

THE SUBURBAN CITIZEN.

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GOOD ROADS NOTES.

A New Road Scheme.

DURING the last few years the Federal Department of Agriculture has largely increased its usefulness and extended the scope of its operations. It has made its methods more practical and has adapted them more closely to the needs of the country.

It was once an adage that the seed sent out by the Agricultural Department never came up. Of course this is a libel on the department, but it is a fact that the quality of the seed distributed by the Government has been so greatly improved that no superior seed can be found anywhere.

The Agricultural Department has many other important functions besides the distribution of seed. One of its most useful bureaus is that which is devoted to the science of road building. Its directors and superintendents are men who are well versed both in the theoretical and the practical science of road building. The monographs and reports sent out by this bureau contain many valuable suggestions concerning the construction, protection and repair of roads. Practical tests of various theories and methods of road building are made by the bureau and the results are reported fully.

The work of construction, specimen sketches of roadway, was begun in 1884 and has been carried on with marked success. These sample roads have been inspected by officials and other visitors from all parts of the country and the suggestions which they offer have been in many instances embodied in practical results. The bureau now proposes the construction of steel track wagon roads. Such roads may be built much cheaper than either macadam or chert highways, and while they are not as desirable as either are a vast improvement on the ordinary dirt roads and are by reason of their smaller cost within the reach of communities who are not able to construct the best styles of road.

The general plan of the proposed road is to lay two wide steel rails on ordinary highways. The road as thus constructed consists of two parallel lines of steel plates or rails, each eight inches wide, laid at a sufficient distance apart to receive the wheels of all vehicles of standard gauge. The steel plates or rails have a slight flange on each side, which is deemed sufficient to prevent the wagon wheels from leaving the tracks easily, while not interfering with turning out when the driver desires to do in order to pass another team or for any other purpose. If one imagines a kind of

steel rail road will wear well and not get out of order easily. The load which a horse can pull on such a road in bad weather is several times as great as that which he could pull on a dirt road. The cost of repairs is very small.

A first class steel rail road may be constructed for \$3500 a mile and preparations for building such highways are going on in several States.—Atlanta Journal.

The Good-Roads Question.

As an act of patriotism and devotion to his birthplace Colonel John Jacob Astor is now completing some two and a half miles of roadway between Rhinecliff and Rhinebeck, which we are asked to contemplate and admire as being probably the best piece of road work in the State.

Colonel Astor has rendered a public service for which he is entitled to recognition. But at the same time it is impossible to escape the sense of humiliation over the admission that in the great and wealthy Empire State the improvement of the public highway should under any conditions depend on private generosity.

In this matter, so vital to the well-being and prosperity of the State, an example has been set us by the adjoining States of New Jersey and Massachusetts. In these States private citizens are not called on to improve the public roadways because legislative intelligence has devised an efficient plan of adjusting the relative interests of State and local assessment in providing for the cost of such improvement. They have solved the good-roads problem with satisfactory results, and year by year they are bringing their country roads out of the barbarism of neglect and improving them up to the highest standard of real civilization.—New York World.

The Work in Pennsylvania.

What the Pennsylvania Division of the L. A. W. is doing in the matter of supplying the wheelmen of that State with good roads may be judged by the result of the last meeting of the Good Roads Commission, of which H. B. Worrell, the representative of the L. A. W., is chairman. In discussing the work of the commission, Mr. Worrell said: "We have been securing data from many sources and have obtained much information from other States. We are endeavoring to prepare a broad and comprehensive plan which will be equitable in all districts. Equalization of taxation is perhaps the most important element of our work, and it is the intention of the commission to ask State aid in addition to the taxation which is now assessed by townships. Our labors will not end for some time to come, however."

THE NATIONAL GAME.

Garvin, of Chicago, is pitching in excellent form.

The Brooklyn Club has secured the services of Third Baseman Lave Cross. Springfield has signed the noted pitcher Frank Foreman, late of Indianapolis.

Hamilton and Collins, of Boston, are doing some of their old-time stick work. Garriek appears to be the only pitcher on the New York team who is in shape.

It is a common thing this year for every man on a team to get at least one hit in a game.

Sudhoff, of St. Louis, is the lightest pitcher in the League, so far as weight is concerned.

Daly's continued disability has badly broken up the Brooklyn's infield and their entire team system.

In Manager Allen's opinion the most difficult thing in the world is to impress young players in the League with the fine points of base running.

According to Tim Murnane, the Boston team seems wholly at sea. The plays are not well understood and there is too much cross fire white in action.

Bradley, the Chicago third baseman, fields his position in fine style, stopping cannon ball drives and fielding them to first base in a clever manner.

The Brooklyn Club has "farmed" Catcher Steelman to the Hartford Club of the Eastern League. As much as \$1500 was refused for his release, Hazton says.

