

HISTORIAN AT WORK

What He Found Out About Early Roads in America.

Washington Was Deeply Interested in the Construction of Solid Highways—Calhoun's Part in the Agitation.

(Special Washington Letter.) WHEN Maurice O. Eldridge was acting director of the office of public road inquiries for the department of agriculture he made a study of the history of highway construction in our republic, and the results of his research were given today, in brief, for the information of the readers of this newspaper.

The sentiment expressed by Mr. Eldridge will meet with general approval: "If our first settlers had arrived when the Roman empire was at the zenith of its glory, our republic would now be bound together with a perfect system of magnificently constructed highways." True, the Romans were good road builders, the first and the greatest of whom we have history. The expansion of that empire made good roads as necessary as soldiers and statesmen. The mighty legions of Rome required good roads for troops and impedimenta; also for couriers, civil and military. The cavalry and chariots, the big catapults, the ammunition wagons and supply wagons were heavier than those used by modern armies. Moreover, Rome was a trafficker, and as industries in spreading her commerce as the Yankee nation of this present day; and good roads were necessary for commerce.

But Rome was declining when this continent was discovered and settled. The immigrants came from England and France mostly, countries which still used road systems inherited from the dark and illiterate ages. Naturally our first settlers knew nothing of road building, for they had received no instruction to that end.

For more than a century after the settlement at Plymouth Rock no efforts were systematically made to prepare roads over which passengers or supplies could be safely transported. Each individual blazed his way, as did the Indians before them. They clung close to seashore and streams, thereby maintaining personal and commercial

will be interested in the following opinion of Washington in the same letter: "Repairs by contract would be less burthensome. In this case the contractor would meet with no favor; every man in the district would give information of neglects; whereas negligence under the present system is winked at by the only people who know the particulars or can inform against the overseers." If Washington had been writing about farmers in Illinois, Iowa and other prairie states he could not have hit the nail on the head any harder than that.



MODERN ROAD MAKING. (Preparing Government Sample Road at Hot Springs, Va.)

70 miles apart, where tolls of two dollars were collected from every traveler. The next good road constructed was the Lancaster and Philadelphia turnpike, which is until this day an excellent work on the macadam plan. In 1806 the government had received over \$600,000 from the sale of public lands in Ohio, and the congress appropriated \$30,000 for the beginning of the construction of the Cumberland road, from Cumberland, Md., to Wheeling, Va. This was the first national highway. It was well macadamized, the rivers and creeks were spanned by stone bridges and toll houses were supplied with strong iron gates. Henry Clay was the chief advocate of this

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County Statement.

(Continued from Page 6.)

Table with columns for LIABILITIES and ASSETS. Includes items like Tax on Loans for 1901, Amt Co Bonds outstanding, Commonweath costs, etc.

County's indebtedness... The two latter items in Liabilities are included in the charges of seated and unseated lands against the Treasurer in the settlement of years 1900 and 1901 and for which he is entitled to credit from the county when the same is paid over to the different Townships and Boroughs.

NEHEMIAH KITCHEN, County Commissioner. Attest: R. J. VANDERSLICE, Clerk. We, the undersigned Auditors of Columbia County, being elected to adjust and settle the accounts of the Commissioners and Treasurer of Columbia County do hereby certify that we met at the Court House in Bloomsburg, Pa., on Monday, January 28th 1902, at 10 o'clock a. m. Organized and proceeded to audit the accounts of the above named officers. After examining and correcting the same from January 1st 1901 to January 28th 1902, we do certify them to be correct as above stated.

SHERIFF'S SALE. By virtue of a writ of F. Fa. issued out of the Court of Common Pleas of Columbia County, Pennsylvania, and to me directed there will be exposed to public sale at the Court House, in Bloomsburg, county and state aforesaid, on

SATURDAY, MARCH 15, 1902, at ten o'clock a. m., all that parcel, or piece of land, situate in Benton borough, Columbia County, Pennsylvania, bounded and described as follows: Beginning at a post, thence by lands of Martha J. Mellery south fifty-six degrees thirty minutes east, four hundred thirty-five and seven-tenths feet to a post; thence along land of A. Good south eight degrees thirty minutes west, fifty-five and two-tenths feet to a post; thence along land of Wm. F. Robbins north fifty-six degrees thirty minutes west, four hundred thirty-eight and nine-tenths feet to a post; thence along land of same north thirty-eight degrees thirty minutes east, fifty feet to the place of beginning, containing

81 AND 7-10 PERCHES, whereon is erected a two-story FRAME DWELLING HOUSE.

Seized, taken in execution, at the suit of The Co-operative Savings and Loan Association, of Baltimore, Md., to use of Enoch Harlan and Roger T. Gill, Receivers, vs. Stanley Dodson, and to be sold as the property of Stanley Dodson. DANIEL KNORR, Sheriff.

