

# The Daily Gazette.

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Day and Night.

## A POINTER



No one nowadays conducts business in the old fashioned ways—not even in the Drug Business. Years ago Druggists sold very low about prices; to-day the best pharmacists buy direct from the manufacturers, save freights and jobbers' profits, and sell to customers at OUT-RATE PRICES.

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### GOOD ROADS.

New Jersey is like North Carolina in the possession of much red clay soil but there the comparison ends. More practical work is being done in New Jersey in the direction of good roads than in any other state of the union, and for that reason it has been selected by the postoffice department for the experiment authorized by congress of free delivery system in the rural districts. The movement was begun in 1893 by the organization of a highway improvement association and the passage of a law imposing upon the state one-third of the cost of good roads constructed under the direction of a state road commissioner. Under this statute 238 miles of macadamized roadway has been constructed at an expense of \$466,595 to the state and upward of a million dollars to the counties and the property owners. People can now travel upon a hard, mudless highway in all kinds of weather. It is solid and smooth as a boulevard from Jersey City to Atlantic City and from Paterson to Camden.

In New Jersey opposition to the old system has almost entirely died out and the applications for state assistance are so numerous that the appropriation will be increased from \$100,000 to \$300,000 this year. The farmers have found that they actually save more than the amount of their taxes in repairing their wagons, harness and in horse shoes, without considering the wear of the animals and the economy of time. The road commissioner of New Jersey, whose tact and ability have done much to promote the movement, puts a practical lesson in mathematics before the farmers. "It cost 9½ cents a bushel," he says, "to ship wheat from Chicago to New York, a distance of 900 miles. It costs three cents a bushel to haul wheat on a level road a distance of five miles and on a sandy road it would cost at least nine cents per mile to haul it. The saving on a bushel of wheat with good roads for a distance of five miles would be about equivalent to that of 375 miles by railroad. One mile of good roads would make a saving equal to seventy-five miles of railroad transportation. Thus every mile of good roads places the producer seventy-five miles by rail nearer to the markets. It is estimated that the cost of hauling 700,000,000 tons of farm products to market is \$2 per ton, or just about \$1,400,000,000. It is also estimated that about sixty per cent. of this last amount, or \$840,000,000, would be saved each year if farmers were able to do this hauling over good roads. These statements show the importance of good roads. The real cost of transportation that burdens our agricultural classes," he says, "is the part of it between the farm and the town or railway station and the market. The loss due to bad roads is one of the greatest wastes of energy connected with farming as it is carried on in this country."

Gen. Stone, the national good roads commissioner, has been trying to get the people of New Jersey to try the steel track system, as he argues that it will save four-fifths of the power now exerted to haul loads over macadam roads. The compulsory use of broad tires is also recommended. Last year the legislature passed a law relieving from road tax all persons who would use tires not less than three and a half inches wide upon their wagons, but it was voted by the governor because

it applied to cities as well as to the country. It will be amended and passed again this year.

### AN ENGLISH VIEW OF AMERICAN RAILROADS.

Poor's Manual of the Railroads of the United States, for 1897, published in London, gives some significant facts and figures. The financial figures of course are given in pounds and pence which makes them somewhat more difficult of comprehension for American readers, but the comparative results are plain enough to anybody. We find that the number of passengers carried by British railways is not far off from double that which the United States lines return (920,967,736 to 535,120,756), but while in Great Britain the freight traffic hardly equals the passenger traffic in profit, in the United States freight produces almost three times as much gross income as do passengers (one hundred and fifty-four millions against fifty-three). The net earnings in the United States are not quite 30 per cent, against 44 per cent in the United Kingdom.

