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### Excursion to Niagara Falls

Thursday, Aug. 24.

The best excursion of the season will be operated by the Chesapeake Steamship Company on their elegant new steamer, the "City of Baltimore".

Round trip rate, Norfolk to Niagara Falls and return \$14.65.

Tickets Good 15 Days.

Steamer leaves Norfolk at the foot Jackson Street 6:15 p. m. connecting with special train via Baltimore & Ohio R. R. and Lehigh Valley arriving Niagara Falls 11:00 p. m.

This will be a delightful trip to Baltimore by water thence through the most beautiful scenery to Niagara Falls.

The Chesapeake Line will also operate an excursion to Niagara Falls and return August 29th, via Pennsylvania R. R.

W. H. PARNELL, T. P. A.  
Norfolk, Va.

**BIG AUCTION SALE OF COWS.**—I will sell at my farm near Farmer on Saturday, the 19th of August, beginning at 1 o'clock, my herd of cows, consisting of one full blooded Jersey bull, as good stock as can be obtained; one full blooded Jersey milch cow, one of the best; several of the best heifers, some of them Jersey, two or three that will freshen during fall and winter; ten one and two-year-old steers; several good beef cows, a few nice sheep and a goat. Be on hand promptly and buy for one time without a by-bidder and at your own price. E. W. Fuller.

## FRED'S TRIP TO FAIRYLAND.

Freddy Bryan was sick, so sick that he had to lie on the couch all day, and his mamma didn't know whether he was going to have the mumps, whooping cough or measles. She feared all three when he would not get up to play and ate so little.

She remained by his side, giving the medicine the doctor ordered. Only when she had to go out into the kitchen to prepare meals was he alone.

He had a beautiful pillow to rest his head on, and he was not so sick but that he liked to look at it and wonder about it, for all one side was a picture—and such a beautiful picture! There was blue sky with white clouds, green grass and tall trees, a great big castle with a yellow path leading straight up to it, and a big mill with a great wheel, churning the water of a little stream into a white foam, while water lilies and blue flag flowers stuck their heads out of the water, as if inviting some one to pick them. He thought how much he would like to go up the winding walk to the castle and find out whether there were any little boys and girls in there to play with. Then there was a cute looking little boat tied to a stake in front of the mill. How he would like to get in it after visiting the miller and sail up the little stream to find out what more there was beyond where the stream seemed to end. Might it not be the



THEN A HEAD STUCK OUT OF ONE OF THE WINDOWS.

commencement of Fairyland? If he were only up in the top of one of those tall trees he might see.

Helgho! How tired he was! If he could only rest in such a beautiful place he might soon get well. And he took the pillow in both hands and turned it slowly around and around.

Then a head stuck out of one of the windows of the castle, and a sweet voice said, "Know you not, little boy, that this is an enchanted pillow?"

"What is that?" asked Freddy.

"Why, a pillow of strange sights and sounds. Fairies live in the castle, run the mill and play by moonlight on the grounds. It is enchanted land." And a beautiful red light burst out of the window, making the little fellow that was talking look like white wax.

"Can't I come to the castle to see you?" asked Freddy.

"Yes, if you wait until moonlight," was the reply.

Then the next thing Freddy knew the moon came up slow and full and showed him the way to the mill, where a man, dressed in a snow white suit, was turning the great wheel around. He showed Freddy how to do it, after which the little boy got into the boat and, with a pair of silvery white oars, rowed upstream until he came to a strange land, where tiny creatures, all trimmed up with flowers, were dancing, holding hands. Freddy felt so gay that he took hold of hands and danced, too, after which they all went to the enchanted palace and had a feast of cherries and sugar plums.

Freddy had never had enough sweets in his life, because his mamma was afraid they would make him sick, and now he ate and ate as if he would never stop.

Then he heard a voice saying, "He is better, madam," and coming out of the castle he saw the doctor and his mamma standing over him.

He wiped the sweat from his brow, smiled sheepishly and said: "Such a dream as I have been having! I wouldn't care about it not being so, only the sugar plums. I wish I had this minute all I dreamed I was eating." Then he laughed aloud and asked for something to eat, and though it was not sugar plums, the boy ate ravenously, and his mother knew he was better.—Philadelphia Record.

### Cats and Dogs.

To say that it is raining cats and dogs is incorrect unless there is wind as well as rain. That is because the saying has a history. In the stories that people told 2,000 years ago in the north of Europe the cat was the animal that ruled the rain and the dog was the one that made the wind blow. The people that told these stories were the ancestors of most Americans, and so the stories have stayed with us.

### The Construction and Maintenance of Earth Roads in the South

Mr. W. S. Keller, State Highway Commissioner of Alabama, made the following interesting address on dirt roads at the recent National Good Roads Association at Birmingham, Alabama.

It matters not how active we are in our efforts to encourage the construction of macadam, gravel, and other hard surface roads, there will be necessity, for years to come, for a greater percentage of earth roads in every southern state.

The reasons for this are apparent to anyone familiar with conditions from a financial and population standpoint, to say nothing of the lack of road building material, that exists in a large number of counties.