AUDITOR'S NOTICE. C. C. FRACKOCK AND L. E. WALLER, Auditors. vs. THE MARGER CASE, No. 118 December T. P. WORKS. The undersigned Auditor, appointed by the said Court to distribute the balance of proceeds remaining in the hands of the Sheriff from sale of real estate of the above named defendant, will sit at his office, in Bloomsburg, Pa., on Tuesday, March 18th, 1902, at ten o'clock a. m., for the performance of his duties when and where all persons having claims upon said fund must appear and present the same, or be forever barred from any share thereof. J. R. ROBINSON, Auditor.

DIVORCE NOTICE. To Honora Teller, late of Bloomsburg, Columbia County, Pennsylvania: Whereas, Frank Teller, your husband, has filed a libel in the Court of Common Pleas of No. 10 December Term, 1901, praying a divorce against you. Now you are hereby notified and required to appear in said Court on the first Monday of May, A. D. 1902, to answer the complaint of the said Frank Teller, and in default of such appearance you will be liable to have a divorce granted in your absence. DANIEL KNORR, Sheriff.

PROFESSIONAL CARDS. N. U. FUNK, ATTORNEY-AT-LAW, Mrs. Est's Building, Court House Altho., BLOOMSBURG, PA.

A. L. FRITZ, ATTORNEY AT LAW, Office—Bloomsburg Nat'l Bank Bldg., 2d floor, BLOOMSBURG, PA.

J. H. MAIZE, ATTORNEY AT LAW, INSURANCE AND REAL ESTATE AGENT, Office, in Lockard's Building, BLOOMSBURG, PA.

C. W. MILLER, ATTORNEY-AT-LAW, Wirt's Building, 2nd Ave., BLOOMSBURG, PA.

JOHN G. FREEZE, JOHN G. HARMAN, FREEZE & HARMAN, ATTORNEYS AND COUNSELLORS AT LAW, BLOOMSBURG, PA. Offices: Centre St., first door below Opera House

A. N. YOST, ATTORNEY-AT-LAW, Wirt Building, Court House Square, BLOOMSBURG, PA.

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RALPH R. JOHN, ATTORNEY AT LAW, Hartman Building, Market Square, Bloomsburg, Pa.

IKELER & IKELER, ATTORNEY-AT-LAW, Office back of Farmers' National Bank, BLOOMSBURG, PA.

CLYDE CHAS. VETTER, ATTORNEY-AT-LAW, BLOOMSBURG, PA. Office in Wirt's Building,

W. H. RHAWN, ATTORNEY AT LAW, Office, Corner of Third and Main Sts CATAWISSA, PA.

CLINTON HERRING, ATTORNEY-AT-LAW, Office with Grant Herring, BLOOMSBURG, PA.

Will be in Orangeville Wednesday each week. WILLIAM C. JOHNSTON, ATTORNEY-AT-LAW, Office in Wells' Building over B. A. Gidding's Clothing Store, Bloomsburg, Pa. Will be in Millville on Tuesdays.

H. MONTGOMERY SMITH, ATTORNEY-AT-LAW, Office:—Wirt building, over Alexander Bros. 11-16-99

EDWARD FLYNN, ATTORNEY-AT-LAW, CENTRALIA, PA. Office Liddicot building, Locust avenue

J. S. JOHN, M. D., PHYSICIAN AND SURGEON, Office and residence, 41c Main St 3-70-11 BLOOMSBURG, PA.

MONITOR TELEPHONE. BELL TELEPHONE. EYES TESTED, GLASSES FITTED. H. BIERMAN, M. D. HOMEOPATHIC PHYSICIAN AND SURGEON OFFICE HOURS: Office & Residence, 4th St., 10 a. m. to 2 p. m., 6:30 to 8 p. m. BLOOMSBURG, PA.

