

GOOD ROADS.

A New Hampshire Plan.
Governor Bachelder, of New Hampshire, says: "Within a day's ride of our summer capital, Mount Washington, there are 10,000,000 people. We would like to have at least one-tenth of them visit us every summer, and in order to get them and keep them, as long as we can, we are planning to improve our highways so as to make a good impression on our visitors when they arrive on foot, by horseback, by boat, by bicycle, in automobiles, palace car or steam yacht. They are welcome; they are all welcome, and the welcome is equally hearty for one and all."

In order to enable the visitors to see the State of New Hampshire, the Governor has appointed an engineer, who is at work mapping the roads of the State, and under the Governor's direction a comprehensive system of permanent road improvement is being outlined with much exactness before a dollar is expended in its completion, as to clearly show where the permanently improved roads are to begin and end, and the expense to the State for their construction, together with the annual expense of maintenance.

The improved highways will aim to permeate every section of the State with at least a well ballasted, well drained and well surfaced gravel road, whose cost, using the present roadbed for a base, will be from \$800 to \$1500 a mile. On this calculation, appropriating \$100,000 a year for six years, the State would have at the end of that time 600 miles of the best roads in the world for light travel and mountain scenery, traversing the State from its entrances at the southwest to the White Mountains. It is intended to divide the cost of completing the roads between the State, county and towns, the same as in New York. The Governor says there is no more mystery about building roads than about building houses. Use common, practical, business sense and conform the cost of your highway to the kind of travel for which it is desired. If the Governor of New Hampshire can get 1,000,000 visitors to come to the State during the year and leave \$10 apiece he has provided for the spending of \$10,000,000 within the State during the summer months. Who can estimate the amount of money which would be spent in New York State's lake and mountain region if this State only had a system of improved highways and a Governor as heartily interested with the subject as the Governor of New Hampshire? Would not we have 3,000,000 people spending \$20 each and leaving in the State during the summer the sum of \$60,000,000, as against the \$10,000,000 estimate made in New Hampshire?—New York Tribune.

Using Improved Machinery.
Improved machinery and new methods were introduced in Massachusetts last year, reducing the cost and increasing the efficiency of the roads. Formerly gravel roads were resurfaced by hand. The gravel would be spread to a depth of from three to six inches. Really a new road would be built. This would require months of packing, and the roads would not be in good condition until this process was somewhat completed. Now a machine is used for distributing gravel. The new treatment can be given for the small cost of from \$10 to \$15 a mile. The machine is used also for spreading sand. On the surface of macadam roads the sand is better binding material than the dust from the stone, for it is not so liable to be blown off by winds. With a machine, a cubic yard of sand can be distributed in a minute and a half. The commission has also introduced a system for using the road material which is near at hand in all towns. In the case of heavy clay roads the plan has been tried of digging out the centre to a depth lower than the frost will reach. The cut is made gradually less toward the sides, so that there is a V shaped trench. This is filled with coarse stones or stones from useless stone walls in the vicinity, to a depth of about eighteen inches in the centre and six or eight inches at the sides. The best material which is conveniently near is used for covering. If good gravel is not to be had, then earth is put on. It will work down only part way, leaving a practical drain at the bottom. Such a road is not acted upon by frost, and the cost varies from \$500 to \$1500 a mile, probably not averaging \$1000, while the cost of macadam is from \$5000 to \$10,000 a mile. From twenty-five to thirty miles of this rough stone road have been built in Massachusetts this year.

Buried Two Cats in Cemetery.
The little village of Parkville, on the Hartford road, a few miles north of Baltimore, is agog over the discovery of the fact that two cats are buried in the churchyard of Miss Methodist Episcopal Church, beside the grave of the late Theodore H. Rice, husband of Mrs. Sarah Rice, who now resides on Central avenue, this city. To add to the excitement created by the discovery, the church trustees accused Mrs. Rice of burying the cats there with her own hands, and she does not deny the impeachment. Indeed, she acknowledges killing them.—Pittsburg Gazette.

A Kansas man claims to have a swarm of bees that made twenty pounds of honey in three days.

