

# GOOD ROADS



For Government Appropriations.

**F**OR over a century we have been pottering and fudging about the making of the roads. We are just obliged to use, from January to December in every year of our mortal lives, and yet multitudes have spent all their days in driving and trudging over bad roads, because there has been no concerted effort made to make an advance in this needful business which would perfect a road or two each year of the turnpike so that it would stay in good order for a dozen or twenty years without repairs.

Millions upon millions have been appropriated for rivers and harbors, yet the every day road, the road that ninety-hundredths of the population are obliged to use, if they go anywhere, has never had a dollar from the Federal Government or a fraction of help from the National Treasury. Money is voted for all sorts of things regardless of the taxpayers' necessities, right at their own doorstep.

As Senator Lattimer remarked: "One hundred and sixty millions areas of land were given to the Pacific railroads" to help those bonded syndicates to build up a paying investment for themselves, while the most important and most needed public improvement, namely, country roads, have had no help at all.

He said also: "More than a third of the seventy odd millions of our population live away from the cities and towns—are, in fact, country people. They live on an average of from one to twenty-five miles from the nearest town or city. Upon this class depends in large measure the bodily comfort of the whole country, and the wealth of the country is drawn primarily from their labor."

"It is a self-evident proposition that the advancement of our agricultural classes should be the prime concern of every statesman and patriotic citizen. The necessity of their education in mind and in improved methods and means of production and of their contentment in their vocations cannot be overlooked. . . . But a more serious tendency is the inclination of the farm people to go to the cities. If we would do away with this evil, some means must be devised to make farm life attractive and pleasant, and to give to that class of our people some of the benefits and advantages enjoyed by the other classes. The Government must stimulate and aid the people in this work."

"The burden of building and maintaining these roads should be distributed equitably among all the people. The State must either levy a tax to do this work, or the Federal Government should do it."

Senator Lattimer's proposition is to collect half from the State and half from the general Government, and do the work well from the beginning to the end.

Here is one of the Senator's plain illustrations:

"Take, for instance, the farmer who owns 100 acres of land valued at \$30 per acre, who has farm animals, farm implements and other property which will amount to \$4000. Levy a five mill tax on his property, which will amount to \$20. I hold that under the provisions of this bill there are three ways in which he would make 100 per cent. and pay his taxes. This farmer would have at least fifty tons over these roads in a year, eight miles being the average haul, and twenty-five cents per ton per mile, and under the present state of the roads making \$100 in expense."

"By reducing the cost of transportation one-half by reason of improved roads, he could move the fifty tons for \$50. He could pay his \$20 tax and save \$30."

Another reason given by the Senator was the ones made by the Government of these roads in mail distribution. The people are now made to pay for their mail privileges and also provide the roads over which the mails travel.

But the main point in the argument is the existence of a tremendous surplus in the Treasury, which is now loaned out to national banks without interest. He denounced this method of assisting one class to the injury of the taxpayers as unjustifiable, and insisted that this money should be used to benefit the people who need these good roads, and who have contributed so largely to the revenues of the nation, and who get no return or benefit from this accumulated surplus. He estimated the surplus at \$200,000,000, and \$125,000,000 has been loaned to national banks without interest, while the country roads must be built and maintained by the labor of the people who live in the vicinity, and even their mail privileges must be paid for, while their taxation continues to be heavy.

Massachusetts in Massachusetts.

In Massachusetts, when they first undertook road building, the commissioners laid down the rule that the work must be well done, whatever the cost. The cost was to be kept as low as was consistent with safety, but the construction must be good at all events. The most expensive sections of road were selected for improvement first; for, as a chain is no stronger than its weakest link, as a road will prevent the transportation of only such a load as can be hauled over the worst part, and to improve the worst part is to improve the whole. Consequently, in Massachusetts the cost of original construction has tended downward a mile. This gives satisfaction, as in other States the cost tends upward.

## TEACHING GERMAN CHILDREN.

Using the Surrounding Country as an Object Lesson to Pupils.

