

CITIZENS AGREE TO LEAD FIGHT FOR GOOD ROADS

(Continued from Page One—Column 7.)

bitant, and certainly not beyond the depth of the good Albemarle people, who boast of one of the richest and most beautiful sections in the Commonwealth. The county is in the heart of the Piedmont region, which is naturally rich, and is a continuation of the fertile lands which may be seen in the noted Valley section and eastward over the Blue Ridge.

Neighbors. Farms have become the homes of the rich and well-to-do, and there are as many beautiful summer residences to be seen around Charlottesville as in any other part of the State. Some of those just out of Charlottesville, on the Ivy Road, are Birdwood, the home of Charles Edgar; Farmington, the home of Mrs. Warner Wood; Ednam, the home of E. O. Myer; Bloomfield, the home of J. T. Hall; Lee, the home of the First National Bank of Philadelphia, and the home of E. D. Hotchkiss, of Richmond. Further west, in the foothills of the Blue Ridge, the home of the home of Dr. P. D. Ouseley, who expended \$150,000 on his place, and Mirador, the home of C. D. Langhorne. All these people are interested in good roads, and it is expected that they would lend any movement to improve them their hearty support.

After the roads meeting, which is soon to be held in Charlottesville, a stronger organization of the local branch of the State Good Roads Association will be formed, and the movement to put the Albemarle roads on a basis equal to that of other permanent highways in the State will be fairly launched. Albemarle is progressive in other things. The Albemarle pippin, the most famous apple grown in any part of the world, is indigenous to her soil; it is a fine fruit section; it is the home of as good horses and cutters as may be desired anywhere. What the county most lacks is permanent highways, and in this she is sadly deficient just now. But the good roads will come, as other things have come, and that day will be well done when it sees the completion of the work which is desired, and which will be put into effect.

On the way to Richmond. Leaving Charlottesville at 10:40 o'clock, The Times-Dispatch-Washington Post good roads cars struck out on their journey back to Richmond by the route, one hereafter unfriended by them. Though the roads were in first-class summer condition, and showed that overseers had not entirely neglected their duties, it was easily seen that with the coming of winter the farmer would have to buck up against his same old trouble, and that he would lose more old-fashioned religion by the over-indulgence of profanity than he would in having to go down in his jeans to build better roads for his wagons and vehicles.

The clay on these roads, after it becomes wet, is a real nuisance, and a heavier, and worse, for that matter, and those who are forced to travel them wear out more clothes than they would have to buy in a dozen months of Sundays otherwise. The two cars chugged along at an easy pace, going it slow over the muddy roads, and then in the Columbia shortly after noon, Scottsville was up and going when the cars arrived, and everybody turned out to meet them and wish them good luck, many of them promising to help and all condemning the present condition of the roads.

Scottsville's Greeting. "Certainly, we want good roads," they said with one accord, "and we want them as soon as we can get them, if not a little sooner. Every one of us is with you, and we'll get together and work for the common end."

Scottsville has a strong Good Roads Association, composed of among others, D. H. Pitts, the organizer; D. A. Langhorne, S. R. Gault, A. B. Hancock, of Ellerslie; W. H. Langhorne and William Thacker. The association has begun a move to raise money by private subscription and to put on the fund with its share of the State appropriation and with the aid which is expected from the county. The roads will be improved in the vicinity of Scottsville first, and then be gradually extended as the financial resources are adequate. A good roads meeting was held a week ago, and another will be held in the near future, when the plans of the organization for the proposed improvements will be put under way.

Others seen in Scottsville who said they were interested in good roads were J. Thaxton Snyder, Captain Robert Derrett, John Lee, John Martin, Captain W. Sterrett, J. W. Staples, who has been away, but who found that he could not live away from Scottsville; F. Parkinson, J. P. Holladay, who has been there only since January, but who is well up on the good roads question, and says he is for improved highways first, last and forever, like the patriot he is; Dr. L. R. Stinson, C. B. Harris, Jr., and J. Pitts, Sr., who declared vehemently that every man ought to be

GOOD ROADS CARS AT STAUNTON



Fallory, Va.

interested in good roads and all ought to work for them. There is talk of macadamizing the road to Esmont, which will probably be done.

G. H. Nichols, of Buckingham county, only a few miles from Scottsville, severely rated the supervisors of his county, who, he said, were not attending to their duties in repairing and improving the roads, and could not be urged, either by rhyme or reason, to do so. He said that the roads had not been worked for two years, though there was a large enough road tax to improve them considerably, and that they were the worst in the State. He said that he had been paying \$8 or \$10 a year road tax, and that not \$2 worth of work had been done, and even that the machinery for road work was wanting. Mr. Nichols talked of organizing a good roads association, and the support of The Times-Dispatch and Washington Post were promised him.

