

THE MACON BEACON

67th YEAR

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THE JACKSON HIGHWAY.

There ought to be no doubt at this time as to what route the Jackson Highway will take.

Nor would there be, if the persons who are to determine the question were all disinterested, and would keep an eye single to duty—duty to the illustrious dead to commemorate whose great achievement a century ago in building a military road, it is proposed to establish a great thoroughfare from New York to New Orleans to be called the Jackson Highway.

Plainly the object of the selection of that name is not merely to make memorable the name of the hero of the Battle of New Orleans.

It is not simply to perpetuate the cognomen of Andrew Jackson; since the construction of the road, and naming it in his honor, can add nothing to immortality of his name.

For of him it truly may be said: "Nor shall your glory be forgot, While fame her record keeps, Or honor points the hallowed spot, Where Valor proudly sleeps."

No; far removed from the corn fields on which he won renown, the ashes of the great Tennessean, the bravest of the brave, are fittingly honored, and protected, in the heroic soil of the Volunteer State which they help to hallow.

His sepulcher at the Hermitage at the State's capital, is a place to which honor goes "to bless the turf that wraps his clay," and the spot will never be forgot nor his deeds be blotted from the memory of his fellow citizens so long as "the Star that glitters to the name" of Tennessee remains, unblotted from the "Spangled banner" that proudly floats, wherever it is unfurled to the breeze, as the symbol of the union—as the flag of the United States, "the land of the free and the home of the brave."

It is proper; for that flag never had a braver defender than Andrew Jackson.

The calling of the highway after him then will add naught to his honor or glory or to the perpetuity of his name, whether it runs through Alabama where its path will be lighted by blazes from coke ovens and iron furnaces, or whether it sweeps across the beautifully undulating prairies of Mississippi where the green of the alfalfa and the gold of ripening grain vie with the waving corn and blooming cotton to add to the attractiveness of the landscape which, by reason of the fertile fields and broad areas and comfortable homes composing it, is a thing of beauty and a joy forever.

The object of the highway is to connect two of the principal commercial centers of the country—the one the metropolis of the North and East, the other of the South—by a route, open to all the public, which would have the effect of reducing the distance, and lessening the time of travel, between them and thus bring the two sections nearer together while making the fusion of the elements of society all along the way more perfect—bringing neighborhoods, now practically unknown the one to the other, into close relations with one another so that their respective citizens may easily become neighbors, indeed, and friends worth while.

The occasion for the enterprise grows out of the necessity for it to meet the requirements of this progressive age and the rapid development of our Republic.

In the birth of the movement, business, convenience and comfort—in short the rapidly, ever growing demand for better roads to meet the requirements of commerce, of agriculture and social intercourse, which mean civilization, itself—called for a great highway from the North to the South, and its construction became inevitable, the only question being as to the time when it should be begun and completed.

The name by which it is to be

known is only an incident to the undertaking.

Sentiment finds no place in it, except that the Hero of the greatest victory, all things considered, ever won on land or sea, had, in the somewhat dim and shadowy past, found it necessary to lay out and construct a military road.

With conspicuous foresight and consistent thoroughness (for which he was distinguished) the work was wisely and well done. So much so, indeed, that in all the years since then it has served the people of the region through which it ran as a thoroughfare highly important to their trade, their social and economic intercourse, and their domestic peace and prosperity.

And it so happens that the line of the military road was so run in the early morning of the 19th century that in the 20th century its line is still direct and lies through territory so peculiarly blessed in natural resources especially adapted to high class, and yet economical road making, that in the proposed great highway from New York to Louisiana it can be utilized—and utilized so as to save time, distance and expense—as a part of the "Big Road."

That it will be so exploited there is little doubt if the so-called "path finders" will only exercise the wisdom and the patriotism, the common sense and the conscience, to obey the dictates of duty and faithfully serve the great public which they claim to represent.

The name—the Jackson Highway—is an after-thought.

It came about through the fact it was deemed it would be a very graceful act to so call it, inasmuch as it was expected to exploit one of the honoree's military achievements by improving and keeping up the old military road which he constructed as a memorial to him for that achievement.

