

Meridian Road Project.

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ognized in this important movement, which could be done by their supplying the lunches, and at the completion of the grading of the Meridian road, a delegation from each mile, provided with motes, prepared with mullage, bearing this inscription: "This shovel was used in the building of the Meridian road, June 1, 1912," could put them in place on handles of the shovels used on that occasion. If desired these shovels can be retained as souvenirs.

4. The organization and handling of the shovel brigade to be in the hands of the military men—the head of which would be Adjutant General C. H. Englesby.

5. As an additional inducement to those who are willing to participate in this work, there might be prepared a roll of honor, giving the names of those who participated in the movement. This could be handsomely framed, and hung on the wall of the court house.

Detailed Working Plan of Each Committee of Five.

Section 5. 1. As mentioned above there will be twenty-four committees of five each, who are responsible for the building of each mile of road. If the working plan for the building of one mile of road by one committee is explained, it will effectively explain and illustrate the manner in which all the units will be constructed. It is true, it will require more men and more work on some of the units than on others. This is understood and the necessary strength can be added from the reserve force—see section 3. While it is true that any committee of five could follow out their own ideas of building their mile of road, it is suggested by the committee, that the course as herein outlined, be pursued.

2. After due publicity has been given in the manner outlined by the publicity committee, so the whole of the people of Codington county, understand the plan, each committee of five can go over the ground of their assigned mile, consulting with the township authorities and road commissioners, and ascertain what strength is available in the territory as set forth in section 2—that is plows, graders, scrapers, horses, men, etc., and the availability of sand and gravel, and report their findings to the Meridian road committee, who will furnish the necessary reserve force as set forth in section 3.

3. Each committee of five to confer with the road overseer that may be available, who has been selected and chosen by the committee, through the advice of the citizens living east and west laterally of the mile of road they expect to build. Said mile to be always the one mile north of the section line, so the miles will come out even. They will also designate this road overseer as captain. He, with the advice of those concerned, choosing his lieutenant, and the actual working of the mile, to be done under his supervision, with the help of his lieutenant, and the assistance of the committee of five—subject to the supervision of a sub-engineer under State Engineer Lea, as will be explained in a subsequent paragraph said captain will be furnished with State Engineer Lea's blue print. With the assistance of the blue print, and the sub-engineer or division superintendent, he will be able to meet the various conditions he will encounter in constructing the road.

4. Of course, there can be no objection to those committee of five, in any township, organizing and working in harmony in building the six miles of road through the township. Indeed it will probably be necessary for them to do so to the extent of procuring tools and team force for doing the work of their respective miles—but this will not lessen the responsibility of each committee of five, seeing to it of having all the help they can get to have the work done in each respective mile.

5. Sub-engineers or division superintendents. In your committee's opinion, it would be advisable to have a superintendent over every six miles of road—either an engineer or one competent to direct and guide the captains along his six miles division. This party to be designated as a sub-engineer or division superintendent—whose advice shall be used whenever necessary in the explaining of the cross sections and blue prints that the work may be properly done.

6. State Engineer Lea, if possible, to be present and take charge of the entire 24 miles of road.

Preliminary Work.

Section 3. 1. Sub-engineers—Under State Engineer Lea or his assistant, will survey the line, locate section corners, center lining the road, setting grade stakes and get everything ready for the work as it is desirable that there be no delay the morning the work is to be commenced.

First Day.

2. All the force must be in evidence, such as plows, graders, scrapers, team force, men, etc., necessary to do the sloping of the banks and to make drainage to culverts—dragging and leveling would come in in its proper place. Surplus men with shovels distributed at various sand and gravel pits—uncovering and getting ready sand and gravel preparatory to lightly sanding and graveling the entire road the second day. The boys to be in evidence at all times, with plenty of fresh water for all, and the ladies at the noonday hour, to be on hand in their respective places, with plenty of good substantial food so that all may be refreshed for the work of the afternoon.

Second Day.

