

The Public Roads.

Those who have suggested the adoption of the township system of local government in Maryland have referred to it chiefly as a means of establishing a better devised and more efficient system of repairing and maintaining the public roads. The advantages resulting to the entire community from well kept thoroughfares is admitted on all sides. Every farmer's lands are known to be enhanced in value by good roads which places him practically nearer to the market for his produce. There is nothing which so quickly catches the eye of the agricultural settler and is so encouraging to immigration as well kept public thoroughfares. The Baltimore Sun, in an article which we reprint elsewhere, refers to these facts and wonders that, in so many of the counties of Maryland where they have otherwise good local government, the public road service is so poorly organized and ineffective.

In an article last week we referred to the fact that the subdivision of the counties in this sparsely settled section of Maryland is too towns and the segregation of the road tax paid in each township, instead of strengthening, would weaken any public road system, by depriving it, not only of unity, but of the means of providing and maintaining the necessary local saving machinery and skilled superintendence. It will be found upon examination that the superior condition of the public roads in the States where they have townships is not due to the township system of levying and disbursing taxes, but to the fact that the State Governments in those States have provided the means of maintaining the public roads, by authorizing a poll tax for the purpose. The means of carrying on the public road service having been thus abundantly provided, the execution of the work becomes practical and easy.

In a conversation last week with an intelligent citizen of the State of Ohio, we learned from him the practical operation of the efficient public road system of that thriving State. There, though the counties are subdivided by the government surveys into well defined townships, the township system of local government, except to a very partial and qualified extent, does not obtain. The county commissioners levy, collect and disburse all local taxes and superintend and manage the general affairs of the county. But each township of 36 square miles is subdivided into at least four road districts. The people of each township elect annually a road supervisor for each of these small road districts. By the constitution or laws of the State, every male citizen between the ages of 21 and 65 is required to perform two days of gratuitous labor on the public roads, when called upon by the supervisor of his district, or in lieu thereof pay the sum of \$2.50. It is made the duty of the local supervisor to summon every person liable to road duty in his district and require him to perform the service, or pay the tax.

The board of county commissioners, consisting of three persons elected by the people of the county, are the general superintendents of the county road service and from time to time give their personal supervision to the local supervisors. The construction of bridges and turnpiking, whenever that is done, is done by special contract to the lowest bidder, the commissioners themselves supervising the work.

This is undoubtedly the system that Maryland needs to put her thoroughfares in all the counties on a par with those of other States. It will be seen that it is very similar in all its features to the local system for this county known as the "page system," which, during its brief operation here some 10 years ago, showed such excellent results, and laid the basis of the present superiority of our roads over those of the neighboring counties. The Page system was based upon the Western idea and was an improvement upon it, in that, instead of devolving upon the unskilled county commissioners the general superintendence of the roads, it appointed a skillful superintendent for the special purpose of supervising the construction of roads and bridges and having the custody and general direction of the labor-saving machinery devoted to that service. It will appear that the township idea does not enter materially into this system. The feature of small local road districts, which seems to be an essential one, could be accomplished without the township subdivisions. This matter could be left to the county commissioners and the counties could be partitioned off into small road districts by themselves, or by sub-commissioners appointed by them. In this county and perhaps in all the other counties of the State, the present election districts would probably be sufficiently small road districts to be put under the direction of the local supervisor.

The essential principles of the road system that we need in this State are, first, that every male citizen of proper age, not physically disabled, should be required to contribute to the public road service, either by actual labor or an equivalent in money; second, that each county should be subdivided into small road districts, not to exceed 25 or 30 square miles, to be under the charge of a local supervisor; third, that each county should provide a proper outfit of labor saving machinery to be used in any section of the county, as occasion might require, and fourth, that there should be a skilled superintendent for each county, who should supervise the construction of roads and bridges, have the custody and direction of the county machinery and direct the operations of all the local supervisors.

Such a system would produce and maintain good, durable, well-graded, uniform public roads which would be a credit to the State and every county in it. It would materially advance the value of the agricultural lands and of property generally, would induce and encourage immigration and be altogether a most desirable internal improvement. And under this system the burdens would be so justly and well distributed as to rest heavily nowhere. The rates of county taxation for

that service would be half what they are at present, while the work accomplished would be increased tenfold.