Leave for Columbia. With a rattling cheer from the Scottsville people, the two good roads cars left for Columbia, where they arrived in time for dinner. The traveling was over fairly good roads, but as with the others traveled, the same fault will be found with them in winter.

The country showed the need for improved roads, for the wagons that were met on the way were being drawn by more horses than would be necessary if the roads were macadamized. But the farmer has been somewhat slow in realizing that he could do with fewer draft-horses and still haul more to a load if the roads were better; that the present average cost of hauling over country roads is 23 cents a mile, whereas in those countries where good roads are part of the national program the cost is reduced to about 8 cents a mile. The farms passed by were fertile enough, and the farmers' homes were pretty and cozy enough, but the condition of the wagons and the weary look of the horses showed that it would pay to put a few more dollars into road-building, than into overhauling repair and worry.

Having to reach Richmond at 8:30 o'clock, The Times-Dispatch-Washington Post good roads cars would not stop longer in Columbia than time in which to snatch a mouthful to eat, and it was the free road again.

Some miles out of Columbia a tragic sign of the need for better roads was hanging from a tree limb twenty feet in the air. Some one remarked that it must have been a terrible accident which sent the wheel flying up there, but it is probable that it was hung there in memory of the day when some farmer's wagon slid over into a ditch or found its last resting place in a gully on the roadside. But it was all that was left of the wagon and the pathfinders passed on with a sigh.

Halt at Gooseland. The cars kept steadily on until they reached Gooseland Courthouse, where a stop was made for a little of nature's refreshing drink. Here were a few more good roads enthusiasts, Mr. Montre saying that he was particularly interested, as he knew that the prosperity of the farming community depended more on good roads than on any other one thing. The next stop was at the State Farm, where, under the supervision of Superintendent Smith, several miles in and around the place have been macadamized and made into roads which can stand the wear and tear of all kinds of weather.

Mr. Smith himself came out and proffered refreshment, and gave a hearty "boost" to the undertaking of the two newspapers. The whole farm is studded with macadam roads, and it is a pleasant sight to see, notwithstanding that most of the laborers who till his soil do so because they have violated the State's laws.

At Crozier's, A. B. Alvis, who was courteous enough to receive and deliver a telephone message to The Times-Dispatch good roads car, talked long enough to satisfy the pathfinders that he appreciates the need for better roads. He said that the people could be taxed \$5 a head and then make the money back in a year. He was not speaking only for others, for he said that he would be willing himself to pay the tax, and that he would be glad of the opportunity to give this amount for the improvement of road conditions. He declared himself in favor of bonding the county, and he believed that a majority of the farmers would now be found to agree with him.

Showed What Could Be Done. At Sabo's another short stop was made, and there C. G. Cathright, who came in just behind the car, said that he had been hard to tax for the good roads, though a successful experimenter in the way of road building had demonstrated last winter, when several loyal county men, bent on showing what could be done, built two miles of macadam road with stones given to them from the State Farm and hauled free of charge by the railroad. These same men, it is stated, intend to further the work in the hope that the county will finally see the need for road improvement and begin the labor. This kind of taxation has been the great failing of most of the counties, for the farmers have not looked at the money expended in improving the roads as an investment that will bring them permanent profit, but rather as that permanent tax for taxation of them, for the benefit of a favored few. It should be understood in the beginning that road improvement is primarily for the farmers, who most often use the roads, and that it means for them an increase in the value which they had never hoped for before.

The scheme undertaken by The Times-Dispatch and Washington Post is not to establish an automobile route, but to awaken in the farmers, through the public press, a knowledge that they can get money for their farm, and so a general prosperity for the county, for it is a fact of the science of economy that the farming interests are the backbone of every country in the world.