3. Steam rollers and traction engines should be in evidence early in the morning of the second day, so as to go over the grade and make it in good condition, preparatory for the sanding and graveling. This can be done simultaneously with the rolling—but it is desired to have the road bed as firm as possible before the wagons are put on to it preparatory to putting a light sprinkling of sand and gravel over the entire road to keep the surface dust from sticking to the wheels of the vehicles. When the road has been solidly packed and leveled, and the sand and gravel distributed lightly over it, then the great finale of the second day—the workers homeward bound—autos and teams, the engineers occupying the first, so as to make the road directly in the center and in as straight and true a line as possible so that the traveling over the road may be started right. It is earnestly desired that this precaution may be taken to avoid making ruts by traveling on the sides of the road. Autos and teams driving over their respective pieces of road, wending their way homeward—perhaps weary but happy in knowing that they had performed a work that they can look back with pride, and thus set an example for good road building in Codington county.

4. It is of course understood that when the road is put in good shape, that it will be necessary to use the king drag or split log drag to keep it in an intelligent manner and at proper time after each rain. This will soon get the surface in shape so water will run off freely. This work has been done in other places at a cost of about 40c an hour, and would have to be arranged with the farmers living along the road to do the work under proper direction.

It might be well to say at this time, that the building of large stretches of road somewhat under the manner outlined in this report has been successfully accomplished in different sections of the country in one or two days. The cause which makes the question of good roads all the more important to the people of South Dakota, is probably one that is and will make the question of good roads of vital importance—the fact of the perfected gasoline tractor, which as many of you are aware, is already in use in various parts of the country. It is used not only in preparing the fields, and reaping and threshing the harvest, but hauling to market a small train of wagons, containing from a thousand to fifteen hundred bushels of seed. The condition of the road is a large factor in determining the economy with which these gasoline tractors can be successfully operated.

The matter of laying out and constructing this road is not a matter of today, but is only the commencement of what will be, with what the prophetic eye can see, a vast net work of roads, which can be likened to a gigantic railway system—the trunk line of which is the Meridian road, and the branch lines, the lateral section roads—making it possible for the farmers, with the aid of the gasoline tractors, to haul their grain and other commodities to market—which will materially advance the farmers' interests—as well as to solve the problem of cheaper living to the consumer.

In order to make this plan for the building of the Meridian road successful, it will be necessary to have the hearty co-operation of all—both in the city and county. Your committee has given a large amount of time and hard work in preparing this plan, and it has been approved by competent judges, and we are assured that if each will do his share, be it ever so small, there will be a work accomplished that will be a credit to Watertown and Codington county.

Your committee will understand that there are other roads that need to be built and your good roads committee will have them in hand as soon as possible—but the Meridian road must have the right of way and first place until completed—and it is contemplated by the National Aero-plane association to make a transcontinental flight over the entire Meridian road sometime in July—this will be followed by a large number of autos containing a corps of newspaper men

representing the large cities of the east.

At a meeting held April 22, there was a publicity committee appointed by acting chairman Ex-Mayor Martin, composed of Judge Irvin H. Myers, S. X. Way, John H. Conley, F. W. Lyon, and George Baxter. There was a meeting held by this committee, April 28—with a number of the Meridian road committee, and it was unanimously decided to have this plan published in your city papers as a means of publicity.

Respectfully submitted,
W. H. Stokes, Chairman,
J. C. Southwick, Secretary.
H. D. MacCosham,
E. I. Lampy,
John Ries,
F. A. Countryman,
A. Zweig.

Will say for your information, that on Wednesday, the 1st, State Engineer Lea, together with Engineer Dragoun, and the full board of county commissioners, went over the entire road, and the commissioners at that time, state that the bridge work would be completed by the 10th of June, and at that time, they agreed to furnish the culverts, and let the township authorities put them in position. Engineer Lea and Mr. Dragoun together with the county commissioners, seemed well pleased with the physical condition of the road. Engineer Lea stopped and made dictation through Mr. Dragoun, who has these preliminary notes, and he will probably make his report direct to the Commercial club.