The Page system in this county, which embodied most of these principles in a local law, and which, during the one year of its operation, showed such splendid results, was repealed, because, as it was alleged, it was in conflict with the present constitution of the State. If it be true that such a road system is not warranted by the present constitution, then the constitutional convention should see to it that the difficulty is removed. If they can secure this system, our agricultural friends need not give themselves any further concern about the "township system" and they will have good roads, too.

The Drummer's License Tax.

The recent decision of the Supreme Court of the United States upon the question of the license tax imposed by the State of Tennessee upon non-resident traders, or "drummers" as they are called, in which the right of the State to levy such a tax has been denied, as in conflict with the Federal Constitution, promises to introduce quite a vexed question which will seriously revolutionize the tax systems of the several States.

The question has heretofore been raised more than once in the courts as to the right of a State to impose a greater license tax upon a non-resident trader, a citizen of another of the United States, than upon its own citizens engaged in the same branch of trade. In these cases the courts have held that the imposition of a greater tax upon the non-resident, than upon the native trader, was in conflict with that clause of the Federal constitution which says that "citizens of each State shall be entitled to all privileges and immunities of citizens in the several States."

But the recent decision in the Tennessee case, if the press reports of it are correct, goes still further and denies the right of a State to impose any license tax at all on a resident of another State doing commercial business within such State. The imposition of such a tax by a State is held to be an interference with interstate commerce, the exclusive regulation of which has been delegated by the Federal constitution to the general government.

It will be readily seen that this decision, if it is correctly reported, will have a revolutionary effect upon the tax systems of the several States. In nearly every State the tax upon traders' licenses constitutes an important source of revenue. These taxes serve to shift the burdens of taxation for the public revenues in a large measure from agricultural lands and out-lets and the fixtures of many other useful industries, and cause them to be shared by speculative traders, whose profits are large and whose avocations are, for the most part, not indispensable.

But it is manifest that, if traders from other States, who do not reside at all in the State where they trade, or contribute in any way to the public revenues, are to be permitted to come in, license free, and sell their merchandise with impunity, that the resident trader, who is required to pay a tax for the privilege of conducting his business, will soon be pushed to the wall and forced out of business. It is clear then that either some means of imposing a license tax upon the non-resident trader co-extensive at least with that of the resident trader, must be devised, or else this important source of revenue in the several States must fall, and the burdens of it be transferred in a large measure to the already overburdened farming and other interests.

The tax upon traders' licenses, as it exists in nearly all of the United States rests upon a sound and just foundation and should be maintained. But to so maintain it, in the face of the above mentioned decision of the Supreme Court, either Congress must pass a law covering the ground referred to, or an amendment to the Federal Constitution, reserving to the several States the right of regulating interstate commerce to that extent, must be adopted. One or the other should be done.

Department Crop Reports.

The March report of the department of agriculture of distribution and consumption of wheat and corn shows that 36 per cent of the crop of corn is still in farmers' hands, a smaller proportion than in March, 1885 and 1886, but larger than in 1884. The estimated remainder is 603,000,000 bushels. The estimated proportion held for home consumption is 1,377,000,000 bushels, leaving 288,000,000 for transportation beyond county lines. The proportion of merchantable corn is eighty-six per cent, making the quality of the crop comparatively high, 80 being the average per centage merchantable in a series of years. The amount of wheat on hand is 27 per cent of the crop, or about 122,000,000 bushels against 107,000,000 last year, and 169,000,000 in March, 1885, the largest surplus of the largest crop ever grown. It is 3,000,000 bushels more than in March 1884, and 24,000,000 bushels more than in 1882, after the shortest crop for recent years. The proportion held for local consumption is 194,000,000 bushels, and the proportion to be shipped beyond county lines 93,000,000 bushels. The quality of the crop is unusually good in the principal wheat growing sections, the average weight being 55.5 pounds per bushel.