Though the cars yesterday proceeded with the utmost care to avoid all possibility of accident, two serious accidents were averted by the promptness with which the men left their machines to go to the aid of a woman in distress. Mr. Potts stopped a runaway near Scottsville, chasing the frightened animal and checking him before damage had been done. Two women were driving and the trouble was that they were so frightened that they were in the thought of possible accident that they also scared the horse. One of them attempted to throw a blanket over the animal's head, to which he seriously objected, then he started to run. Mr. Potts brought him up to the looking automobile, and made the acquaintance with each other. The horse and machine parted the best of friends, traveling in a picnic party was met jumped out, but the horses and mules merely looked around inquisitively and then nibbled at the grass on the roadside. Further on a wagon drawn by four mules was encountered. One of the animals was pretty badly frightened, and wanted to paw up a few tons of earth. But he was finally persuaded that it was better to go on, and he quieted down while the machine chugged past him. In the majority of instances the main fault was with the drivers, who, becoming frantic themselves, made their teams desperately afraid, whereas if they had preserved cool heads there would have been little danger. But the instances in which horses were really frightened were few and far between. It will not be long before most of the horses and mules in the State will have been introduced to The Times-Dispatch and Washington Post good roads cars.

Many Incidents En Route. In the more remote districts a few ox teams were encountered, but these stolid animals never lifted their heads or crooked their horns. They took a slow pace, awed by a few flies, grabbed at a hummock of grass, and went slowly on as if their destination for the day were at the end of life.

The most amusing incident of the whole trip occurred at a little village called Kidd's Store, so named after the proprietor of the store, the only house on the road corner. With Mr. Kidd the storekeeper was an old darkey who rejoiced in the euphonious name of Samuel Washington. The automobiles frightened him when they first came into his view, and he started to shy like a three-year-old. Mr. Kidd calmly informed him that the machines were the devil's own, and that his Satan's Majesty was sitting in the rear. Old Uncle Sam really believed it for a moment, and he was about to strike out for the wide and open

country. But a gentle voice emanating from one of the machines quieted him and his qualms of conscience, and he came up to take a look. He was finally persuaded to take a ride and he got into the car with Mr. Kidd. They were taken down the road for a hundred yards, and when the ancient relic got slowly and carefully out he swore that he would like to have one of the things himself.

Acquaintance with things that are new and strange lessens fear, for the child soon learns that the dark will not hurt him. So may, perhaps, all the farmers in Virginia one day learn that good roads will and can never do them harm, but prove to be the greatest blessing they ever had.

Meet Richmond Escort. The cars arrived at Rio Vista, where they were met by representatives of the Richmond Automobile Club, at 6:44 o'clock, notwithstanding that a worthy citizen of Columbia offered, but did not dare, to bet that the party would not reach Richmond in time for supper. They got here in plenty of time, and got a good supper, too.

Those who met The Times-Dispatch-Washington Post good roads cars at Rio Vista and escorted them in were: R. A. Lanier, John Hayes, driving with Miss Edith Brant; Matt Scott, in a Stevens-Duryea; Blanchard Forbes, in a Chalmers 60; Lewis C. Williams, with Mrs. Williams and children, in a Franklin; W. J. Anderson, with his niece, in a Franklin; Messrs. Scherer and Walker, in a Buick; R. H. Wildt, in a Franklin; C. B. Richardson and party, in a Rambler; W. F. Gordon, E. D. Hotchkiss, Jr., Otis M. Alfriend and J. T. W. Curtis, in Chalmers-Detroit.

Dr. R. Angus Nichols, president of the Richmond automobile club; L. M. Pater, Nixon Ball and Charles Allen, in a Franklin; Mr. and Mrs. Pizzini, in a Rambler, went out to meet the good roads cars, but went too far out on the Three Chop Road and missed them. They took the wrong turn, and went ten miles before they

GOOD ROADS INDEX OF COMMUNITY'S CULTURE

Wretched Highways Point to Minor Scale of Education. Prof. Thornton Tells What Virginia Has Lost Under Old System of Highways.

(Special to The Times-Dispatch.) CHARLOTTESVILLE, Va., July 17.—Speaking of the educational value of good roads, Professor William M. Thornton, dean of the engineering school of the University of Virginia, said today: "To begin with, every educated community has its diploma. It is written in hieroglyphs, and those hieroglyphs are good roads. The existence of bad roads in a State, in a county, in a township, demonstrates a low state of popular education. There may be in it cultured and wise individuals, but the community as a whole is ill-educated. No educated community will put up with bad roads.

Most Costly of All. "The reason is plain. Bad roads are the most costly of all ancestral mudholes, avuncular gradients. Cow-pat locations are like mortgages on the plantation; they exact their heavy toll of interest without fail and eat up all the profits of the farm. How do they cost? They cost in time; every hour added to a journey over them is an hour taken from productive work. They cost in wear and tear, and this to horse flesh and to man flesh alike. In doubling the time of the trip, you quadruple the waste of energy and the fatigue. They cost the upkeep of vehicles and harness, in the shortened

JULIAN W. TYLER, Broad and First Streets GREAT STOCK-REDUCING SALE

PRIOR TO INCORPORATION.

