

ENGLISH AND AMERICAN ROADS.

What Experiment Has Proved - Some Opinions from Rhode Island.

Experiments on the amount of traffic force required to move a load show that it will take eight horses to draw a truck and load weighing 9,000 pounds on firm soil covered with gravel four to five inches deep.

On broken stone road in good condition the same load can be hauled by a force of one and one-half horses and on the same road in bad condition, with rut four to four and one-half inches deep and thick mud, five horses will be required.

On the subject of good and bad roads the following from the pen of the late F. G. Holland gives a comparison unfavorable to the existing road system in America.

"The point which I wish to impress upon my American reader is simply that the English horse better than the American horse in a city or on the roads of the country, does twice as much work as the American horse similarly employed in America.

"We are using today in the little town of Springfield just twice as many horses as would be necessary to do its business if the roads all over the town were as good as Main street is from Ferry to Central.

"The expense of building good roads is an important item, and the maximum is too expensive for country byways and crossroads, and in fact, is only feasible where travel is extensive.

"The committee on improvement of highways, Rhode Island division of the League of American Wheelmen, recently received two important letters upon the subject of good and bad roads which are of general interest.

"I am very glad to hear that there is some prospect of legislation in regard to our faulty highway system. When I returned from my first and prolonged visit to Europe I could scarcely believe that I had all my life been on such roads as meet my eye on my return.

"In my own town, Scituate, we have about twenty-two miles of highway, divided into about sixty road districts, and in some of these districts, I fear, the road taxes have been so high that the 'working out' or standing out plan.

"Millions of dollars throughout the north and west have been tied up this fall and winter because of the mud blockades on the roads. This ought to set every one thinking how a question of mud roads, but it is only a question of time when farmers, merchants and drivers will wake up to having their roads left as the bridges are a cash value by a contractor under bonds.

Exchange.



A new arrangement, 200 foot long, was seen to coil itself up in a snaky form on the coast of Florida last month. This reliable specimen was captured by Mr. J. G. Holland.

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Pettigrew's Conundrum.

IT WAS SUCCESSFUL WHEN HE GAVE IT OUT, BUT A YOUNG LADY MISSED THE POINT.

Senator Pettigrew, of South Dakota is a perfect type of the bustling Far Westerner. In some respects life at the national capital is original to him.

"I'll relate one incident," said the Senator, "that will give you an some idea of the bright society people you often meet in Washington. I was at a little gathering a few days ago when for one of the amusements, the hostess proposed that each guest propose a conundrum.

"The people seemed pleased, and one young lady laughed quite heartily. At a reception a few nights afterward, when the young lady who had laughed so heartily at the conundrum opened me in the room she exclaimed to a group of friends: 'Oh, I've an awfully funny conundrum, and it's Senator Pettigrew's too!'

"Give it up," they answered. "Did I say that?" she asked, and the other trowsers. Isn't that cute!" she exclaimed.

"The narrator was the only one who smiled. Naturally I felt like a four flush. The young lady noticed that something was wrong, and said: 'Now that's the joke done! It seems so funny as it did when the senator told it. I whispered that she should have said: 'One puts on an overcoat and the other pants. Tired dog pants, see?'

"That was enough to make one weep for all she had done for the conundrum. I never saw such a flat affair even at a Stour Falls church social. Washington itself is all right, but when it comes to dress parade two or three times a week, why, after this, I'm not in it."

From the Chicago Tribune.

World Day Later.

A HOTEL WHERE GUESTS OBJECTED TO EARLY RISING.

"Pat down room No. 5230 be called in time for the 4.30 train in the morning," he said, as he leaned gracefully toward the night clerk in a Mississippi hotel.

"Case of life and death" queried the clerk. "Oh, no but I want to get to Jackson before noon."

"Hadin' you better wait for the 9.30 train?" "What is it to you?" "Nothing but the excitement and fuss, and I shall probably have to testify at the coroner's inquest."

"Come up-stairs, please." "When they had ascended to the first sleeping floor the clerk continued: 'This is room 28, as you see. There are five bullet holes in the door. Man in seven last wanted to be called for that early train. Room No. 30 has had bullet holes but those started for two men. This new piece in the carpet here is where a man fell and bled to death. Killed here—'

"But who killed these guests?" asked the traveler. "Did I say other guests. As soon as the darkey comes up and knocks and bawls out, Colonel Shaw, who has No. 32, reaches for his shotgun. Over in 20 Judge Hawkins slips out with his revolver. Major Brooks, who is in No. 33 always comes in a good third with his dagger, and the rest of the fellows along the hall are always more or less well armed. We don't care so much about the darkey, as darkeys are mighty cheap around here, but there must be an inquest on the body of the white man, and—'

"Then it was a mistake. I'm in no hurry. In fact, I like Mississippi in general and this town in particular, and even if I get away at 9.30 I shall be in time for my train."

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From the Chicago Tribune.

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WOLFF'S ACME Blacking. Makes shoes shine like new, and keeps them in good condition.

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RAILROAD TIME TABLE.

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JOBBER IN CIGARS. GET THE BEST. In purchasing house hold necessities, it is wise always to select that which is the best, it will be the cheapest in the end.

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