President Cleveland will in all probability go down to history as the "veto" Executive, for not one of his predecessors has a record in this respect which can bear the slightest comparison to his. Indeed some who have looked into the matter are of the opinion that his vetoes outnumber those of nearly if not all of the former Presidents. When Andrew Johnson and Congress got to quarreling, he sent in vetoes rather plentifully, but as his opponents had much more than a three-fourths majority in both houses, and overruled him promptly, he after a while became worried and would sign bills he did not like, contenting himself with the point of veto. If the Republicans had not so large a majority at that time Mr. Johnson would doubtless have vetoed more bills than has Mr. Cleveland. Mr. Cleveland's "pocket veto" prerogative was at the close of the last session also available to an extent which not one of his predecessors ever dreamed of. He killed no less than forty measures which had received the sanction of both houses by simply refusing to sign them.

Record of Congress.

LIST OF IMPORTANT MEASURES THAT HAVE PASSED OR FAILED.

In the Congress just completed there were introduced in the House 11,250 bills and 263 joint resolutions. Of these measures, 4,178 were reported back from the various committees with favorable or adverse recommendation, and a majority of them have died.

There were introduced in the Senate 3,357 bills and 116 joint resolutions, and the per cent. reported from committee was a little higher than in the House.

Of the regular appropriation bills three have failed, viz: the General Deficiency, which was passed, but was not engrossed in time to reach the President for his signature; the River and Harbor bill, which reached the President too late, and the Fortifications bill, on which no agreement could be reached between the two houses.

The Post Office Appropriation bill was finally passed without the Senate amendment. There were introduced in the House 3,357 bills and 116 joint resolutions, and the per cent. reported from committee was a little higher than in the House.

Of general legislation in the Congress passed the following measures have passed:

The Presidential Succession bill, devolving the office of President upon the members of the Cabinet in case of the death, resignation, etc., of the President and Vice President; the bill for regulating the manner of counting the electoral vote; the Oleanmarriage Tax bill; the bill of the last session for the increase of the navy; the bill restoring Fitz John Porter to the army; the Dingley bill for the relief of the shipping interest; the bill to increase the pensions of widows and dependent relatives of the deceased soldiers and sailors; the bill directing the Commissioner of Labor to investigate the subject of convict labor; the provision for the issue of \$1, \$2 and \$5 silver certificates; the bill authorizing the construction of a building for the National Library in Washington; the legalization of trades union corporations; the bill prescribing the study in schools under federal control of the nature of alcoholic drinks and narcotics; the bill permitting national banks to increase their capital stock and change their names and locations under specified circumstances; the Mexican Pension bill; the trade dollar redemption bill; the Atlantic and Pacific Land Grant Forfeiture, restoring 24,000,000 acres to the public domain, and several other minor forfeiture bills; the bill for the free delivery system by postmaster in Canada at the expense held last Tuesday, but was overwhelmingly defeated; neither party being willing to trust him with such weighty interests.

The dwelling of Thomas Stokes, in Lumberton, N. C., destroyed by fire, Friday and three children burned to death. The mother left the children in the house while she went to a short distance to get a neighbor. Upon returning she found the house on fire and being unable to open the door, broke open the window, but the flames burst out and she was unable to get out. The children were rescued by the neighbors. The children's ages were eight, six and four years, respectively.

Das Connor, a brakeman on the Pan Handle Railroad, while riding on top of a freight car, Friday, was struck and killed by the bridge crossing the Ohio river, near Steubenville, and drowned under the wheels of the train. The bridge was 200 feet high and was nearly two hundred yards below it was a river. When taken from the car he discovered that it had been amputated. His recovery is doubtful.

The movement for a monument to Beecher in Brooklyn is apparently sure of success, and it is not likely to stop. The monument fund, as yet, is only \$100,000. The movement has not yet been organized, and it is not known how far it has advanced. The movement is being carried on by Henry W. Sage, who is over 70 years old, and has been much shattered by his sudden affliction, and will soon leave for Florida.