It is reported that each member of every National League Club is subscribing \$5 monthly into a fund to be paid into the treasury of a union to be formed this fall.

There is a demand all over the country for a return to the double umpire system. Players, umpires and managers seem to agree that a mistake has been made in leaving the work to one official.

Cincinnati writers already rate Scott among the star pitchers. The most encouraging feature of his work is that he never gets rattled and always has perfect control of the ball.

The Montreal team carries on the trips a number of portable vapor bath arrangements. The club has three of them, and they are in daily use by the players, the favorite time for their use being just before the men retire for the night.

BOER-BRITISH WAR NOTES.

The Duke of Marlborough has been ordered home from South Africa on sick leave.

The Portuguese authorities at Lorenzo Marques have declared corned beef contraband of war.

A Kimberley jury has acquitted two men who were charged with treasonably assisting the Boers.

Four hundred burghers have given up their arms in Kroonstad, Orange Free State, and its vicinity.

General Roberts has converted the British army into a mobile force well adapted for operations against the Boers.

At the British hospitals in Bloemfontein, Orange Free State, the deaths from enteric fever average from eight to ten daily.

The Cape Argus publishes a report saying that well-informed foreigners in Pretoria now consider the Johannesburg mines safe.

President Kruger's request for permission to sell mining rights at prices fixed by the Government has been denied by the Rand.

The Queen has issued a proclamation that the Boer prisoners of war should be sent to the Cape Colony.

President Kruger's reply to General Roberts's inquiry as to the treatment of British prisoners at Pretoria, says colonial prisoners are treated like others.

A number of Boer women have offered to immediately form a corps to guard the railway or to proceed to the front to fight in the trenches with their male relatives.

The Imperial authorities at Cape Town have sent money to Pretoria for needy prisoners, both British and colonial. Each prisoner coming under this description will receive \$25. Adolbert S. Hay, the American Consul at Pretoria, will distribute the money.

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NEWSY CLEANINGS.

Swarms of locusts have appeared in Kansas.

Coal mine owners in England have increased the price of coal thirty per cent. The Danish Government is willing to sell the little island of St. John to the United States.

A new Bible has been published in London in which the New Testament precedes the Old.

The continued success of American jockeys in England has bewildered all horse owners there.

The butchers of Germany and Austria propose to organize in an effort to keep out American meats.

The Department of Agriculture contemplates the establishment of an experiment station in Porto Rico.

Western railroad managers are discussing plans for religious services on Sunday on fast through trains.

The German Government has adopted the single tax system for Kyau Chan, China, levying a tax of six per cent. on land value.

The Board of Education of Chicago has voted in favor of playgrounds for children in all future plans for new school buildings.

Whisk brooms have been placed in all cars of the South Chicago Street Railway Company for the use of dusty passengers.

A gold mine has been located on one of the trestles of Keswick, Shasta County, Cal., and there are indications of an oil vein in another.

Luzon is now overspread with a network of telephone and telegraph lines. A million words are daily transmitted in the Philippines.

The Argentine Government has sent fifty young men from the different provinces to be educated in the agricultural schools of the United States.

St. Paul, Minn., citizens are making plans for a convention hall and auditorium, with a seating capacity of 15,000, to cover a space of 150 by 150 feet.

The Park Board of Baltimore, Md., has forbidden the use of automobiles in any of the public parks or pleasure places in the city under control of the Board.

The annual egg-rolling fete at the White House on Easter Monday cost the United States \$114.23. That amount was spent in cleaning up the litter left by the children and in resodding a part of the White House lawn.

Baden-Powell a Major-General. The Queen has approved of the promotion of Colonel Baden-Powell to be a Major-General for his brilliant defense of Mafeking.

The Labor World. Strikes have interfered with building operations in the Northwest.

In 1898 1550 men and 15,100 women were employed by the tobacco producers of France.

Organized labor in Kansas City has decided to boycott all who patronized the street-car lines until after the strike was settled.

A profit-sharing firm at Evansville, Ind., recently distributed amongst its employees a sum of money equal to sixty per cent of their wages.

The dispute in the potteries trade in England now involves 20,000 men, many of whom belong to no union and are therefore dependent upon charity.

A BUSINESS POINTER.

Several Washington merchants are asked to advise the trade of suburban people in their vicinity about some of the best things to be seen in a drive with country people. They want the best of country people when the sun can be seen without any backward sign of a desire to reach the city. One of the largest hardware firms in the city recently refused to advertise in the columns of the Citizen and gave the following reason: "We're not out after suburban business for the reason that we consider the trade of the people of Virginia and Maryland not particularly desirable." Gustave Hartig, the hardware man of 509 and 511 H Street, N. E., is of a different opinion. He wants the trade of country people and he is getting it. When you deal with him you are dealing with a square business man and a friend. Dec. 10-41

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