The best grades of Men's and Boys' Summer Clothing must be disposed of in order to make the stock as small as possible before reorganizing.

Prices Have Again Been Reduced to Accomplish Our Object.

See bargains displayed in windows. Come and let us convince you that we will save you money.

Goods Exchanged or Sent C. O. D. No Charges for Alterations.

ROUTE TO WASHINGTON

Louisiana People Deeply Interested in New Free Highway Plans. Editor of The Times-Dispatch: Sir,—As per your request for new routes or suggestions regarding the capital highway, will say that, having driven the country frequently from Richmond to Warrenton, I am thoroughly convinced that the route via New Market, Orange, Brandy, etc., is the only practical one. The only change I would make is possibly between Cuckoo and Louisa, a distance of eight miles and quite hilly and some bad grades. By turning to right just after passing Cuckoo, on the old Louisa road to Pendleton Station, continuing along railroad to Mineral and until you again reach the old Louisa road one mile east of Louisa. This increases the distance about one mile and cuts out a dozen mile grades of red mud. The Louisa road is deeply concerned and anxious to have this route adopted, and praise is everywhere for the effort of The Times-Dispatch in the pull for good roads.

Personally, I would like some suggestions as to some organized effort to have this route adopted on the matter at the earliest possible day. W. W. TURNER, Louisa, Va.

GOOD ROADS MEETING IS CALLED AT ROCKY MOUNT

(Special to The Times-Dispatch.) FAYETTEVILLE, N. C., July 17.—Invitations have been sent out by Secretary F. R. Rose, of the Fayetteville Chamber of Commerce, to a public meeting to be held in this city next Tuesday for the purpose of taking steps to have the proposed automobile highway from New York to Jacksonville pass through the section of the State nearest the coast than originally planned by the scout cars of the New York, Atlanta and Richmond papers. Representatives are expected to be present from Wilson, Rocky Mount, Smithfield, Selma, Dunn, Pinehurst, Red Springs, Maxton and many other towns. Determined efforts will be made to have this highway pass through Rocky Mount and Fayetteville.

DISCOVERED THEIR MISTAKE, AND SO WERE DISAPPOINTED IN NOT MEETING AND GREETING THE PATHFINDERS ON THEIR HOME STREET.

The Times-Dispatch Chalmers-Detroit cars, which traveled more than 300 miles in the interest of good roads, and the Washington Post Lozier, were sent to the Gordon Motor Company's garage last night, where they will remain until they start for Fredericksburg in the morning.

FAMOUS BRIDGE BUILDER DEAD

Leffert Lefferts Buck Expires Suddenly at His Home on the Hudson.

NEW YORK, July 17.—Leffert Lefferts Buck, the famous bridge builder, died suddenly today at his home in Hastings-on-the-Hudson. He was recognized as the greatest American builder of suspension bridges of long span for heavy travel.

Mr. Buck was born in Canton, St. Lawrence county, in 1837. He attended the public schools there and showed an early aptitude for mechanics. After several years' practical work at the bench, he entered St. Lawrence University, where he followed a special course in mathematics. He was at the university when the Civil War began, and left his studies to join the Sixteenth New York Regiment as a private.

At Antietam and at the siege of Atlanta he was wounded, but in neither case did his injuries deter him from remaining at the front. At Lookout Mountain he seized the standard after a third color-bearer had been shot, and carried it to the end of the Edam. For his bravery he was promoted to captaincy and brevetted major. He accompanied Sherman on the march to the sea, and was also at Gettysburg, in Slocum's Corps, on Culp's Hill.

At the close of the war Mr. Buck resumed his studies, and was graduated with the class of 1858 from Rensselaer Polytechnic Institute at Troy. He began work at once, and had charge of the first railroad surveys through the Adirondack Mountains. After this Mr. Buck came to New York City and became an assistant surveyor in the Sewer Department.

As a Bridge Builder. The kind of engineering work toward which Mr. Buck was most attracted from the start of his professional career was the building of bridges. He began his work in 1858, while he was in the Sewer Department to go to Peru. In 1871 he planned and built the Verugas Viaduct on the Lima and Oroya Railroad, which he replaced later with a cantilever bridge. He erected a suspension bridge across the Santa River, in Northern Peru.

In 1873 Mr. Buck returned to this country and became connected with the mechanical department of the Illinois Central Railroad. He planned the pumping wells at the Erie basin in Brooklyn. One of his most famous performances was the rebuilding of the international suspension bridge at Niagara Falls.