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CROSSING ON OLD CUMBERLAND ROAD, SUMMERSVILLE, PA.

relations by means of sailboats or row-boats. Because of the scores or hundreds of miles between settlements there was, there could have been no concerted systematic attempt at good road building. Indeed it may be said that full four centuries elapsed before the government undertook this work for the whole country.

It was not until 1811 that a great American road was surveyed by competent engineers, and that is now known as the "Old York road," because it connects New York and Philadelphia. Thus you see that the revolutionary war was fought by armies which traveled helter skelter without good roads and sometimes with only Indian trails from point to point. How they ever managed to keep their regiments and brigades in alignment is a puzzle to modern military minds. And not only the revolutionary war, but the war of 1812 was fought by armies similarly handicapped by crude and primitive means of transportation.

Railroad building to-day is not so expensive as good road making was in those days, when money was scarce and property of infinitely less value. It was a great undertaking to build the Old York road, and was intensely interesting to the people of that generation, as was the building of railroads across the prairies known as "the great American desert," and over the pathless Rocky mountains 40 years ago and less. The history of roads, including railroads, is the history of civilization. This is true of the whole world, as it is in our country.

As an example of how our colonial leaders were slowly feeling their way on this subject, here is an extract from a letter written November 30, 1785, by George Washington to Gov. Patrick Henry of Virginia: "Do you not think, my dear sir, that the credit, the saving and convenience of this country all require that our great roads leading from one place to another should be straightened, shortened and established by law, and the power in the county courts to alter them be withdrawn? To me these things seem indispensably necessary, and it is my opinion that they will take place in time."

Does it not seem strange that the great Washington knew so little of good roads? He was reaching out into the dark, for he knew not exactly what. He entertained the opinion that the making of good roads "will take place in time." He was right; but it was a very long time after he had studied the subject and many years after he was dead, for he had been in his grave ten years when the Old York road was taken under serious consideration.

The people in the states where no road tax is paid by the farmers, who work out their share on the roads,

work, and there is a monument at Wheeling commemorating his services. The doctrine of "state sovereignty," which played such an important part in all national legislation prior to 1861, operated against further appropriations for national highways, President Monroe having vetoed a large appropriation bill for this purpose, on March 13, 1817. It is a singular fact that John C. Calhoun, chief champion of the doctrine of "state sovereignty," had spoken and voted for that appropriation. But instead of voting money out of the national treasury for highways, the different states were allowed certain percentages from the sales of public lands for the purpose of building roads and levees. The Cumberland road received annual appropriations until 1822, when President Monroe interposed a veto. In 1830, on similar grounds, President Jackson vetoed an act authorizing a government subscription to stock in a turnpike company.

On the Fourth of July, 1828, ground was broken for the beginning of the Baltimore & Ohio railroad, the ceremony being performed under the direction of Charles Carroll, of Carrollton, the then only surviving signer of the declaration of independence. This beginning of railroad construction by the "state sovereignty" people as an argument against appropriations for turnpikes. They said that railroads would soon supersede turnpikes, anyway. They were wrong, but they had their way.

States and counties and cities then began local construction of roads. Thousands of miles of plank roads were built. They were popular roads for a time, particularly in the prairie states; but the planks soon rotted away, and the plank roads ceased to exist. Few people living remember them. Then came the corduroy roads. Over one of these from Cleveland to Sandusky, in 1842, Charles Dickens traveled, and his description of the journey is one of the most entertaining and amusing of his voluminous writings. From 1854 to 1860 \$1,600,000 were appropriated for "military roads," principally in western territories. In this manner the friends of good roads circumvented the "state sovereignty" opponents of government appropriations for good roads. But this subject is becoming national once more, although more than half of the states are working under good road laws. What the congress will do in the matter cannot be anticipated, but the department of agriculture has ample evidence from all over the country that the people are looking for national action. SMITH D. FRY.

Willing to Concede It. "Don't you think she has a queenly figure?" "I never saw a queen, but if they weigh 200 pounds and have double chins, I guess she has."—Cleveland Plain Dealer.



