MUCH ROAD BUILDING IN SOUTH

HIGHWAYS BEING RAPIDLY IMPROVED BY CONVICT LABOR.

Automobile Touring Conditions Improving So Fast That States Below Mason and Dixon Line Approaching Standards Set in Chief Northern States.

"It was not very long ago that the average tourist looked upon the South as a section of the country undeserving a place on the motoring map," says R. H. Johnston, who is well known to the motoring public as the pathfinder for many touring routes and the compiler of the White road books. "The popular idea of touring in the South was of a steady struggle with sand, red clay and unbridged streams. Two or three years ago this notion was in the main correct.

"For example, when I drove my White Steamer southward in those days I would equip it with pickax, shovel, block and tackle and a small ax—the latter for cutting down trees and fences to be used in bridging over some particularly bad spot. I selected my travelling companions with due regard to their physical ability to withstand any minor hardships which might befall, such as having to stay out on the road all night if the car sank unexpectedly into a patch of quicksand.

"Now all this is changed. One may tour in comparative comfort at least as far Southward as Atlanta—thanks to the tremendous wave of good roads enthusiasm which has swept over the South during the last few years. There can be no question but that the activity of the automobilists has been the main factor in bringing about the era of road improvement in the South, just as in every other section of the country. But other influences have also been at work; for example, the abolition of the convict lease system in Georgia.

"For many years all the convicts in that State were leased to a few influential contractors. These contractors in turn leased the convicts to the owners of mines, quarries, lumber camps and other industries having extensive use for unskilled labor. About two years ago some of the Atlanta newspapers started an inquiry into the conditions surrounding the treatment of the convicts. So many abuses were brought to light and so much graft was shown to exist that a wave of indignation against the system swept over the State. A special session of the Legislature was called and the system was abolished by statute.

"The new law, which went into effect about a year ago, provides that the convicts shall work only on the roads. If one county cannot use all its own convicts it must loan them to any other county which needs them. The result is that several thousand convicts are now continuously engaged in building good roads. To Georgia was formerly due the distinction of having about the worst roads in the country. In another year or two the proportion of improved roads in that State will compare favorably with that in New Jersey, Massachusetts and any of the Northern States.

"We must also ascribe much of the recent progress in road building in the South to the greatly improved prosperity of that section. High prices for cotton and other agricultural products for several years have entirely transformed the financial condition of that section. As the South's wealth is increasing it has become more critical of its own condition, and it is endeavoring to put itself on a par with other sections of the country. Thus the building of good roads in the South has been but one phase of a general improvement, other phases being the building of better water works, schools and public buildings.

"And now let us consider another influence of recent origin which is tending to bring about the building of good roads. Almost every city in the South has its board of trade or chamber of commerce. These organizations are endeavoring to bring new industries to their respective cities, and the competition is of the keenest. A few months ago a considerable agitation was started having in view the building of an improved highway all the way from New York to Atlanta. The various commercial organizations above referred to were quick to see that those cities which were on the line of the proposed highway would profit enormously, with the result that the rivalry between different cities took the form of competition in good roads activity.

"That is the condition which exists in the South to-day. Every enterprising county is straining its resources to improve its highways in order that it may not be said that a rival city has done better in this respect. Every Southern city between New York and Atlanta wants to be on the route of the tourist travel between the two cities. In fact the entire South welcomes the motorist no matter whence he may come. I have toured at least 10,000 miles south of Mason and Dixon's line and never have I had any officer of the law question my speed or ask any embarrassing questions as to whether I had the proper State license pads.

"The South is the logical touring section for the Northern motorist during the winter months, and I believe that there is no other part of the country where he will see so many new and interesting scenes as when making his way through the land where cotton is king."

BALL GAMES FOR PRINCETON.

Schedule of Dates for Tigertown Baseball Players.

PRINCETON, Jan. 9.—The schedule of the Princeton baseball team has been announced by Manager A. J. Donavan, '10. It consists of twenty-nine games, with another added in case a third contest with Yale is necessary. As was the case last year, no games are scheduled with Cornell and in addition none has been arranged with Dartmouth or the Navy. Among others teams which were on last year's schedule but which are not to be played this year are Virginia, Lehigh, Wesleyan, West Virginia, Syracuse, Mercersburg, Montclair A. C. and Crescent A. C., while the Richmond State League team, Richmond College, Dickinson, New York Americans, Williams, Trinity and South Orange Field Club have been added.

The season starts on the same date as last year but in the South instead of at Princeton and the schedule contains seven less games than the former one. It is as follows:

March 24, Richmond State League at Richmond; 25, Richmond College at Richmond; 26, Georgetown at Washington; 30, Bowdoin at Princeton. April 2, Dickinson at Princeton; 6, New York University at Princeton; 9, Ursinus at Princeton; 11, New York American League at New York; 13, Villanova at Princeton; 16, Columbia at Princeton; 20, Williams at Princeton; 23, Brown at Providence; 27, Trinity at Princeton; 30, Brown at Princeton.

May 3, Lawrenceville at Lawrenceville; 4, Pennsylvania State at Princeton; 7, Pennsylvania at Philadelphia; 11, Fordham at Princeton; 14, Harvard at Princeton; 18, Lafayette at Princeton; 21, Harvard at Cambridge; 25, Harvard at New York (in case of tie); 25, South Orange Field Club (if no tie) at Princeton; 28, Pennsylvania at Princeton.

June 1, Amherst at Princeton; 4, Yale at New Haven; 8, Holy Cross at Princeton; 11, Yale at Princeton; 14, Alumni at Princeton; 16, Yale at New York (in case of tie).

ROWING AT MINNESOTA.

Sport Soon to Be Established Among the Gophers.

Although for several seasons it has been regarded rather as a dream it appears now that rowing soon will be established at the University of Minnesota. The plans have been making for some time, but with the completed damming of the Mississippi River there will be an adequate stretch for training oarsmen and to develop them for short distance races. It is unlikely that there will be a great enough course for men to prepare on it for four mile races.

As has been recited, there are men from the Minnesota Boat Club and other nearby clubs who are in the university and these men will start in as part of the first crew the Gophers may turn out. Even though it is very early as yet there is speculation at Wisconsin over the Gophers as possible rivals on the water. The Badgers would like to have some opponent nearer home to meet before taking on the trip to the Hudson.

There is an impression at Madison apparently that the stewards don't want the Hudson crews to compete in interuniversity races before coming to the regatta, but that applies only to races between colleges members of the Intercollegiate Rowing Association. The stewards have no objection to any college in the association meeting any one outside of it in a race before the Hudson encounter.

Ed. Ten Eyck, the Wisconsin coach, is quoted as having said that he would like very much to see Minnesota take up rowing and that he would be glad to have his men compete against a Gopher crew when the latter had advanced enough to be prepared for races. There has been no suggestion yet about who is likely to be coach of the Minnesota oarsmen. There are not enough good rowing coaches around just now to make it possible to choose very easily.

Incidentally, although this is not about Minnesota, it appears that Dan Murphy, the former Stanford coach, is to have a place in Philadelphia. Several of the boat clubs there are after him. Murphy was coach at Stanford for three or four seasons. He is no stranger to Philadelphia, having been coach of the West Philadelphia Boat Club about five years ago. He had only one season there, but his work pleased greatly.