Timely Fashion Hints

New York City.—Evening coats that are made full and ample below fitted yokes are among the most fashionable



SHIRRED COAT.
of the season, and are both eminently smart and eminently comfortable. This one is suited to many materials,

five yards of banding and three yards of lace for frills to make as illustrated.

Little Fan Heads.
Smart new hatpins have the heads made in shape of a spreading fan instead of in the familiar bead shape. In jet, silver or gilt they are extremely modish. More expensive hatpins in this good shape are enameled in colors to match fashionable winter millinery. Some hatpins show fancy heads mounted with colored beadwork or imitation jewels.

Shirred Mousquetaire Sleeves.
Fancy sleeves have already become established facts and are necessary to the fashionable gown. These very graceful ones are quite new and are peculiarly well adapted to all the soft and pliable materials of the season. As illustrated the sleeve to the left is made of willow green crepe poplin, the one to the right of mahogany colored messaline but appropriate materials are many. The sleeve to the left is snug just at the shoulder, while the one to the right is more mouffant. Which is better depends entirely upon the special figure to be considered.

The sleeves consist of the fitted lining, which is the same for both, and the outer sleeve, on which the different shirrings are indicated. Each sleeve is cut in one piece the one to the left being shirred in several rows at its upper and seam edges, while the draped sleeve is gathered once only at its edges and shirred on vertical lines for a short distance from the shoulder, forming a draped puff.

A Late Design by May Manton.



soft finished cloth, silk and velvet, but as illustrated is made of Burlington sacking in mahogany color and is combined with self-colored lace and trimmed with handsome banding, frills of Lierre lace finishing the sleeves.

The coat is made with the yoke, which is cut in two portions and fitted by means of shoulder seams, fronts, back and sleeves. The sleeves and coat are shirred at their upper edges to form a band, finished with tiny frills at each edge, and are joined to the yoke beneath the upper heading. The cuffs are wide and flaring and can be made to roll over onto the sleeves or to turn down over the hands as shown in the small view.

The quantity of material required for the medium size is two and one-quarter yards twenty-one, two and one-eighth yards twenty-seven or one and



SHIRRED MOUSQUETAIRE SLEEVES.
one-eighth yards forty-four inches wide.

A Beauty in Gray Velvet.
Very lovely is a deep silvery gray velvet coat, with collar and cuff facings of white broadcloth. The buttons are of antique silver. The coat is worn over a broadcloth skirt of the same color.