We are informed by the United States Office of Public Roads, that the ten southern states; namely, Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Texas, had, in 1904, 472,589 miles of unimproved roads. Assuming that since then the mileage of improved roads has doubled, we will have left, 458,381 miles. If these figures are approximately correct, should not the question of the proper construction and maintenance of these roads receive our most careful and thoughtful attention?

Wonderful improvements have been made in earth roads where common sense men have used common sense methods of construction and maintenance, but so long as we are content to place this important work in the hands of incompetent or grafting politicians, as is so often the case, we cannot expect anything but the worst. I would not for a moment say that all failures in this work are due to graft, for I am convinced that a large majority of road commissioners and overseers are honest men, but as a rule they are elected to office not because of their fitness for the work, but because of their personal popularity. These evils coupled with the statute labor system, have fostered upon the south the very worst earth roads in the nation.

The first and most important thing to do is to change our laws, abolishing the statute labor system and substituting therefor the cash tax system. If this can be done and the work of improving and maintaining our roads be placed in the hands of men who are engaged in no other occupation and are required to give their full time and attention to the work, there is no question but that the greatest good will result.

Very few earth roads have, in the true sense, been constructed. The average road is opened without regard to grades or proper location and simply because it is desirable to have it pass the houses of A, B and C. The opening consists of cutting down any trees or bushes that cannot be avoided by crooks and beads, leaving the stumps just high enough to allow a wagon to pass over and requiring expert driving to miss. The highway is then ready for traffic. Unfortunately houses have been built and other improvements made near and abutting on these old roads to such an extent that it is detrimental to such property to make any great change in location, or to rectify bad alignment and grades. Of course, beneficial changes, that will be an advantage not alone to road but also to the abutting property, can be made in many places.

As to the proper reconstruction of an old public earth highway: The road should be gone over and such changes of a proper nature as can be made, should be noted, taking into consideration initial cost, cost of maintenance, alignment and grade. The center line and grade of the road should be established by an engineer if it is possible to secure one. If an engineer cannot be secured, the ordinary method of lining a fence, that is, by means of sight poles, can be used. After the center line has been established and the width of roadbed agreed upon, you are ready for construction work. The proper and efficient grading force for this work should consist of a foreman, eight or ten good two-horse teams with drivers, one wheel and one drag scraper for each team and one extra wheel and drag for emergencies, one good railroad grading plow, one grading machine, one road drag, one dump man and one loader, with five or six extra men for grubbing and other work. The foreman should be an experienced grading man who understands handling earth and knows when it is proper to use drag scrapers, wheel scrapers or wagons. The road should be so graded that the ditches or gutters are parallel with the center line of the road and at uniform distances from it. When completed the road should be uniform in width and the surface should be smooth and even, free from holes and high places, with a uniform crown having a fall of one inch to one foot from center to gutters. On grades this ratio of fall

should exceed that of the grades to such an extent that water will readily flow to ditches instead of down the road. Drain pipe should be freely used and no pipe should be allowed to flow over the road if it can be avoided. In some cases it is not practicable to build the road above high water. In such cases, danger signs should be posted, showing at what stage the water becomes too high to ford the stream.

We have, in the south, nearly every kind of soil, from sticky gumbo on the one hand to coarse sand on the other. The methods used for the improvement of roads through a section of one will not do altogether for the other. The worst roads, by far, that we have in the south, are in our rich fertile prairie lands, unfortunately, there is very little road building material to be found. This soil readily absorbs water and becomes very sticky after rains. It expands freely, and dries rapidly when the sun shines, and becomes very hard under the tramping effect of teams and vehicles. From observation and experience I have learned that these roads more than most others, require a very high crown and that the driving surface should be only wide enough to allow two vehicles to pass. If a prairie road is narrow, with a fall of not less than 1 1/2 inches to one foot, water will shed rapidly to the ditches and the entire surface will dry out quickly. A road of this kind can be constructed quickly and at little expense, except where grades are to be reduced or bottoms filled, with a grading machine, or even with a road drag. The latter method will require more time, but in the end will be found to be very satisfactory. No earth road can be maintained in good condition unless it be so constructed as to drain well, and unless it be kept free from ruts and holes.

The best method of maintaining an earth road, especially a prairie road, is by the systematic use of the road drag. A sand road is never good under any circumstances, but certainly is not improved by crowning. A sand road is at its best when most, so it should be left flat. No one wants a sand road, so, if possible, clay should be added to, and mixed with the sand, making what is known as a sand clay road; the construction of which cannot be discussed in this paper.

The old way, and it is used today by many, of filling a mud hole with brush with a little earth on top, cannot be too strongly condemned, and is only permissible in cases of emergency, when it is impossible to drain the hole or to get sand or stone to fill it. The overseer or foreman should, in dry weather, center his work on such places until the road is raised to a sufficient height to drain well. I have seen overseers have brush hauled two miles to fill a mud hole when sand was within shoveling distance of it.

