

THE WHOLE COUNTRY
Is interested in the Country Road Exploration fitted out by THE DISPATCH.
All the latest movements should be kept up with the explorers by reading THE DISPATCH.

FORTY-FIFTH YEAR

OVER BUTLER HILLS.

A Journey That is Both Difficult and Perilous, Accomplished by

THE DISPATCH EXPEDITION.

Highways That Are Worn Deeply Into the Earth by Heavily Laden Wagons

VERY ABUNDANT IN OIL REGIONS.

A Surprising Story of the Mud's Depth Told and Sworn to by a Pittsburgh Drummer.

BUILDING ROADS WITH FENCE-RAILS

Checked at Its Inception by an Angry Farmer Who Summons Vicious Dogs to Keep Off the Trespassers.

BOSES KILLED BY THEIR HARD WORK

The DISPATCH commissioner finds the roads of Butler county indescribably bad. They are so deeply cut that in many places teams are obliged to go through fields in order to get along at all. This state of things is partly due to the great amount of heavy hauling in the oil region. The explorers found difficulties and even dangers in their tour of the country.

FROM OFFICIAL COMMISSIONER.
THE PITTSBURG DISPATCH
COUNTRY ROAD EXPEDITION.

BUTLER, April 20.—Obadiah Feewell is Justice of the Peace at Buttercup postoffice. The following document was executed before him the other day:

BUTTERCUP P. O.,
CONNOQUENESSING TOWNSHIP,
BUTLER CO., PA., April 16.

Personally appeared before me, O. Feewell, a magistrate in and for the Commonwealth of Pennsylvania, one Abraham Meybeer, who being duly sworn, deposes and avers that the statements made by him to the members of THE PITTSBURG DISPATCH Country Road Exploring Party are the truth, the whole truth, and nothing but the truth.

Wherefore I have this, the 16th day of April, Anno Domini, 1850, set my hand and seal.

(Signed) O. FEEWELL,
Magistrate at Buttercup.

(Witness) O. FEEWELL, II.
(Fees, 25 cents; fees, 15 cents.)

An Affidavit Deemed Necessary.
I had met this Abraham Meybeer in the "Hundred-foot" oil regions of Butler county. He is a traveling salesman for a necktie and suspender house in Pittsburgh. After some startling events he made to us concerning country roads out here, I deemed it expedient to accompany him to the office of the nearest notary public. The foregoing affidavit was the result of our conference with Mr. Feewell.

This traveling salesman says that on Thursday a week ago, he was driving a buggy on what is known as the Ribalt road, from the nearest station on the Pittsburg and Western Railroad, to Ambridge bridge, in Connoquenessing township. He was deeply buried in meditation on the bill of extra charges, 42 cents, handed him by the baggage master of the up train that morning for carrying his sample boxes, and he scarcely noticed anything by the wayside. Suddenly, however, his thoughts were recalled to the wet, muddy world by his mare coming to a halt.

Away Down in the Mire.

In the mud in front of him was a peculiar black object resembling a stiff felt hat, quite high in the crown. The roadway was simply one continuous succession of sink-holes. The hat seemed to rest on the surface of the mire, but looking closer, Meybeer discovered

On the summit an oil town has been built in the woods, which is illustrated in this letter. Some endeavor has been made to keep the road there from sinking out of sight by throwing logs and planks across it. Beyond and out of the woods teamsters have for weeks abandoned the main road and taken to the adjacent fields. The road to the same is from us were three loaded coal wagons, with a team of draft horses to each.

Hard Lives for Horses.

Presently the caravan reached the other end of the wheat field, where the fence rails had been removed to allow wagons to climb up and out upon the road again. The first coal wagon tried the ascent. The horses accomplished that easy enough, but the moment they touched foot to the road outside down went the vehicle to its bed. The team couldn't budge it. The horses were whipped and beaten, but to no effect. The assembled drivers started to take off rails from the fence to pry out the wheels, but the farmer, appearing on the scene, objected. He said he didn't propose to robbed of all his fence rails, no matter how badly petroleum wild-catters got stuck.

Then the assembled teamsters surveyed off another route, farther up through the next field to a point where they could get the wagons out upon the road above the bar.

A Farmer's Strong Protest.

No sooner had they begun to tear down the fence than the farmer ran up, this time with help, and said "he'd be blanked if one gap in his fence wasn't enough and they shouldn't go an inch farther through his fields." As THE DISPATCH wagon was in the fields with the others we were compelled from motives of self-preservation to take part in the melee. He whistled up his dogs. They were vicious looking, and so that fence was rebuilt very promptly. Back to the caged coal wagon the teamsters went. They were mad now, and where you run across an angry teamster in the oil region you are sure to hear profanity. They un-hitched the horses of all three coal wagons to add their combined power to each of the wagons as they sank one after another in the mud-trap. The men swore without ceasing, and half a dozen whips were laid on many horses in the next half hour. I pitted the poor brutes.

70 Oil Men Are Blamed.
And this road I am telling you about is one of principal highways in Butler county—the main road from Harmony to the town of Butler. The farmers disclaim all responsibility for its shameful condition. They declare that the oil interests are to blame—that the oil corporations, the standard oil Company, and the financial benefit of the country roads, determine the fate of the land. The farmers are to blame, too, for their lack of interest in the road, and for not doing more to improve it. The New State Commission take the inquiry into this road tax into consideration. They believe it unjust that they have to pay the road tax, and that the oil companies should bear the entire cost of the oil roads. The oil companies are not a shadow to what the capitalistic corporations and speculators gain. Farmers in the fields of Butler county are to blame.

NO VIRTUE IN A MADSTONE.
A Kentucky Farmer Dying in Terrible Agony of Hydrocephalus.

LOUISVILLE, April 20.—Near Bowring Green, Ky. W. J. Isbell is dying of hydrocephalus. He has convolution after convolution and cannot live more than a few days. His physician, Dr. J. J. Jepson, pronounces it undoubtedly gonorrhoeal. Isbell a prominent farmer of Warren county, and with all his estate, step. His total loss was considerable, though it was not known exactly. He was a man of the Ascension on Kentucky avenue, where they decided to prepare the way for the advent of eight hours.

Those fatigued injured are Mrs. Margaret Flannery, aged 70; Andrew Lehman, aged 55; Mrs. Charles Meyer and son, aged 6 years. All of these had bones broken, and are more or less injured internally. Horace, son of General Keffer, had an arm broken in two places. William A. Burns, Min. Miner, Mrs. William Slough, San Foley, Mrs. Jessie Payne, George Metcalf, Mrs. Sayles and others.

PRETTY MRS. CLEVELAND

At the Attention of Admiring Crowds at Atlantic City.

EAST ATLANTIC CITY, April 20.—The hundreds of visitors who have been flocking to the city yesterday and this morning, and the great army of sojourners already here hurried down to the ocean boulevard to-day with an eagerness, not seen before on a Sunday morning such a large and fashionable throng trod the airy sea walk. But before Mrs. Cleveland sought the inevitable boardwalk she, in company with Mrs. MacAllister, Mrs. William Slough, San Foley, Mrs. Jessie Payne, George Metcalf, Mrs. Sayles and others.

THE HISTORY OF ANGELA'S WEDDING.

IN THE BUILDING TRADES OF CHICAGO, ST. LOUIS AND DENVER alone over 60,000 have been employed by the inauguration of the eight-hour day.

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