Young Men Drowned.

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nerve and hold on. Beck was making a brave fight for life. The large root of a tree came floating down and Beck seized hold of this but it kept turning and offered no assistance. Finally he abandoned the tree and made a grand effort to reach shore. He swam strong with head and shoulders well out of the water, but good swimmer that he was he was unable to get out of the treacherous waters and finally sank.

Yost had seen three of his companions sink beneath the water, and whether this disheartened him, or whether his previous exertions had weakened him, will never be known, but he loosened his hold from the boat and after a few feeble efforts to swim, he too sank from sight.

As is usually the case when an accident of this kind takes place the news travels rapidly and in a short time thousands gathered on the bridges and along the banks of the river.

Men in boats with grappling hooks and pike poles were seen at work in an effort to recover the bodies. It was 3:30 when Deputy Sheriff Art Muchow, who was handling a pike pole in one boat, brought to the surface the body of Mat Yost, which was immediately taken to shore. In practically the same place and about two hours later, Muchow brought up another body which proved to be that of Meehan. It was shortly after 6 o'clock that parties in another boat, who had been dragging with a grappling hook, brought up the body of Beck. The search for the body of Dahl continued all night, but without results.

The unfortunate young men ranged in age from 19 to 26 years of age. Meehan being the youngest and Yost the oldest. Yost was in the employ of the Haley-Lang company. Meehan was shipping clerk for the Sioux Falls Fruit company, while Dahl has been in the employ of the Fenn Brothers candy factory for several years.

Beck had returned to Sioux Falls but a few months ago from serving four years in the navy and was contemplating another enlistment.

Meehan had asked for and received a vacation to start June 4, when he was going to make a trip to the old home in Wisconsin to be present at the graduation of a sister. Meehan is a nephew of George Miller of this city.

Yost's face showed no marks, but the face and head of both Beck and Meehan had many bruises on them, probably from coming in contact with the rocks.

Beck was one of the best swimmers in this section of the country. While in the navy he saved three parties from watery graves and in recognition of his heroism and his splendid work as a swimmer the United States government had presented him with a handsome gold medal.

It is the general belief that Dahl's body is close to the dam and the work today has been centered in that direction. There is talk of resorting to dynamite with hopes that it may bring the body to the surface.

Mr. and Mrs. S. H. Addison, accompanied by Mesdames R. F. Campbell and O. H. Farbell and Mr. E. S. Addison, autored to Aberdeen last Thursday, where S. H. Addison had business matters to transact with the Case Machine Co.



All the world loves a good loser, Stitz.

Teddy seems to be getting Taft's "goat."

No, Mr. Attorney General—we meant a ghost—not a goat.

Many a candidate has lost his reputation in the political shuffle.

It's easy for a woman to manage a man—if she isn't married to him.

Most of us would be glad to get rid of our experience at less than cost.

A miser is the man who kills two birds with one stone and then counts the stone back.

Don't let any of the state pie-eaters bluff you on Egan. We will win sure as the sun rises and sets.

Teddy and Bill are making faces at each other in Ohio at the present time. Great game this game of politics.

Watch the state pie-eaters open their mud batteries on Hon. Geo. W. Egan—but every knock is a boost for him.

Stitz Way is getting so thin since he lost the city printing that he can't tell whether he has the backache or the stomachache.

The state pie-eaters are trying to stampede the Egan forces but they can't "cut the mustard." Every Egan man is as firm as a rock.

Stitz Way evidently wants that city printing so bad that he can taste it. He will not taste it again—not for five long and weary years.

The attorney general's opinion in the Daily Gimlet is objected to on the grounds that it is "incompetent, irrelevant, immaterial and has no bearing on the case whatever."

Watch which candidate the Daily Gimlet is supporting for office and then bet your money the other way. Stitz Way is surely a "black cat" to any man he supports for office.

Some of the other senatorial candidates are sore at Senator Gamble because they have not got the garden seeds to give out about this time of the year. The best of it is that Senator Gamble's seeds grow.