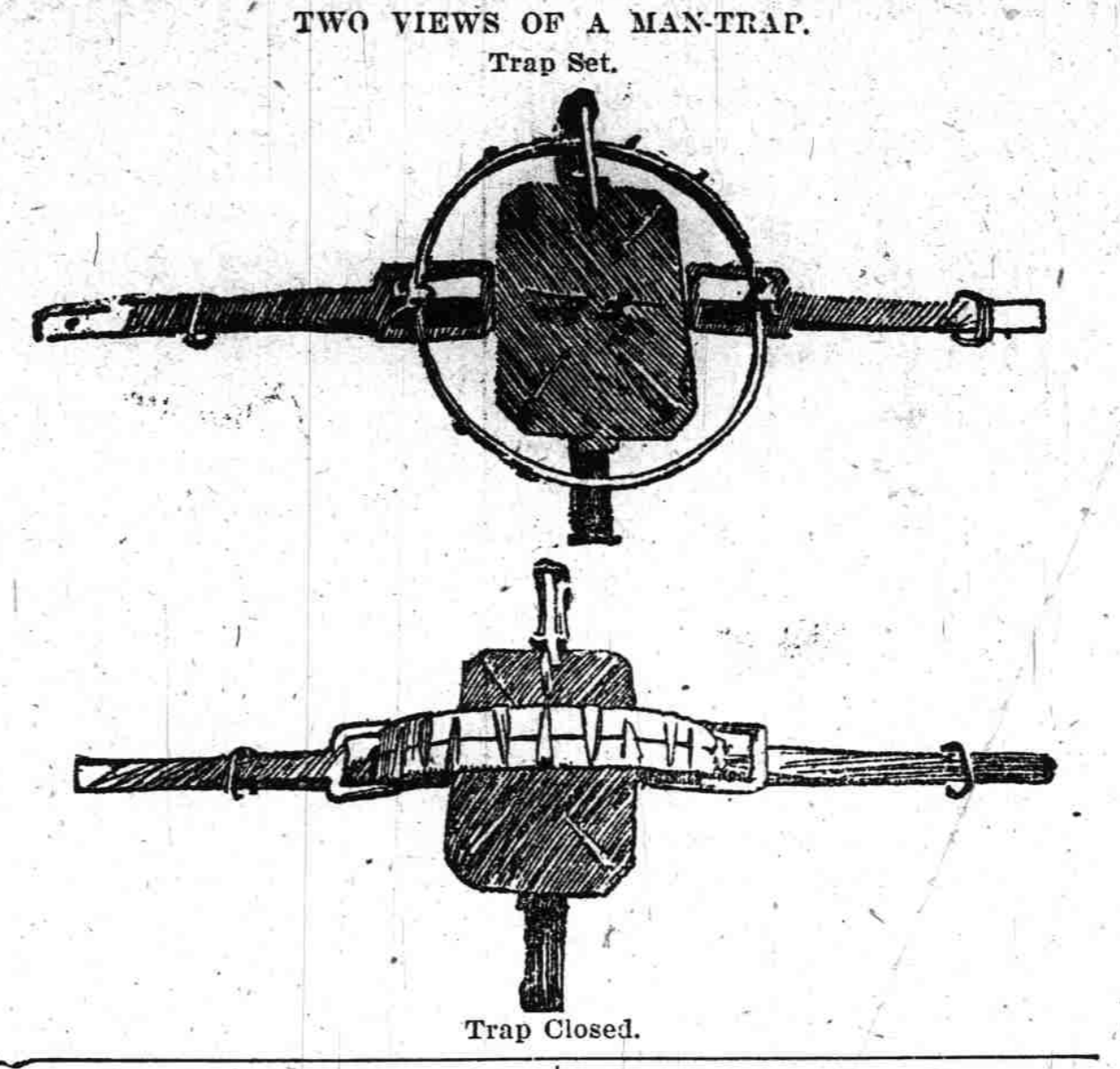
Full Skirts.
Full skirts are here, not without much discussion in advance as to their mission in submerging millinery lines and the delightful slender and slim lines of the Gibson girl heroine.

In Marie Antoinette Style.
A gem of a large Marie Antoinette bonnet hat, sort of mushroom, is of black silk. It is wreathed with small pink roses, a bit of blue bow being at the left front. There's a fall of cream lace under the brim.

A Velvet Gown.
A mauve velvet gown, richly embroidered in chenille of the same shade has a slightly draped bodice cut low to show a round yoke or gumpie of fine transparent cream lace.

HORRIBLE MAN-TRAPS.
Spikes Which Frequently Maimed Poachers For Life.
Great Britain has passed a law recently against pole-traps, but the accompanying illustration, reproduced from English Country Life, shows an even more horrible form of trap, which was employed not so very many years ago to deter human poachers from interfering with the rights of game preservers. It is true that the law demanded that a notice should be posted at the church door before the traps

TO RESIST A COLLISION.
Collapsible Car Frame to Take Up Shock.
It is a well-known fact that because of their positions at the head of the train the baggage and mail cars are subjected to the greatest amount of hard usage. The life of a railway postal clerk for this reason is regarded as a most hazardous one. In a collision the baggage car, which is often also the mail car, is generally smashed to splinters, and often by consuming

