trail between the settler's houses, or the easiest way to get the first wagon through, was followed and finally became the public road. Some attempts have been made to improve the locations generally by juries appointed without regard to knowledge of road-making, and whose principal effort would be to avoid any supposed damage to land-owners and local interest, suit the convenience of each farm and building and save expense in the first working out of the road.

As a consequence of this slipshod practice our roads are, with few exceptions, so badly misplaced that time and money are hopelessly wasted trying to make good roads on present locations. Grades on the main thoroughfares are from 10 to 15 per cent, and often heavier. They run along the creek and river bottoms so near the water that they are often washed away by floods, and in many places they even follow the bed of the stream for long distances. Crossings are so made that with every heavy rainfall the water follows the road and washes it away. They run needlessly over hills where with little if any lengthening of the line, they might run around. Where any considerable difference of elevation must be overcome, the road is often located so that the hill must be climbed two or three times before reaching the top and once or twice to get from top to bottom. Such roads, at best, are only passable for light loads and slow driving. They served the purposes of the pioneer settlers but have outlived their usefulness and are as poorly suited to present requirements of travel and transportation as the old hand loom and spinning wheel to the requirements of manufacturing. The loss to the country amounts to millions of dollars a year. We fail to get immigration and our young men and women go west or seek the cities. With scenery and climate unsurpassed, we get but a fraction of the tourist's travel that should naturally seek these mountains, making business for the railroads and markets for the produce of the country.

Of course everybody can see that we need better roads but there are so many difficulties to be overcome that good roads seem a long way off. Some of the mountain towns are improving their streets and adjacent roads, and private corporations and individuals have built some fairly good roads that should serve as object lessons. Such work has shown that the main road lines can be located generally on 1 to 3 per cent. grades with 5 to 6 maximum, and a general increase in distance of 25 to 50 per cent. over a straight line. For example, two places 10 miles apart in direct line would require 12½ to 15 miles of road, which is little if any more than the usual distance by the old up and down roads. No grades heavier than a 6 per cent should be allowed on the main lines and rarely over 4 or 5 per cent. On short roads and connecting lines for local use, heavier grades may be used up to 10 per cent., and that

should be the limit for any public road. Our work has also shown that mountain roads may be so located and built that they will be reasonably safe from damage by floods and washouts. They can be kept in repair at much less expense than the badly placed roads and with proper care may usually be in good condition for travel at least nine months in the year, and in fair passable condition at all times. Gravel and rock are generally found convenient for improving any soft places, and intelligent use of such material will insure a permanent betterment of the road.

Fairly good graded earth roads can be made 12 feet wide almost anywhere in the Southern mountains with wooden bridges and culverts across all streams and ravines, for \$300 to \$600 per mile. A 16 foot road will cost nearly twice as much. Where land is cleared and little blasting or bridging, the road may be built much cheaper. The 12 foot road with convenient turn outs is quite satisfactory until travel becomes too heavy for the single track, when it can be widened with little loss of original work, and better surfacing can be done when needed. A team will haul over such a road two or three times as much as it will over the ordinary up and down roads with equally good road bed in less time and with less wear and tear on the team and teamster. Once the road is right located it can be used with some pleasure and profit even if cheaply constructed, and as the wants of travel require it may, without loss of work already done, be improved even up to the best good roads standard. If wrongly located it is a heavy tax on travel costly to keep in repair and correction of location becomes difficult, because of building connecting roads, land lines and other changes and improvements, made to fit the old location. So where improvements are attempted, continued unsuccessful efforts are made to put the old bad roads in good condition and to make good roads where no roads ever should have been and good roads never can be.

With careful, intelligent location well graded roads, such as we have described, can be had almost anywhere that roads may be needed, through the mountains and foot hills of the Southern Appalachians, providing however, that local interests and land owners shall not be allowed to dictate the location and spoil the road for themselves and everybody else. To illustrate the practicability of such roads, we give the following examples:

First, The Yonahlossee road from Linville to Blowing Rock. This road runs along the Blue Ridge and around the south face of the Grandfather mountain, which has an abrupt elevation of 4,000 feet from the valley of John's River. It is steep, rough and rocky, with many streams and ravines, all of which are bridged. The road bed is of earth and rock, mostly 12 feet wide, was worked by labor hired at 75 cts. per day, and 18 miles of new road cost \$12,000. The grades run from level to 5 per cent., and a very little 6 per cent. It has been built and in use 9 to 10 years, and though it has been a time of heavy storm and floods there has not been a slide or washout to delay travel for one minute, and it is kept in repair at little expense.