To compare the financial returns of different sections of the United States the Manual divides the railways by groups of states. Putting aside the bonded debt the average returns per cent is as follows on capital stock:

1. New England States (Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut)	\$ s. d. 4 12 4
2. Middle States (New York, New Jersey, Pennsylvania, Delaware and Maryland)	2 7 9
3. Central Northern States (Ohio, Michigan, Indiana, Illinois and Wisconsin)	2 5 0
4. Northwestern States (Iowa, Minnesota, Nebraska, North Dakota, South Dakota, Wyoming and Montana)	1 3 7
5. South Atlantic States (Virginia, West Virginia, North Carolina, South Carolina, Florida and Georgia)	0 9 5
6. Southwestern States (Missouri, Arkansas, Texas, Colorado and New Mexico)	0 1 7
7. Gulf and Mississippi Valley States (Alabama, Tennessee, Mississippi, Kentucky and Louisiana)	0 0 4 ½
8. Pacific States (Washington, Oregon, California, Nevada, Arizona, Utah and Idaho)	0 0 2 ½

Commenting on the above the London Spectator says, "The results of groups 5 to 8 are deplorable in the extreme. Of course it is quite arguable that it pays to construct railways before there is a population to use them and make them successful, and that any country which does not want to be left behind in the competition must do it, however heavy the burden which the work may impose. This is perfectly true, but unfortunately the returns do not show the progressive increase which the argument demands. The really ominous fact about the finance of the American railroads is that it shows on the whole less favorably now than it did fifteen years ago."

John J. Bealin, of the New York State Employment Bureau, said recently that it was clear from statistics in his possession that there was not half enough work for all the wage earners in the state. The quarterly report of the Carpenters and Joiners' unions and 1,000 other labor organizations, scattered in every quarter of New York, showed, he said, that fully sixty per cent. of their actual membership was unemployed between the months of March and July of last year.

When Governor Russell is asked to appoint Jim Moody criminal court judge, then will occur something more than a single clap of thunder and flash of lightning. Cyclone cellars will be in demand when that time comes.

### TOPICS OF TODAY.

Both in Georgia and in Mississippi the experiment of establishing textile schools has been inaugurated. In the Manufacturers' Record is a quotation from Governor McLauren, in which he says: "I recommend, in addition to the regular appropriation for the Agricultural and Mechanical college, that you make an appropriation for the ensuing two years sufficient to establish a textile department. We cannot expect to add a textile department on a mammoth scale like the textile school in Philadelphia, but the state may add a department of this character by the appropriation of \$10,000 for the two years, from which it will be amply repaid for the outlay. Young men of the state learn the art and science of manufacturing in their own state, and the very fact of having home men who are prepared to manage and conduct manufacturing establishments will encourage the building of factories and stimulate home investments; and this, in turn, will retain such young men in the state, instead of letting them go abroad for employment."

The latest with reference to the Stanley county bond case is that there is disagreement between the county commissioners and their attorneys about the payment of the fee. The commissioners agreed to pay the attorneys a fee of \$12,000, provided they should win the case. The attorneys claim that their fee is now due, while the commissioners claim that if suit is brought in the United States court, they ought not to pay the lawyers until the case shall have been disposed of in the court. A contemporary remark that it would be a great joke on these lawyers if, after they had secured the repudiation of the Stanley bonds the Stanley commissioners should repudiate their fee.

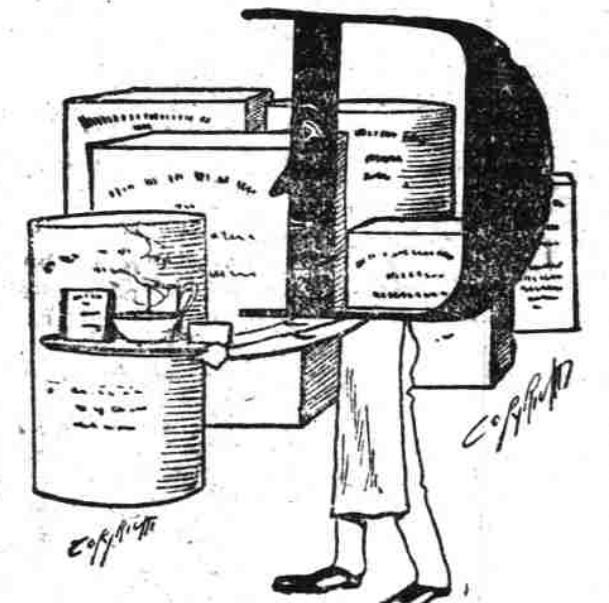
If the newspaper reports be true, Consul General Fitzhugh Lee has received a most distinguished compliment from the administration. It is given out that General Lee has carte blanche to summon warships to Havana whenever he may deem it necessary so to do, without even conferring with the government at Washington. That the administration has unbounded confidence in his discretion and ability and has given him fuller powers than have recently been given to any representative of the