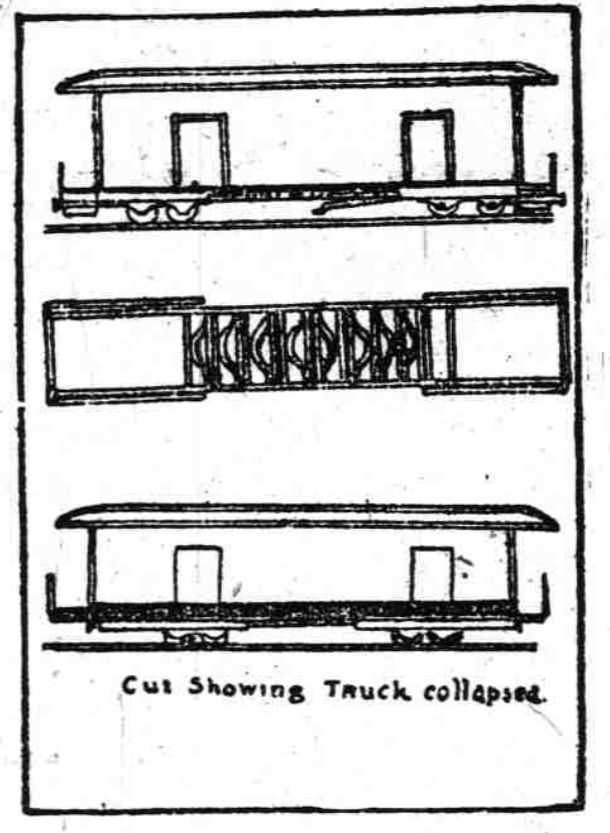


were employed; but as these notices were practically permanent, whether the traps were set or not, they gave little or no warning to the miserable poacher. It is marvelous that anyone could have been found daring enough for the sake of a few pheasants or hares to run the risk of falling into one of these traps; he was not only sure of severe punishment after being caught, but in most cases the cruel spikes did his leg such an injury that he was maimed or less maimed for life. We have reason to be thankful that the spirit of humanity has abolished this horrible invention, though it has been in use within the memory of some still living.—Philadelphia Record.

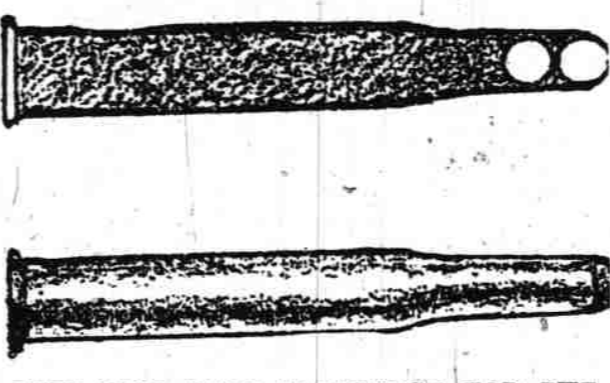
TWO VIEWS OF A MAN-TRAP.
Trap Set.
Trap Closed.

NEW CARTRIDGE TO AWE MOBS.
The new cartridge for riot duty is nearly ready for the National Guard, State of New York. It is of the calibre of the Krag-Jorgensen rifle, which is .30, and will be used by the guardsmen in that rifle. Until a few weeks ago the State soldiers were equipped with the Springfield only, except for fifty Krags, which the expert riflemen in each regiment were permitted to use in Creedmoor practice. Now, however, the Krag is to be issued generally, and by the opening of the drill season in a few weeks the entire militia probably will be using the weapons of the regulars.

The shock is the means of saving the remainder of the train from a like fate. A car which is designed almost especially for collision as for mail and baggage carrying purposes is the invention of J. D. Barber, of Cleveland, Ohio, and in a few words consists of a construction which will consume the shock of a collision and save not only the car thus equipped, but also prevent any damage to the other cars of the train.



COLLAPSIBLE CAR FRAME.
the severity of collision will be relieved, and other cars in the train protected against destruction. The platforms of this car are of especial construction, which permits of them sliding under the car in case of the accident without damage to the body of the coach.—Philadelphia Record.