These are the facts fairly stated:

The way through Mississippi lies over a route made famous by Jackson more than a century ago—a route following the shortest feasible path, the nearest practical approach to a straight line, between the two points, Nashville and New Orleans, and a route laid out, and traveled, by Jackson, under due authority from the United States Government, as a military necessity, when he was leading his army home from the field of glory, after the Battle of New Orleans in 1815.

The object of the name is not to add to the fame of Jackson so much as it is to preserve the great work he did in laying out and building in that distant age a highway that has stood the test of a century of service and is yet the shortest and best route between Nashville and New Orleans.

Its advantages over the Alabama route are great and manifold.

It saves 250 miles in distance, and that is a big thing—a thing of paramount importance—in this day of rapid transit and cheap transportation; in this day of electrical railways and flying machines; of wireless telegraphy and, more wonderful still, wireless telephones; in this age of applied science, when the genius of man has so harnessed the forces of nature that he not only rides upon the wind but has chained the lightning—hitched it to his car, and made a servant in his home and for the convenience of his business and the comfort of his family, converted the world into a mighty whispering gallery, so that friend may sit and chat with friends, hearing and recognizing each the other's voice when more than a 1,000 leagues of plain, and mountain, and seas intervene between them.

In short and in fact, the Mississippi route has every advantage over the Alabama route, and if it is not selected it will be because its champions went to sleep on post or the representations of the other route shut their eyes to natural advantages and closed their ears to the call of duty—duty to themselves, to the public, and to the occasion.

And if Mississippi loses in the selection, as she by no means

should, then her people should go to work independently and construct a thoroughfare through the State along the road built by Jackson, and call it the Jackson Military Road.

To do that would for her be a Titanic work.

But her sons, if they will pull, and pull altogether, for it, can accomplish it.

Were they to do that—build from Columbus through the State to the Louisiana line along Jackson's line of travel, can it be doubted that New Orleans would see to the completion of the road to Canal street?

The road from Columbus to New Orleans completed the people of Middle Tennessee and of North and East Alabama would speedily construct the road from Nashville to the Mississippi line near Columbus.

It can be done, it ought to be done, and it will be done.

Mark the prediction! "There are persons living today who will live to see the thing done."

Tick Eradication.

When tick eradication was first started in this county there was considerable opposition to it and among the many arguments or objections raised against it, was that it "could never be done"—that rabbits and dogs would keep the bugs alive. All that sort of skepticism has disappeared and ninety-five per cent of the farmers now recognize the great benefits of raising cattle without the tick and that eradication can be accomplished by dipping cattle through the spring and summer months regularly. During the first year or two of the work several farmers were fined for violating the quarantine law. Now since a great majority of the cattle in the county have been made immune, the ticks themselves impose and collect the fine. For failure to dip is almost certain death to a cow becoming infected, and the owner is fined the value of the cow.

On gray danger lies along the Alabama line, but it will only be a short time before the border counties will be forced into the eradication of the pest through quarantine, even if they fail to recognize the benefits to be derived and go into tick eradication voluntarily.

Mr. Chappell of Perkinsville, who was in town this week, said they were making great progress in his neighborhood and that every cattle owner was dipping regularly.

Mr. I. W. Carpenter of the A. & M. College, was in town Tuesday and stated that Oktibbeha had commenced the work of eradication in the spring and had made such progress that quarantine would be lifted by the first of the year, but that dipping would be continued throughout next year.

What has made the work in Noxubee county so costly is the lack of thoroughness with the work has been conducted. This is illustrated by this instance: Some time ago Mr. Finis Carleton, who has a lot of graded cattle and a \$300 Angus bull, bought a yearling from a negro on the Rockhill place. The negro was to deliver the animal when he did not do so Mr. Carleton went to see about it and found ticks on the yearling and on other cattle on the negro's place. The tenants said that a tick inspector had not been on the place in two years. Probably at one time that place had been free but as it adjoined the Alabama line the cattle had become reinfected and as some inspector had failed to do his duty in not forcing the cattle owners to dip, all of Carleton's cattle were jeopardized as well as every other head of cattle in that neighborhood.

Another source of danger is horses even temporarily brought into this county from Alabama that are infested with ticks. A short time ago Mr. Ormsby, a justice of the peace, noticed a negro on the public road riding a tick infested horse and very properly had him arrested and fined.