Col. William Wallingford Douthwaite is invited by the Saturday News to a seat at the Idle Hour any evening he may designate. He will find tickets awaiting him at the counting rooms of the Saturday News.

Some one ought to give that poor, little scrawny Stitz Way a piece of political pie. He really looks hungry. We would suggest that the new city administration boil an egg and give him the water off the egg.

It seems strange how the Daily Gimlet would receive a letter from the attorney general before the city attorney who asked for the information. But for "ways" that are dark and tricks that are vain Stitz is peculiar.

It is rumored that the attorney general of the state is one of the unfortunate holders of a block of stock in the Daily Gimlet. If he is not he has been accidentally overlooked by Stitz Way as he has landed almost every other sucker in the state with a block of stock who had a political bee in his bonnet.

The next big noise will be the "Big Three Conventions" in this city the last three days of this month. Then comes the June primaries when the people of South Dakota will knock the old state pie foundry into a cocked hat and nominate Hon. Geo. W. Egan on the republican ticket for governor. Don't let this matter evade your consideration. It will be a big event—and you want to be there at the "rat killing."

MINNEAPOLIS SYMPHONY ORCHESTRA MAY 31.

Watertown will again be favored by a visit of the world's famous Minneapolis Symphony Orchestra, on May 31st. The Orchestra is larger and better than ever, having most of the old stars, and several very capable new ones.

Lucille Stevenson, soprano, and Genevieve Wheat, contralto, were with them last year for the concert given in Watertown and are still with them. Horation Connel, baritone, and Joseph Schneck, tenor, are new men with the orchestra but are very highly recommended by musical critics in the eastern and southern states who have had the opportunity to see these men with the orchestra during the winter season.

Mr. Dan Bannister has charge of the orchestra again this year and reports that he has met with great success in the sale of tickets. He returned yesterday from the south and west and reports that there will be a large delegation in from Norden, Arlington, Vienna and Willow Lakes, and if the weather is favorable a large crowd will drive over from Bryant.

There will be two concerts this year, one in the afternoon and one in the evening. Seats are on sale at Kreiser's drug store. Those desiring to attend will do well to purchase their tickets early. If you will drop in and look at the plat, you will realize the wisdom of this.

NOTICE TO CORN CONTESTANTS

The date for enrollment in the Codington county corn contest closes on May 25. If there are any who have not yet enrolled and wish to do so, they may send their names to the county superintendent before the above named date.

The rules of the contest are as follows: Contestants must be between the age of 10 and 20; must furnish his own seed which must be a dent corn; may plant any quantity but not less

than 100 hills; must do all the work or directly supervise it; must make such reports as are asked for on blanks which will be sent out later by the secretary.

Mr. and Mrs. Pat Redmond visited at Henry Friday.

F. E. Cochran of Clark was a business visitor in the city Saturday. Don't forget the free lecture to be given at the Scientist church next Sunday at 3 o'clock in the afternoon.

Miss Ethel McCauley, the nurse, who has been visiting at the home at Clark for several days, returned to Watertown the first of the week.

Mrs. Frank Cannon and son who had been visiting relatives and friends at Aberdeen, stopped off at Clark on their return home, visiting at the Attorney Sherwood home.

The auditorium of the Scientist church has been redecorated and other wise repaired, and services will again be held in that room instead of the school room as has been the rule since work on the auditorium started.

You are cordially invited to hear a free lecture by Willis B. Boss, C. S. B., of Boston which will be given at three o'clock Sunday afternoon, May 19th, at the First Church of Christ Scientist.

Word was received the first of the week of the death of John Ginther, at Winona, Minn., last Sunday. Mr. Ginther was an early settler of Codington county, residing near Henry for a number of years.

Dan W. Bannister is at Clark today on business connected with the Symphony orchestra which is to appear in this city in the near future. Clark sent down a delegation of music lovers when the aggregation appeared in Watertown a year ago.

