MEETING AT DICKINSON.

Three Hundred Coast Country Representatives Assembled.

MR. LEVI'S SPEECH ON GOOD ROADS.

The Permanent Organization to Be Effected With a Standing Executive Committee—The Barbecue.

Dickinson, Texas, April 2.—The norther this morning interfered materially with the attendance upon the drainage and good roads convention. Farmers from the Santa Fe line had to face a cold wind and drive over almost impassable roads, which afforded a valuable object lesson to the work which the convention hopes to accomplish.

Still, there was an attendance of at least 300, representing the several coast communities.

At 11:30 a surrey drove up with P. J. Willis on the front seat, and thereupon some one announced: "Now the show may begin; Pete Willis has come." Shortly after Professor Mally rapped for order and the delegates assembled on the first floor of the exposition hall, wherein a platform had been erected and seats scattered about.

At 11:45 Professor P. W. Mally called the meeting to order and suggested a temporary organization, so that committees might be at work while the barbecued meats were being prepared. Professor Mally nominated Major Phil M. Peers for temporary chairman. Major Peers was unanimously elected, and on taking the chair announced that it was the business of the convention to discuss all matters pertaining to the interests of the coast country.

Professor Mally was nominated for temporary secretary, but suggested his private secretary, Mr. Everett, who was elected. Committees were constituted as follows:

Committee on Permanent Organization—P. W. Mally, R. N. Sampson, C. W. Wright, A. H. Tatar, B. F. Smalley, F. J. Willis and Captain Brown.

Committee on Order of Business—Colonel R. T. Wheeler, chairman; A. J. Brookfield, D. R. Beatty, L. V. Elder and J. Smith.

Committee on Resolutions—T. H. Patterson, Colonel Rowan, C. N. Gosney, Mr. Tatar, P. W. Mally, Henry Miller, Leo Levi and M. F. Mott.

Delegates from Deep Water, on the La Porte road, in Harris county, inquired whether the membership in the convention is to be of delegated representatives from the several communities. The chair announced that the call contained the idea that all who attend are considered members.

On motion of Captain Jennett the delegates from each community were requested to sit together when reassembling, and the members passed out for dinner. They were requested to enroll their names, pending the reports of the committees.

At 2 o'clock P. W. Mally was called upon to address the meeting upon good roads. He said, in beginning, Mr. Levi said, has recently returned to this country that he is fruitful of good results as this assembly. Developing the material resources of this country is the natural resources of this fertile section. While the best has been the time to prepare such an address as he desired, he had not allowed anything to interfere with his love for the development of political economy. He defined political economy as good roads, and he defined political economy as the science of common sense, applied to large subjects and expressed in big words.

He said that he believes all products can be raised in any locality, as we find locally suitable for grain, another for cotton, another for coffee, etc., and he thinks that who devotes himself to raising that which is not adapted to his locality is a fool. He concluded that we are consuming, and must exchange his surplus for something he does not produce, and this is the genesis of commerce. He has her shown by statistics that in 1890 Illinois and Kansas had to import hay, and that farm products is exhausted in exporting these products in a railyard or a steamboat landing. This accumulation is due to the absence of roads. It costs 25 cents per ton per mile to market products over the average road in this country. In New Jersey it has been reduced to 6½ cents per ton per mile.

We never reach the high destiny there for as until we make it too glad for any man's ambition to live upon his acres. You can not retard the civilization of a people entitled to be civilized. We are entitled to the benefits of civilization, we will have it, but we will not have it until we solve the problem of access to as to market the property we will without consuming the most of it in getting to the railroad station. Hay Stone earned the dependence of good roads in connection with the United States department of agriculture. Last year his influence led to the organization of the Good Roads association of Texas at Houston, the first in the state, and destined to be a great institution.

New Jersey a few years ago an organization was formed on the principle of good roads benefit the farmer, the town and the state equally, and that the farmer is the first to be at three. The meeting adopted the New Jersey plan and a bill was prepared for introduction in the State legislature. We found there are 400 convicts in the penitentiary working for employment, and it was proposed to the State to buy farms. Already labor unions are protesting against the penitentiary competition in the same manner as they protest against convict labor on public works. We proposed that at convenient places, rock quarries and shell beds be opened by the State to be operated by convicts, the product to be disposed of 50 per cent to railroads, cities and private persons, and the other 50 per cent to be given to counties that would pay for highways upon plans and specifications furnished by the State engineer. He further contemplates the employment of short time convicts, the cost to be borne by the benefiters along the road by general taxation in the county. He will be presented in the legislature. The subject is getting to be one in politics, and it behooves us to give it our attention. The national government is undertook plans for educating the public upon how to build good roads.

Levi then explained the uselessness of paved roads and stated that a macadamized road with a foot bed is as good as a road 120 feet wide. He macadamized Harris county for the Texas dens and upon its co-operation in making the June meeting at Galveston a success.

He estimated that $120,000 in taxes were applied to roads in Galveston county during the last ten years, and he asked, "have we got to show for it?" He illustrated a practical method by which the road taxes could be applied. He has information from all counties in Texas, and he has made thoroughfares with the same money in Galveston county. He proposed that the State legislature pass a law that the road taxes be applied to the benefit of the