A terrible tragedy occurred Sunday morning about 10 o'clock, in the house of A. K. M. Landshaw, his wife and four boys had camped over a spring. They were moving to Texas from Missouri. The boys had been 24 and 25 years respectively. It happened one of them became insane Sunday. He had been sick all winter, but had shown no evidence of insanity. He attacked his partner and brothers meant to kill him. He became very violent, but after a short time appeared to become rational, and the party continued their journey. Sunday morning he assaulted his father and mother with a large stick, inflicting probably fatal wounds. The couple were asleep in the wagon and the father, who had been attacked by his partner, fell into the wagon and was killed. The mother, who was sitting in the wagon, was also killed. The father was not yet captured.

A Mexican pony, which ran at will about the winter quarters of John Robinson's circus in Cincinnati, incurred the anger of an elephant the other day, and the best he could do was to run. The pony was apparently waiting for just such a case, and it bounded against the bars of its cage and sunk its claws into the unfortunate pony's side. The pony of the circus was in the cage, and in a jiffy the elephant had seized the little pony between them and was free. He at once pitched into the elephant and the elephant, who was not yet captured, was killed.

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NOTES.

The appointment of interstate commerce commissioners will probably be made some time this week.

Mr. Beecher many years ago expressed the belief that death would come to him, when it did come, in an unexpecting manner. The dress coat has to era its living in Alabama. A Mobile newspaper says that at a recent ball a gentleman wore the swallow-tail coat in which he was married fifty years ago, which seventeen of the best-looking boys had, and which had "been day at forty-three weddings."

The funeral of Mrs. Elizabeth Smith, colored, of East Nottingham township, about a month since, was held in a private parlour in the government for \$200,000 per year and pension for her husband, Henry Smith, who died in the army. When the papers were put in her hands she burst into tears and said that she died suddenly, without informing it. She has one son.

A prize fight of forty-two rounds, lasting three and a half hours, for \$50 a side, was fought in a private room in Washington, D. C., Friday, between Young Connor and Ned Harrigan, two local pugilists. The fight was a close one, and the referee, who was the fourth round Harrigan broke his right hand, but fought out forty-two rounds, when the battle was decided a draw.

Dr. McGlynn will not leave New York until after the return of the "Columbia" from the Arctic. He is said to be a communications waiting in the Archbishop's hall, but will not leave until he has seen the "Columbia" and the "Columbia" will return to his old office. After that he may go to Rome. Dr. McGlynn has recently received from his late wife.

The efforts now being made to collect the taxes from the debt of Malesburg county, Ky., are meeting with stubborn resistance. Three hundred men are camped in three places, the county seat, and the sheriff is trying to get the men to the battle and if the effort to collect the tax is protracted in the county, the sheriff is expected to use force.

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ANOTHER BRIDGE HORROR.

A TRAIN FALLS THIRTY FEET.

Between seven and eight o'clock on Monday morning a heavily loaded passenger train on the Dedham Branch of the Boston and Providence Railroad broke through what is known as Bussey Park bridge, between Forest Hill and Kinsdale, not far from that city, resulting in the killing or injuring of a large number of passengers. The train was the 7:05 train from Dedham, and consisted of seven cars and a baggage car, in charge of conductor Tilden. The three forward cars were wrecked, but did not fall from the bridge, but the five others fell to the road beneath, a distance of 30 or 35 feet. The last car, which was the smoker, tumbled completely over and struck on top of the others, all being crushed almost out of shape. The scene of the accident is about a mile from Jamaica Plain, where the main line of the Boston and Providence Railroad branches off to the left to Revere and Forest Hill, and to the right runs a sweeping curve through the Dedham branch. This area is built through a valley, and the embankment for a long distance is high one. South street, which leaves Newmarket street near the woods, runs diagonally under the track of the branch, and it was into this cut that the cars of the train plunged from the bridge when it crossed it. It is said that owing to the peculiar arrangement of the abutment, the bridge was really the weakest on the concave side of the curve where the heaviest strain was experienced. The train was given off at once and was now sent from Boston and other points near at hand. Conductor Tilden and twenty four others are numbered among the killed and it is estimated that over 100 other persons were injured, many of them seriously and some of them probably fatally.