An interesting treatise on the education of children in Germany has just been published by Mr. George Andrew, one of His Majesty's Inspectors of Schools, in the course of which he remarks that "the subjects treated at first are the school and its surroundings, points of the compass, main streets, squares, bridges, public buildings, churches, et cetera. Then the local river (Die Spree), its source, course, fall, island, peninsula, docks, canals, et cetera; next the local heats and woods—known to most of the children—give the rudimentary ideas of flat and rising ground, hill and valley, mountain chains, et cetera. Similarly the street traffic and railway stations are dealt with, while Berlin and the neighborhood suggest the difference between the capital town, town and village, and so the extension to the province of Brandenburg is made. The lesson includes also some elementary ideas about the sun, moon and stars. On the more historical side a beginning is made with some account of the present Emperor and his family. It is evident that the children have a familiar knowledge of the various members of the Royal House, as the readiness with which they can tell the dates of the various royal birthdays proves. The lessons then proceed backwards to the Emperor's more immediate predecessors, story and incident being frequently resorted to, to interest the children. In similar fashion, some of the most important local historical associations are touched upon. The whole subject is one which an intelligent teacher can make delightfully interesting to a class, but it certainly postulates intelligent teaching. A pleasant introduction and concomitant to geography in the wider sense. It conveys to elementary classes impressions much more living than those dreary paper definitions of the obvious river and the self-evident hill."

## WORDS OF WISDOM.

The glory of riches does not lead to riches in glory.

A waspish disposition gets no honey from the rock.

Nothing cools off a meeting quicker than a hot scolding.

The sense of smartness is sure to make a man shallow.

The Bible, in its wonderful and varied imagery, is the reflector of all human experience.—J. S. David.

The kingdom of heaven is heart recognition and heart obedience to a Father's spirit living and ruling within our own.—John Hamilton Thom.

Depend not upon external supports, nor beg your tranquility of another. And, in a word, never throw away your legs to stand upon crutches.—Marcus Aurelius.

"I have to work like a slave," said a good woman, weary with her worries, but the answer came from a more way-wise comrade: "Oh, but, my dear, you can work like a queen."—Frances Willard.

Members of a Conductor.

"My motorman was late," said the gabby conductor, "and we were doing our best to make up our time. But a lot of people wanted to get on, and the motorman was growing madder every minute, and so was I."

"At last, however, we came to a stretch of about five blocks that seemed clear. Nobody wanted to get off, and nobody was standing out by the tracks. So the motorman cut her loose. He could see five minutes as good as made up, when an old party who looked like a farmer strayed out into the street waving his umbrella. The motorman had a hard time stopping her, but he brought her up without mistaking the crossing very far. Then the old party hollered at me: "Say, mister, how long'll I have to wait for the suburban car to Newark?"—Cleveland Leader.

Side Lights on History.

Mrs. Julius Caesar had just picked a young blonde hair from the left shoulder of her husband's toga.

"Ah, ha!" she exclaimed, angrily. "So you have been trotting around with some drug store fairy, have you, wretch? I have suspected you for a long time, and now—"

"See here, Cornia," interrupted the dictator, somewhat impatiently. "How often must I tell you that Caesar's wife should be above suspicion?"

But sentimental historians put another construction on the phrase.

The peasant's wife had just given King Alfred an awful tongue lashing for letting the pancakes burn.

"Gee whis!" cried the perturbed monarch. "I wish those fellows over in Battle Creek would hurry up and invent a ready-to-serve breakfast food!"—Chicago Journal.

A Niagara Made to Order.

Two Swiss engineers have worked out plans for tapping the lake of St. Helens, in the Hugadine, and letting the water drop down the mountains and creating a waterfall which, it is said, would develop 50,000 horse power. During the tourist season the lake would resume its normal look, in spite of the drainage, as it would be necessary to store the water for a time.—New York World.

How to See the Wind.

Select a windy day for your experiment. Take a polished metallic surface, two feet or more, with a straight edge—a large hand saw will answer. Hold this at right angles to the wind (i. e., if the wind be north hold your surface east and west) and incline it at an angle of forty-five degrees, so that the wind, striking, glances and flows over the edge.—Chicago Journal.

## ANIMALS NEW TO SCIENCE.

**A**MONG a collection of some twenty living animals received some time since by the New York Zoological Society from Captain Thos. Golding, of the ship Alfrida, was a small, white creature that proved to be a puzzle to all natural history experts who saw it. It is twenty-one inches long—a little more than twenty-seven, counting in the tail—and stands rather more than ten inches high at the shoulders.



DOG-LIKE DASURE, AN ANIMAL WITH A POUCH, RELATED TO THE KANGAROO.