In 1881 and 1882 he was resident engineer of the Central Railroad of New Jersey, and built the Lake Hopatcong Railroad for the company. He constructed a number of truss bridges for the Northern Pacific Railroad, designed a bridge to cross the Willamette River, in Oregon, and a large deep roof for the Union Pacific Railroad at Omaha. Later he built a marine pier for the island of Trinidad, and designed a steel arch for the old 1858 suspension bridge across the Niagara gorge. He built also two bridges over the Genesee River, at Rochester, one of which is an arch of more than 400 feet span.

BECAME CHIEF ENGINEER

In August, 1890, he became chief engineer of the Bridge Department, and built the Williamsburg Bridge. He was also in charge of the plans for the Manhattan Bridge. He was a member of the Intercontinental Railway Commission, representing Peru and the American Society of Civil Engineers, a member of the Loyal Legion of the Hanover Club, of Brooklyn, of the Military Service Institute, of the Burns Society and of the Engineers' and Century Clubs.

MISS ROOSEVELT TO WED

Daughter of Mrs. J. West Roosevelt to Marry Boston Man. (Special to The Times-Dispatch.) NEW YORK, July 17.—The engagement of Miss Lorraine D'Oremlux Roosevelt, daughter of Mrs. J. West Roosevelt, was announced at Newport today. She is to marry Langdon Warren, of Boston. Mr. Warren is a son of Boston. Mrs. Warren was Miss Storr and the grandmother of Mr. Warren was a sister of Senator Hoar. Mr. Warren was graduated from Harvard with the class of '03, and is now one of the assistant curators of the Boston Museum of Fine Arts.

PATENTS TO VIRGINIANS

WASHINGTON, July 17.—Washington patent attorneys report the grant this week of three patents of the following nature: J. H. Earle, RICHMOND, church-offering envelope. A. Gibbs, Ronocco, track-sanding apparatus. F. B. Rankin, Mount Jackson, track-sanding apparatus. The newspaper holder.

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NEARLY KICKED TO DEATH

City Clerk of Laurel Gets in Serious Trouble With His Mules. LAUREL, Md., July 17.—City Clerk Watson Moore was nearly kicked to death yesterday by a pair of young mules. Mr. Moore entered a double team of mules to the stable, to give them hay when he accidentally struck the fork in one of them.

The maddened mule wheeled around and struck him in the right side, knocking him under the feet of the other mule. This frightened the second mule, and it began kicking at the prostrate form of the city clerk, but fortunately the mule's heels never struck his head.

The noise made by the kicking animals drew attention to the stable, and Mr. Moore's life was probably saved, though he is in a precarious condition.

YOUNG MAN EXPLAINS SIGN TO HIS GIRL

During the progress of the game in the ball park this week a happy young couple spent their leisure moments watching the signing of the fence. When they came to the sign of the Merchants National Bank, which reads, "Tastes Not Signifies," the young lady was puzzled. "You know, I forget my French and all foreign languages, but you are near me, but if you will name the day I will start a bank account this week with the Merchants National Bank, because that is the safest for savings."

GOING TO ROCHESTER

Mr. A. Homler, of the firm of Hoemeter & Clark, photographers, 307 East Broad Street, left yesterday for Rochester, N. Y., to attend the National Convention of Photographers, which convenes there tomorrow. Homler & Clark have long been active members of the association, and won many medals and honors in their annual exhibits. No prizes are being offered this week with the Merchants National Bank, because that is the safest for savings.

Beach Park Twilight Limited

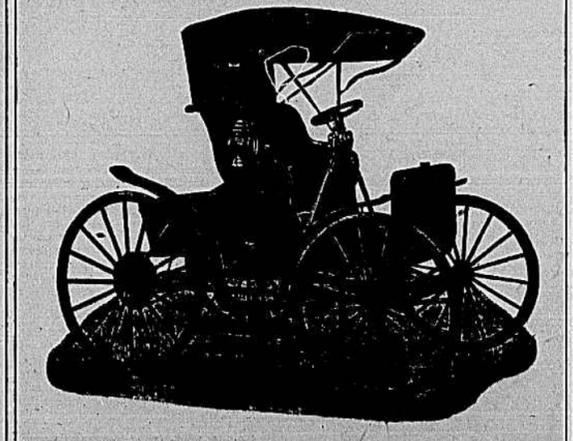
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This car ran from Richmond to Mountain Top near Afton, Va., in 9 1/2 hours running time.



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