Until steps are taken to prevent these evasions of the law the expense to the county will not only continue but every farmer runs the constant danger to lose one cow or his herd of cattle.

SEED WHEAT FOR SALE—150 bushels of seed wheat at \$1.40 per bushel. E. V. YATES, or S. M. COCKRELL.

FOR SALE—Eight one-year-old Angora Billies at \$3.50 each. Also a few one and two year 3-4 Shropshire Bucks at \$5.00. C. W. FIELD & CO., Calyx, Miss.

SEED OATS—200 bushels home-raised rust-proof seed oats, extra heavy, for sale at 75c. S. W. HARRIS.

CHICKENS AND DUCKS—Pure blood Barred Plymouth chickens at 75c each; Black Langshan cockles at \$1.50 each, and Indian Runner Ducks (fawn and white) at 50c each. MRS. J. E. BARNHILL, Route 1, Macon, Miss.

HOUSE—For Sale or Rent. Apply to MRS. A. L. HUGHES.

Ladies' Suits and Coats.

Evidently our lines of these goods have been just what the public wanted as our business in this line has far exceeded our expectations. The exhibit of ours must have been better than we can describe. We have just replaced orders to be made of the new things, in this line which have come in since our first purchase. **They are patterns that sparkle with beauty—Tailoring of highest standard.** These new models—mostly with Fur Trimmings, will be ready for your inspection about November the first—wait for them!

A. KAUS & Co.

Food for Thought.

That farmers in Noxubee can make money handling beef cattle is conclusively demonstrated every year. I have a party in mind, said a man who pays particular and intelligent attention to such things, who bought thirty-one head of native steers two years ago and sold them off of his pasture this month, and after paying 8 per cent interest on his invested money and deducting for the loss of one steer, he then made 18 per cent per annum on the money invested.

These steers gained on pasture this season 1.4 pounds per day for 173 days, thus giving a net profit of \$12.22 per head. The land on which these cattle grazed is much below the average in fertility and would not rent for \$2 per acre, and if it had been planted to cotton, corn or oats, it is doubtful if the income from any one of these crops this year would have been as much as the expense of making it.

The man who grows plenty of feed and feeds it all to his own stock and judiciously conserves the manure and applies it to his land is the man who is going to make his farm pay. Don't look for riches to come in a year but content yourself with a small profit. Acquire plenty of patience and stay with the cattle business. Change the old adage—"Grow more cotton to buy more feed to grow more cotton, etc." to this safer plan—grow more feed to feed more cattle to buy more cattle, and your land will grow richer, your income will be steadier and better and the farm will become to you and your family more than just a place to live.

READ THIS!

Farmers Institute to be Held in Gholson Thursday, November 11th

Prof. C. T. Ames of the Holly Springs Experiment station will be a member of the institute force at Gholson on Thursday, November 11.

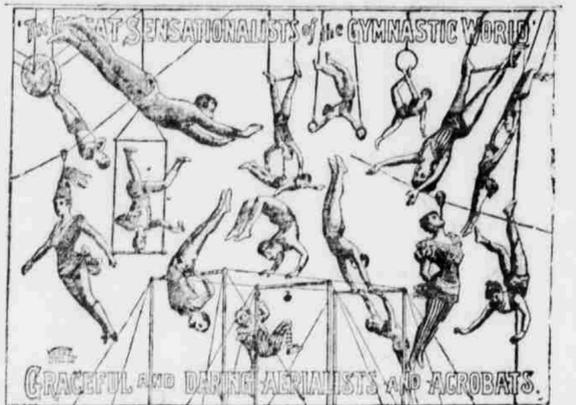
Prof. Ames has had more experience than any man in the state in reclaiming washed and eroded land by terracing. He will be prepared that day to go into a field and put in a terrace—such a terrace that will prevent a farm washing away. Every farmer in that section should be present that day if you are interested in your farm.

Prof. Lloyd will be present to discuss how to make your farms pay you with something else besides cotton. The ladies and children are especially invited to come. Dinner will be served on the grounds.

Everybody boost! Let's have all the farmers out that day.

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