Second, The Boone & Blowing Rock Turnpike, from Boone to Blowing Rock, 10 miles of new road. This line follows the Middle Fork of New River through thick woods most of the way, with steep hill sides, considerable rock blasting and six crossings of the stream, all bridges, and the road built 15 feet wide on contract for \$4,500. The maximum grade is 3½ per cent. The road has been in use 8 years subject to heavy travel, and is kept in fair condition, and being improved at small expense. The Superintendent lately informed me that there had been but one washout since the road was built, that was a bridge placed by the contractor too near the water.

Third, We have surveyed a road line from North Wilkesboro, 1000 feet above sea level, to the top of the Blue Ridge 30 miles westward and 3,000 feet elevation, with 3½ per cent. maximum grade. A 12 foot road might be built on this line with streams all bridged for about \$300. per mile.


Fourth, We have surveyed a line from Linville to the highest peak of the Grandfather, the highest, ruggedest mountain in the whole Blue Ridge range, with 5 per cent. maximum grade. It runs under, around, over rock cliffs, but is not a difficult line to build, and a well made 12 foot road should not cost over \$800 to \$1,000 per mile.

"These examples are given as types of the various conditions to be met with in Southern mountain road making and showing what may be accomplished. The work on these roads has been done by private corporations. The efforts that have been made for improvement of the public roads have generally proven very unsatisfactory. Even where careful surveys are made, juries are usually sent over the line and make such changes as the land-owners and local interests ask for, or as may appear to cheapen the opening of the road. Then overseers, whose only apparent wisdom consists in knowing better than the spirit level which way the water will run, are instructed to open the road, and allowed to make such further changes as their fancy may suggest. The interest of everybody is sacrificed to the local convenience of anybody, and finally the road is little improvement over the old way and only serves to discourage and convince people that good roads can't be made and maintained in the mountains.

"And so far it seems there has been no general, practical, conversion to the Gospel of Good Roads, and we are not so much in need of Good Roads trains as John the Baptist to prepare the way for the greater prophets and apostles of good roads who shall come after to contemplate the good work."

A PRINTER SURPRISED.
"I never was so much surprised in my life, as I was with the result of Chamberlain's Pain Balm," says Henry T. Cook, pressman of the Asheville (N. C.) Gazette. "I contracted a severe case of rheumatism early last winter by getting my feet wet. I tried several things for it without benefit. One day while looking over the Gazette I noticed that Pain Balm was positively guaranteed to cure rheumatism, so bought a bottle of it and before using two thirds of it my rheumatism had taken its flight and I have not had a rheumatic pain since." For sale by Blackburn.

Dr. Clontz, the Buncombe county physician, who is charged with the seduction of an insane girl, has surrendered. His bond was reduced from \$10,000 to \$2,500, which he gave. The doctor says the charges against him are attempts to blackmail.

The Eminent Kidney and Bladder Specialist.

The Discoverer of Swamp-Root at Work in His Laboratory.
There is a disease prevailing in this country most dangerous because so deceptive. Many sudden deaths are caused by it—heart disease, pneumonia, heart failure or apoplexy are often the result of kidney disease. If kidney trouble is allowed to advance the kidney-poisoned blood will attack the vital organs, or the kidneys themselves break down and waste away cell by cell. Then the richness of the blood—the albumen—leaks out and the sufferer has Bright's Disease, the worst form of kidney trouble.
Dr. Kilmor's Swamp-Root the new discovery is the true specific for kidney, bladder and urinary troubles. It has cured thousands of apparently hopeless cases, after all other efforts have failed. At druggists in fifty-cent and dollar sizes. A sample bottle sent free by mail, also a book telling about Swamp-Root and its wonderful cures. Address Dr. Kilmor & Co., Binghamton, N. Y., and mention this paper.

The Last Heard of It.

"My little boy took the croup one night and soon grew so bad you could hear him breathe all over the house," says F. D. Reynolds, Mansfield, Ohio. "We feared he would die, but a few doses of One Minute Cough Cure quickly relieved him and he went to sleep. That's the last we heard of the croup. Now, isn't a cough cure like that valuable?" "One Minute cough cure is absolutely safe and acts immediately. For coughs, colds, croup, grip, bronchitis and all other throat and lung troubles it is a certain cure. Very pleasant to take. The little ones like it." T. J. Coffey and Bro.

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