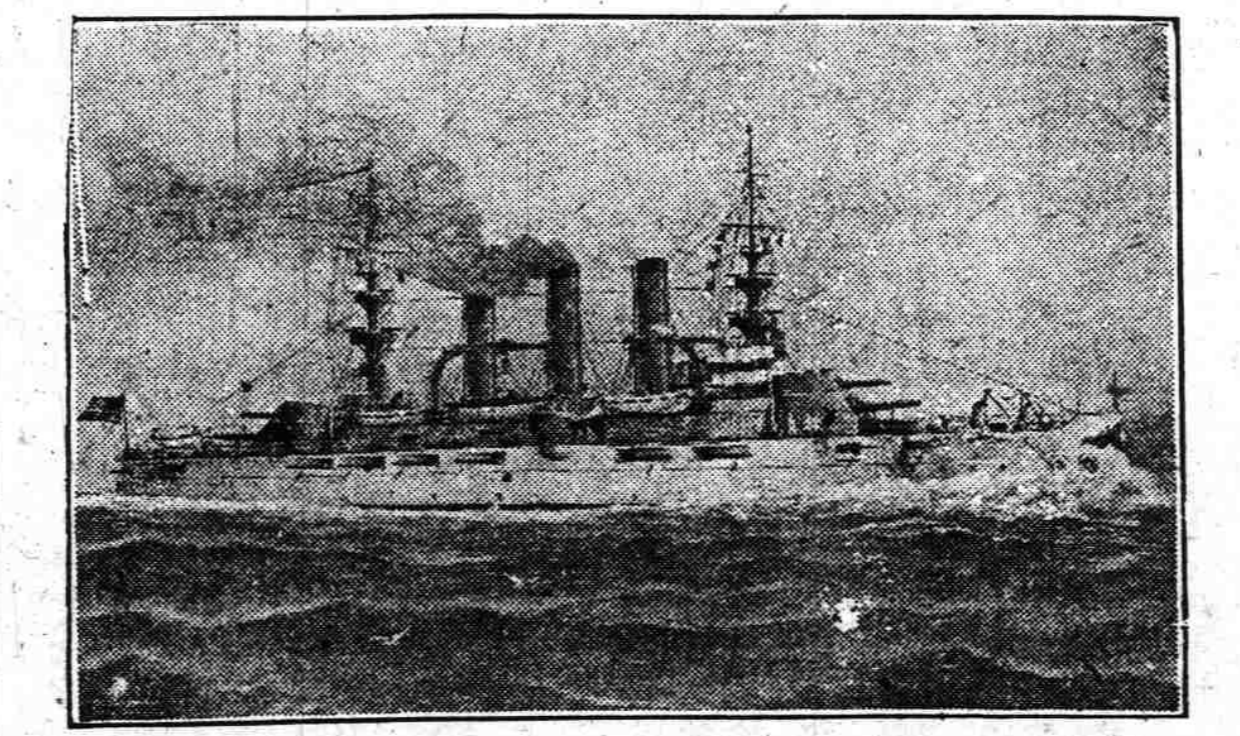
NEW RIOT SHOT CARTRIDGE FOR THE NATIONAL GUARD.

When fired they will scatter, and a volley of them will make a mob think it is facing shrapnel. The range of these riot cartridges is only about 300 yards, as against 2000 yards and more of the regular bullet. It is practically the range of the old musket of the Revolutionary days. The adaptation of this cartridge is entirely in line with the larger humanity warfare.—New York Press.

He'd Seen 'Em.
"What business is papa in, mamma?" asked little Robbie.
"Why, he's in the hardware business, my boy."
"And does he sell cockroaches, mamma?"
"Why, Robbie! What a question! Of course he doesn't."
"Well, he's got a sign on the store window which reads, 'We sell everything to be found in the kitchen.'"
—Yonkers Statesman.

The mystery of the Roentgen rays appears to be deepening. Several instances in which it caused cancer in operations are now on record, and the doctors are wondering why it should in some cases cure that disease and in others cause it.

Two old portraits of Nelson, in good condition, have, it is announced, been discovered in Dresden, dating from the great admiral's visit there in 1801. The one is a large pastel, the other a miniature in oil.



BATTLESHIP GEORGIA, RECENTLY LAUNCHED AT BATH, ME.
Displacement, 14,948 tons. Speed, 19 knots. Bunker capacity, 1704 tons. Arteries, 12 to 8 inches and 6 1/2 to 6 inches; eck, flat, 1 1/2 inch, slope, 3 inches. A. L.; eight 8-inch 45-caliber B. L.; twelve 8-inch 50-caliber R. F.; twelve 3-inch pounders; two 3-inch field guns; six Torpedo tubes, 2 submerged. Com-

THE SOUTH'S WEALTH

Notable Increase Shown During The Past Year
A STEADY INFLUX OF CAPITAL
The Remarkable Gain in Diversified Agriculture Notable—The Increase in the Taxable Value of Property 40 Per Cent—As Great as the Increase in the Preceding 20 Years.