government. General Lee is not only a diplomat, but a soldier, brave and discreet, and in every way worthy of this trust.—Richmond Times.

For some inscrutable reason or other the voice of each century has been signalized by manifestations of violence and of temporary suspension of that cool reasoning power and common sense which contribute more than anything else to keep the human passions, especially those of the masses, under control. It is perhaps on that account that the people of America are called upon to witness a revival just at present of one of the most illogical forms of mediaeval prejudice, namely anti-Semitism, the only difference being that, whereas the Jews were hounded formerly on the pretext that they were responsible for the crucifixion of the founder of Christianity, the Hebrews of today are assailed by reason of their superior business abilities, as well as because they have acquired a greater degree of prosperity and acquired capital to a larger extent than their Christian fellow citizens. At no time during the present century has anti-Semitism played so important a role in the political and social affairs of the various countries of Europe as at the present moment.—New York Tribune.

Mr. Richard H. Edmonds, editor of the Manufacturers' Record, in a letter to the New York Sun, speaks these words of cheer as to our future:

"Starting without capital and without experience, the south has already practically monopolized the coarse cotton trade and is pushing into the finer goods with a determination to capture that line. The world's needs are growing. Increasing wealth of the masses increases the requirements per capita of cotton goods. The extension of civilization into the dark places of the world opens new fields for cotton goods. Civilization's advance is measured by the increase in cotton consumption. This increase must go on constantly, and the 9,000,000-bale crop must be exceeded before many years by crops of 10,000,000 and then 11,000,000 and then 12,000,000, as the world's ever-increasing requirements shall demand. "With this growth, and even more rapidly than this, will the cotton manufacturing interests of the south develop. While the increase in the number of spindles in southern mills from 667,000 in 1880 to 4,000,000 in 1897 was taking place, the increase in the rest of the country was from 9,886,000 to 13,000,000, the gain in the south being about 500 per cent. and in the whole country outside of the south about 70 per cent. In 1880 the south had one-fifth of the number of spindles in the country; now it has nearly one-fourth of the number. Cotton mills are probably the most popular form of investment for local capital in the Carolinas and Georgia."



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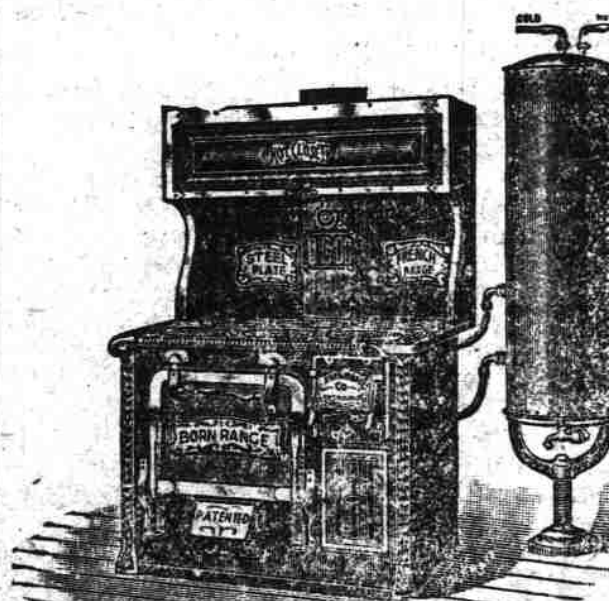
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