It rather resembles a small Spitz dog, but it is not a dog any more than it is a raccoon, although the shape of the head and the face marking that seem to belong so peculiarly to the family of Procyonidae, are marvelously imitated in this little beast. Perhaps it resembles a white Arctic fox more than it does any other creature. It had been called a white fox in the country, Northern Japan, from which Captain Golding obtained it, but it is

respects a more interesting animal than the white raccoon dog. The "Tasmanian wolf," so far from being a wolf, does not belong to the dog family. It is, in fact, a marsupial, and is more nearly akin to certain of the kangaroos, than it is to the Canidae. The female, indeed, has a well developed pouch, though the marsupial bones are wanting, being replaced by cartilages. The animal walks upon its toes and partly upon half its soles or palms, as may be seen more evi-

dently in the hind feet; this causes the body to be brought much nearer to the ground in running than is the case with a wolf or dog, and constitutes the Tasmanian wolf a semi-plantigrade. The lower canine teeth in dogs pass on the outer sides of the upper ones when the mouth is closed, while the larger recurved canines of the Tasmanian wolf in the upper jaw are separated from the incisors by a space into which the points of the lower



THE WHITE RACCOON DOG—AN ANIMAL NEW TO SCIENCE.

evidently no more a fox than it is a dog or a raccoon.

It has now been admitted to the great assembly of classified animals under the name of Nyctereutes albus or the white raccoon dog. It is not often one gets an opportunity of gazing upon a brand-new animal never before known to scientific zoologists.

Another very rare animal—so far as the writer knows, the first animal of its kind ever seen on this side of the Atlantic—the so-called Tasmanian wolf, sebra wolf, or pouched dog, Thyacynus cynocephalus, is to be seen at the New York Zoological Park. Although not new to science it is in some

canines fit when the jaw is shut. The animal has the peculiar lower jaw of the marsupials—the angle is inflected; it is, in fact, a marsupial with structural parts foreshadowing those of the more highly developed dog. Such an animal as this transports us back to those primeval times when animals far more generalized than those that now exist united in themselves diverse characteristics and specific features.

over, in our day (save in a few such instances as the Tasmanian wolf), found in any one individual or in any one species.—J. C. Beard, in Scientific American.

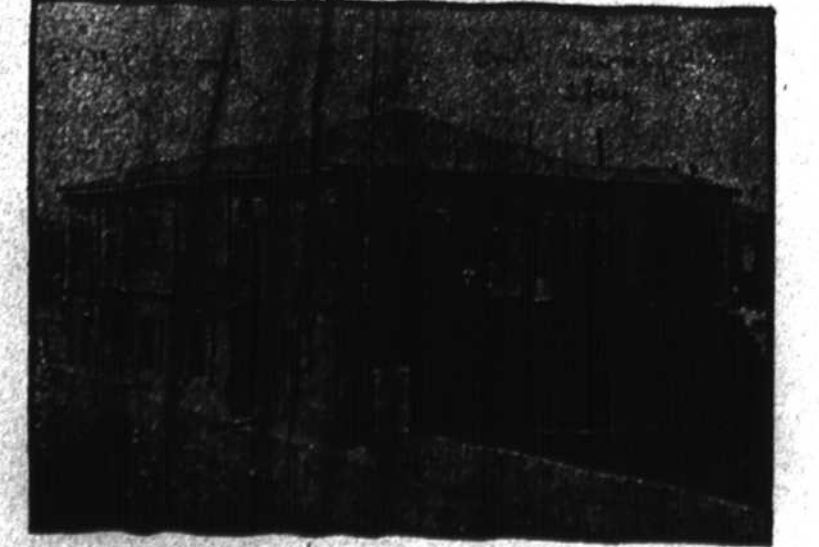
## Choice Books for Children.

If a child loves books at all you can hardly begin too early to instruct her or him (there is no reason for always saying "him") with really valuable books. The fine book sets a standard of treatment for the rest. If the child has only cheap, flimsy volumes, always coming to pieces, a book will seem to be worthy of no care, and the library will not be valued. But a choice work, beautifully bound, is so charming a possession that it will be sure of respectful treatment, and the owner will come to see that a book is, or may be, a matter worth consideration. There are in second-hand stores thousands of good books that cost no more than the poorly printed books, despised by all who think bookmaking an art. Buy good books, and you help to bring good books into the market; for the public receives what it asks for.—From Books and Reading, in St. Nicholas.