Hard Roads to Travel in Winter. The past winter, owing to the unusual prevalence of "spells" of wet weather, has been exceptionally trying on the people in the counties of Maryland because of the wretched condition of the roads. This is particularly true of the Eastern Shore and Southern Maryland counties, where the roads are naturally so good that but little effort is made to thoroughly drain and improve them. The result is that during an exceptionally wet winter the roads often become literally "treacherous" in the worst sense. The expense would be comparatively slight and would be repaid many times in the increased comfort and convenience to the community, and in the enhancement of values to adjacent property. The State has repeatedly urged the importance of good county roads as a means of attracting immigration and capital, and one of the most encouraging symptoms of general improvement in our neighborhood is the increased interest and activity of the most enterprising citizens in the road work. The roads, if they were properly improved, would be a great benefit to the people, and would be a great benefit to the State. The roads, if they were properly improved, would be a great benefit to the people, and would be a great benefit to the State.

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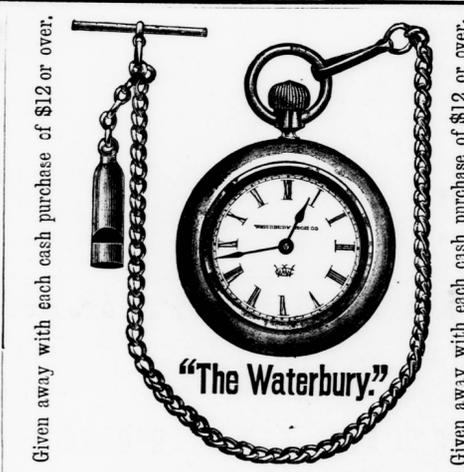
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The low prices we are able to secure in all departments make it an object for you to
patronize this sale. If you do not need the watch and chain it costs you nothing
and will make some boy a handsome Christmas present.

B. Robinson & Co.,
MEN'S, BOYS' AND CHILDREN'S
CLOTHING AND FURNISHING GOODS,
300 PENN. AVENUE,
WASHINGTON, D. C.

CARPETS, OIL CLOTHS, RUGS,
MATS, MATTINGS.

PIPPEN, HAMILL & CO.,
NEW STORE. — NEW GOODS. — LOW PRICES.

FALL AND WINTER
MILLINERY!

TO THE LADIES,
HATS, BONNETS, CAPS,
Trimmings, Laces, Ribbons,
Toilet Articles, &c.

Dry Goods
Hamilton & Sons,
BALTIMORE STREET,
East of Charles St., White Marble Building,
BALTIMORE,
ARE LARGE
IMPOSITE, JOBBERS & RETAILERS
OF
DRY GOODS.

THEIR assortment includes goods of every
class that pertain to a well arranged first-class
Dry Goods House.
We aim to keep nothing that will not prove
of good value to purchasers for the money
paid, and the best goods for the price can
variably be found with us.
Our business reputation for the past 56 years,
and the fact that every article has the price
marked on it in plain figures, thereby giving
the assurance to those who do not know the
value of goods, that there is a great inducement to
deal with us.

In addition to our Retail Trade, Country
Merchants can buy from us the better class of
goods, not usually found in Jobbing Houses,
at the Wholesale Price.
We send Samples when we receive plain and
explicit direction in regard to color, and about
the price wanted.

PUBLIC SALE
—OF—
Desirable House and Lot
—AT—
LA PLATA.

THE undersigned, being a director of leaving
the country, will sell at Public Auction, to the
highest bidder for CASH, at the premises on
Thursday, March 24th, 1887,
between the hours of 12 o'clock, M and 2
o'clock, P. M. the House and Lot now occu-
pied as a residence. The property is desirably
located and besides a dwelling contains all
necessary out buildings.
MRS. ELIZABETH BERRY, Executor.
Feb. 25. At.

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WANTED
to canvass for the sale of Nursery Stock, ON
employment guaranteed. SALARY AND
EXPENSES PAID. Apply at once, Steady
employment. (Refer to this paper.)
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THE STORE HOUSE A w occupied by Bate-
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