As it seems to be impossible to abolish statute labor, the question that confronts us now is, what is the best system, coupled with this labor, to use in the maintenance of our roads? Splendid results have been accomplished by Montgomery and Dallas counties in Alabama, by putting all road work in the hands of a few regularly employed foremen who give all of their time and attention to the work, instead of leaving it to many busy overseers who work when it suits their convenience, or do not work at all when that suits them, as it usually does. These foremen are furnished with two or three teams with regular drivers, wagons, scrapers and grading machine, road drag and necessary small tools and as many beats or districts assigned to each as he can work. A census is taken in each foreman's territory, at the first of the year, of all men subject to road work, and he is furnished with a list of the names and is required to work every man who has not paid the required amount of cash into the county treasury in lieu thereof. No foreman is allowed, under penalty of dismissal, to receive cash from work hands, but such hands as desire to pay, must make their payments to the proper county official at the court house. This method has proven good for several reasons:

First, and most important, this foreman, unlike the average overseer, knows what he is trying to do and does it.

Second, not being a resident of the community in which work is to be done, he plays no favorites among the hands and all have to work alike or show their receipts for money paid.

Third, he works the full number of hours required by law.

Fourth, the requisite amount of road tools and machinery for one foreman is much less than that required for many overseers, and such tools and machinery are taken care of and not loaned to other persons as is the case when in the hands of the average overseer.

Fifth, he makes weekly reports to some county official, who has the

### SHORT ITEMS OF NEWS.

The Country Bankers' Association is in session at Wrightsville.

Mr. D. F. Conrad has been affirmed by the Senate as Postmaster at Lexington.

John A. Kirkman, of High Point, died last Tuesday, after an illness of a week or more.

The yearly meeting of the First of North Carolina, opened at Guilford College last Tuesday.

Mr. J. D. McIver, aged 85, died his home near Sanford last Saturday.

Mrs. W. A. Kitchin, mother of Gov. W. W. Kitchin, is critically ill at her home at Scotland Neck.

An excursion boat on the river sank last Tuesday, drowning 36 English tourists.

Thomas Settle Sharpe, of Greboro, was killed by a train in city last week.

The Laundrymen's Association of North Carolina, met in Wilmington the first of the week.

William Pierce Fry, the United States Senator from Maryland at Lewiston, Maine, A. G. died at Lewiston, Maine, Aug. 1.

Bishop O. P. Fitzgerald of the E. Church, who was born at Oak N. C. died in Mont Eagle, Va. last Saturday.

The contract has been awarded to the Faith Granite Co., of Salisbury, to furnish the curbing for the city of Charlotte. There were several competitors.

The North Carolina Case Workers' Association met at Statesville last week. The next meeting will be held in Winston-Salem on November 8th.

J. Lea Watson, of Raleigh, a selling salesman for the Allis Chalmers Co., accidentally shot and killed himself in Atlanta, Ga., last week.

F. R. Cooper, a prominent lawyer of Clinton, was stricken with apoplexy and died suddenly in the Superior Court-room there, Thursday he was about to call a case for trial.

Two white prisoners, Alfred Coon, escaped from the Hart county jail at Lillington Thursday by means of a pair of scissors which the jailor had loaned them to their hair with.

Walter Harrell, colored, of New Bern, shot and killed Walter Hill, another negro, on an excursion train, upon which they were both en-route Greenville.

At a game of horse shoes at home of James F. Eddings, of Charlotte, Mr. Eddings was shot killed by Preston Harman, a recent Harman says he did not know gun was loaded. He is in jail.

Friends of Edgar T. Stripling, Georgia, who under the name of E. Morris, was chief of police of Greenville for several years, will again petition the Governor to pardon him, as he is dying of consumption.

The North Carolina Cotton Men have been before the fine committee and filed protest against the drastic revision proposed in the Underwood bill, saying it would ruin to them.

John Hatcher, colored, of Raleigh, was beaten and then shot by his employer, J. H. Connors, son, Swane, Saturday because he thought he had kept Connors' hat out longer than he ought to.

Gen. George W. Gordon, commander-in-chief of the United Confederate Veterans, and a member of Congress, died at his home in Memphis last week. He was the last Confederate general to serve in Congress.

John Goins, the negro who shot and killed W. H. Lowry, the seaman on the Randolph and Orono Railroad Aug 1, surrendered last week to Sheriff Blue of Meigs county and was taken to the state prison for safe keeping.

Albert G. Butler, of Concord, N. C. is in jail in St. Louis for killing his sweetheart's brother, Eugene Walsh, of that city. The town is said to have originated over the region, the Walshs being Catholics and Butler a Methodist.

Relatives of Arthur E. Kluge, of Salisbury, who was killed in Pennsylvania by negligence of the Baltimore and Ohio Railroad and the McClintick construction Company, will bring suit against these companies for \$40,000 damages.

roads in his charge, and the work accomplished is tabulated and comparison made with that of other foremen.

In conclusion let me say, that our farmers do not take a common-sense view in the improvement of the roads and put their shoulders to the wheel, we will surely "sink in the mud."