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SHERIFF'S SALE

By virtue of a writ of F. Fa. issued out of the Court of Common Pleas of Columbia Co., Pa., and to me directed, there will be exposed to public sale, at the Court House, in Bloomsburg, county and state aforesaid, on SATURDAY, MARCH 15, 1902, at two o'clock p. m., all that certain piece of land, situate in the Township of Brerocreek, Columbia County, Pennsylvania, bounded and described as follows: On the north by land of Wm. Schuyler, now George H. Westler, on the east by land of C. A. Lamm, on the south by land of Geo. S. Bowen and on the west by land of H. J. Edwards and William H. Huppensteel, containing 25 ACRES, more or less, whereon is erected a two-story FRAME DWELLING HOUSE, board barn, chicken house and outbuildings. There is also a well of water at the house and a small apple orchard. Seized, taken in execution, at the suit of W. H. Woodin, now to the use of Henry J. Edwards, vs. Anna M. Suter Lynn and Levi S. Lynn, and to be sold as the property of Anna M. Suter Lynn. DANIEL KNORR, Sheriff. EVANS, ATT'Y.

CHARTER NOTICE

Notice is hereby given that an application will be made to the Governor of the Commonwealth of Pennsylvania on Friday, March 21st, 1902, by Frederick B. Eton, William H. Woodin and Sterling W. Dickson, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the incorporation and regulation of certain corporations," approved April 26th, 1874, and the supplement thereto, for the charter of an intended corporation to be called the Berwick Land and Improvement Company, the character and object of which is to purchase or lease real estate, improved or unimproved, improving the same, and holding, leasing and selling the same in such parts or parcels, at such price and upon such terms as may be determined by the Association, and for these purposes to have, possess and enjoy, all the rights, benefits and privileges of the said Act of Assembly and its supplements. W. H. JESSUP, JR., Solicitor.

EXECUTRIX'S SALE OF VALUABLE REAL ESTATE.

Pursuant to an order of the Orphans' Court of Columbia County, Pennsylvania, the undersigned, executrix of the last will and testament of Samuel Hutchings, late of Hemlock township, said county, deceased, will sell, at public sale, on the premises, on

FRIDAY, FEBRUARY 28, 1902, at ten o'clock p. m., the following four adjoining tracts of land, situate in Hemlock township, Columbia County, Pennsylvania, bounded and described as follows, to wit:

TRACT NO. 1.—Bounded on the north by land now or late of William Branch and Philip Tabbs, on the east by land now or late of John and Sylvester Pursel, on the south by land now or late of George Fry, and on the west by land of James Gulliver, containing 1 ACRE AND 80 PERCHES, strict measure

TRACT NO. 2.—Beginning at a stone corner, in line of land now or late of Wm. Appelman and John Kitchen; thence by land of John Kitchen south two and one-half degrees west, ninety-two and eight-tenths perches to a red oak; thence by lands now or late of John and Sylvester Pursel south eighty-seven degrees west, thirty-six perches to a stone; thence by land now or late of Philip Tabb north one-half of a degree east, fifteen and four-tenths perches to a stone; thence by land of Samuel Hutchings' estate south eighty-nine and three-fourths degrees east, one and five-tenths perches to a stone; thence north three-fourths of a degree east, thirteen and three-tenths perches to a stone; thence north eighty-nine and three-fourths degrees west, twelve perches to a stone; thence north one-half a degree east, sixty-seven perches to a stone; thence south eighty-eight degrees east, forty-nine perches to a stone, the place of beginning, containing

25 ACRES AND 145 PERCHES, strict measure.

TRACT NO. 3.—Bounded on the north by other lands of Samuel Hutchings' estate on the east by the same, on the south by lands now or late of Philip Tabb, and on the west by land of James Gulliver, containing 1 ACRE, STRICT MEASURE.

TRACT NO. 4.—Bounded on the north by land now or late of Philip Tabb, on the east by other lands of Samuel Hutchings' estate, on the south by the same, and on the west by lands of James Gulliver, containing 1/4 OF AN ACRE OF LAND.

All of the above-mentioned tracts are adjoining and will be sold as one farm, containing, in all, 28 ACRES AND 105 PERCHES OF LAND, on which are erected a large FRAME DWELLING HOUSE, barn and outbuildings, excellent water and good fruit, all in good state of cultivation, except a small piece of wood land.

TERMS OF SALE:—Ten per cent. of one-fourth of the purchase money to be paid at the striking down of the property; the one-fourth less the ten per cent. at the confirmation of sale, and the remaining three-fourths in one year thereafter, with interest from confirmation.

ELIZABETH HUTCHINGS, Executrix. H. MONT. SMITH, ATT'Y. H. J. FURBER, Auctioneer.