Baltimore, Md., Special.—The Manufacturers' Record presents this week the approximate figures of the assessed valuation of the property in all the Southern States at the beginning of 1905, publishing a table showing by States a total assessed valuation of \$4,510,925,237 in 1890, of \$5,266,594,044 in 1900 and of \$6,196,697,813 in 1904. Commenting upon these figures The Manufacturers' Record says:
"These figures, subject in part to revision—and, it is believed in the case of two or three States, several million dollars below what will be shown by the final returns on assessed values—indicate the remarkable advance in material wealth in the South between 1900 and 1904. During that period, as shown by these figures, there was a gain of more than \$930,000,000, or at an average rate of \$230,000,000 a year. The magnitude of this increase is strikingly illustrated when compared with the progress in the decade between 1890 and 1900, when the total increase in assessed valuation was \$755,000,000, or at the rate of \$75,000,000 a year. It was during that decade that the price of cotton fell to its lowest point since the war, but during the last four years there was a steady advance to the exaggerated speculative value of the early part of last year. It may not be possible to connect with exactness the increase in the price of cotton and the enhancement in the assessed values of property in the South but that higher prices do have a material bearing upon the prosperity, goes without question.

"In studying this question, however, it should be borne in mind that during that last few years the increase in diversified agriculture in the South has been almost as marked as the increase in the value of cotton, and added to this is the really wonderful industrial development. The remarkable change from the low price of cotton of six or seven years ago is hardly more striking than is the increase in the production of grain, fruits, vegetables and other farm products. The total increase in the assessed value of property in the South in the 20-year period from 1880 to 1900 was \$2,310,000,000; or, in other words, in the last four years the gain in the taxable value in the South has been 40 per cent, as great as the total gain of the preceding 20 years.

Bearing on the increase in the assessed value of property, The Manufacturers' Record gives in detail statistics showing the great development of diversified farming in the South, which, in connection with industrial development has been a potent factor in the enrichment of that section, and says:
"By reason of the short crop and high prices of cotton in 1903 and the large crop and lower prices in 1904, the world's attention has been so closely centered upon cotton that the remarkable development in diversified agriculture throughout the South, now one of the most marked features of Southern farming operations, has been to a considerable extent overlooked. In 1903 the South produced such an exceptionally large grain crop that it was hardly to be expected that there would be a further increase in 1904, although there is practically no limit to the South's capabilities in the development of diversified farming. In 1903 the production of corn showed an increase of 138,000,000 bushels over 1902. The aggregate production of corn in the South for the last two years was 1,300,000,000 bushels, against 900,000,000 bushels for the two preceding years, an increase in two years of nearly 400,000,000 bushels. The total value of the corn crop of the last two years was \$720,000,000 against \$566,000,000 for the two preceding years, or a difference in favor of the last two years of \$154,000,000, which was added to the wealth of the South by the increase in corn alone. There was no material difference in the wheat production, but the higher prices of wheat in 1904 made a difference of nearly \$15,000,000 to the South as compared with the wheat crop of 1903 and a difference of \$31,000,000 as compared with the wheat crop of 1902. The total value of corn, wheat, oats, Irish potatoes, rye and hay produced in the South last year was \$542,000,000 a gain of \$36,000,000 compared with 1903 and of \$140,000,000 compared with 1902. Outside of these crops and of cotton, the value of other farm products, including rice, sugar, tobacco, sweet potatoes, vegetables, fruits and live stock products, was about \$550,000,000, or a total value of Southern agriculture outside of cotton in 1904 of about \$1,092,000,000. The aggregate grain production in the South last year was 790,000,000 bushels, against 607,000,000 bushels in 1902.

Rehearing in Rebate Case.
Washington, Special.—The Inter-State commerce commission telegraphed President Ripley, of the Atchison, Topeka & Santa Fe Railroad, that it would give a re-hearing in Chicago of the Colorado Fuel & Iron case, probably on Friday or Saturday of next week, though possibly not until later. This is the case in which charges were made of granting rebates by the railroad to the Colorado company.