## Copper Treatment of Water.

The public must not make the mistake of imagining that the copper treatment for destroying disease bacteria in water supply systems is designed to replace or supersede slow sand and other efficient means of filtration now employed. It is intended to supplement these methods. Filtration is usually effective, but many times cannot be used. The method is so expensive that the vast majority of towns are obliged to do without it. Again, there are many times when the polluted water of a reservoir must be purified at once. An epidemic is at hand, and there is no time for slow filtration. Then it is that Dr. Moore's discovery helps us. By his method, in a few hours we can thoroughly sterilize the water, destroying every dangerous germ in it, and the process is so cheap that every small town can afford to adopt it.—From Gilbert H. Grosvenor's "The New Method of Purifying Water," in the Century.

## THE AMERICAN CONSULATE AT JERUSALEM.



# BETTY THINGS TO WEAR

New York City.—Simple waists with waistcoat effects are among the newest features of fashion and exceedingly attractive. This one is made of



BOX PLEATED BLOUSE WAIST.

royal blue chiffon taffeta combined with ecru lace, but it is suited to all waistings and all simple dress materials as well as to both the entire gown and the odd waist. The sleeve extension, which form box pleats

for morning expeditions, shopping, etc. The new "Carricks" are cut in much the same shape and have capes that come over the shoulders, but without covering up the coat completely. They are fastened to the side seams and so do not interfere with the grace of the silhouette. Many Carricks are unlined, the big pelerine being sufficiently warm. These outer sleeves or capes are fastened with automatic buttons so that they can be taken off if desired.—Paris Fashions.

## Blouse or Shirt Waist.

Waists that are simple in style yet a little more elaborate than the shirt waist fill many needs and are in great demand. This one is exceptionally attractive and is adapted both to the odd waist and to the entire gown as well as to a variety of materials. As illustrated, however, it is made of dark red chiffon taffeta stitched with corded silk and worn with a black tie and belt. The yoke adds largely to the effect and intensifies the broad shoulder line, but can, nevertheless, be omitted when a plainer waist is desired.

The waist consists of the fitted lining, which is optional, fronts and back, with the yoke and sleeves. The sleeves are made in one piece each and are laid in pleats both at the upper edge and above the cuff portions. The closing is made invisibly at the left

## A LATE DESIGN BY MAY MANTON.



over the shoulders, make an especially noteworthy feature and are becoming to the generality of figures. When liked, the vest can be of velvet or other contrasting material so making still greater variety.

The waist is made with a fitted lining which can be used or omitted as preferred, and consists of the fronts, back, centre front and vest portions. The lining is closed at the centre front, the waist invisibly beneath the edge of the left front and the waistcoat at the centre. The sleeves are made in one piece, mounted over fitted linings, on which the deep cuffs are arranged and their extensions are arranged over the shoulder seams.

The quantity of material required for the medium size is four yards twenty-one, three and one-half yards twenty-seven or 1 and three-quarter yards forty-four inches wide, with three-quarter yards of all-over lace to make as illustrated.

## Fashionable Coats.

If long, tight redingotes and basqued jackets are all the rage, the little, short, loose jacket has certainly not disappeared, for I see many editions of it among the new models, and I gladly hail its appearance, for it is so useful and convenient and looks just the thing to wear with a simple skirt.

## With a Tyle of Fineness.

Though rubrics on accented blouses are yet evidences of petticoat prettiness, a lovely novelty in brown shows three blouses, each hemmed top and bottom, each shirred three times, and each sewed to the one above.

## Copper-Colored Marabout Feathers.

Lovely as possible is a pastel copper stole of marabout feathers, with a liberal sprinkling of ostrich. At the ends it is nearly white.

the front and the neck is finished with a regulation stock.

The quantity of material required for the medium size is five yards twenty-



BLOUSE OR SHIRT WAIST.

ty-one inches wide, four yards twenty-seven inches wide, or two and three-quarter yards forty-four inches wide.

## A Pretty Simple Gown.

One of the prettiest of the simpler gowns is gray lace combined with all-over lace. The high bodice has a yoke and collar striped with silver, and the draped girdle is largely composed of the silver. The skirt is full and long, and has several lines of the silver above the hem.

## Butterfly on a Shoe.

Quite the latest butterfly vogue is to wear a butterfly on the front of the evening slipper.