Willis F. Goss, C. S. B., of Boston, member of the lectureship board of the First Church of Christ Scientist, of Boston, will give a free lecture at the local church, next Sunday afternoon at three o'clock, to which all are invited. At half past two special selections will be given on the organ.

Official Proceedings of City Commissioners

Board of commissioners met at city hall. Called to order by Mayor Wagner. Present, Commissioners Snyder, Countryman, Whooley and Bush.

Minutes of last regular and one special read and approved.

Motion made that title of office of Frank Bennett be changed to read Garbage Collector. Carried.

Motion made that \$35.00 be donated to G. A. R. and warrant drawn for that amount. Carried.

Communication read from Enkma & Co. regarding their refusal of bonds.

Motion made that license petitions be laid on table until next regular meeting. Carried.

Moved that city attorney be instructed to prepare ordinance covering the necessary preparation for the work of paving streets, such as fixing of curbing, gutter, water, sewer and gas pipes and telephone, electric and telegraph wires and report next meeting of the board of commissioners. Carried.

Ordinance No. A1 read. Moved that ording of Ordinance A1 be corrected by striking out reference to ending May 31st, 1913 on roll call carried by vote of five ayes, no nays.

Ordinance A1 with corrections passed second reading and as then put upon final passage and passed by vote as follows: Ayes; Snyder, Countryman, Whooley and Mayor Martin.

Mr. Geo. Faragher appeared to request that alley running from 3rd St. N. E. to 4th St. N. E. North of 10th Ave. be opened.

Referred to City Attorney with instruction to notify owners of property. Sidewalk petition for 3rd St. S. W. laid over to next meeting.

Mayor Wagner says city can not use new garbage tank. It was agreed that Mr. Mayor and board of commissioners meet to investigate various propositions to furnish city with a tank.

Mayor Wagner offered Hess & Rau check for \$37.50 for license of Metropolitan Opera House up to June 7, 1912. Moved and seconded that check be accepted. Carried.

Mayor Wagner, Commissioner Snyder and Bush report that they conferred with county commissioners and they agreed that east, south and west of court house be paved and guttered.

Commissioner Snyder reported going on tour of inspection with Health Officer H. J. O'Bryan and Chief of Police R. P. Jones.

Motion made that David Baker be appointed City Scavenger with bonds of \$200.00. Carried.

City Auditor was instructed to notify Mr. Baker of his appointment.

Commissioner Countryman spoke regarding catch basins and their connections with drainage canal. City Engineer Schreiber instructed to prepare estimate of cost of installing catch basins.

Mr. Schulze, manager of the band came before board of commissioners with petition signed by business men requesting \$2,000.00 per year for part support of the 4th Regiment Band. Statement of account of last year presented and filed with City Auditor. Motion made that petition lay over until next regular meeting. Carried.

Public library matters discussed. City Attorney read law on appointment of public library trustee. Moved that John B. Hanten be appointed public library trustee for 3 years. Carried.

Moved that recommendation be made to board of trustees of public library that library be opened every day of week from 2 to 9 p. m. Carried.

Mr. Wagner spoke regarding lights on Northwestern crossing at 3rd St. N. W. near the gas works and suggested the C. & N. W. Ry. would pay for one light.

Motion made that warrant be drawn on library fund in favor of public library trustees for purchase of new books. Carried.

Bond of F. W. Schreiber approved. Moved that warrant be drawn for bills as read.

City Attorney reported on visit to Sioux Falls for purpose of investigating system and forms.

Moved that City Auditor be instructed to get figures on 5,000 blanks from local printers and have printed at once as cheap as possible. Carried.

Board adjourned.

Fined for Selling Rotten Potatoes

Albert Deklotz of Flandreau, was arrested at Huron last week, where he was selling a carload of potatoes, which were found to be partly rotten. He was fined \$5 and costs for selling the decayed spuds.

Charles Barrette spent several days in Aberdeen this week, attending the Odd Fellows grand lodge, which was in session there.