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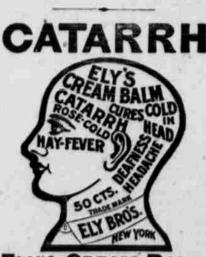
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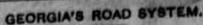
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How Her Reglected Highways Are Being Improved.

Throughout the state of Georgia spe cial efforts are being made in the fur-therance of good roads in each county, and within a reasonable time it is be lleved every county seat in the state will be in direct connection with every other county seat and with the state capital by a system of good roads that will deserve to be denominated as publie highways, says the Auto Advocate and Country Ronds.; Under as act passed by the general assembly of the state in 1903 each coun-

ty is given the option of working on the public roads or public works all convicts of a term of five years or less except women and others not able to do

The net proceeds of the hire of convicts go to swell the school fund of the state, so the counties which elect to work their five year convicts on the public roads or on the public works of such countles cannot share in that part of the school fund that comes from the hire of convicts. A county having cho sen to accept its share of the school fund rather than attempt to build up public roads by convict labor, or vice versa, must auhere to that policy for a term of two years.

A large number of counties determined upon the "new departure" offered them and since January, 1904, have been energetically addressing themselves to the work of transforming long neglected public roads into beautifu. highways. So great a transformation is



CONVICTS WORKING ON BOADS.

being wrought in the class of counties alluded to it is confidently believed that their number will soon be largely increased.

The nonacting have been quick to see and to acknowledge the superior wis-dom of those that determined to give extra and systematic attention to their roads. They have begun to realize that first class roads, good in winter as in summer, are in many respects as neces-sary almost as public schools; that good roads contribute to a larger and more uniform attendance at the schools and enhance the value of property month by month and year by year.

Very naturally, persons who are look-ing out for a more hospitable climate than rules in the section of which they are now citizens feel a deep interest in this question of good roads. It follows, therefore, that the county and the state which are expending intelligently and effectually extra effort in working out a system of good roads will attract quickest the largest number of home neekers.

The Reason For Bad Roads.

A large number of farmers living imone road district of Jackson county, in Missouri, appeared recently before the county court at Independence to com-plain of the bad roads and of the work of the overseers, says the Kansas City Star. There were any number of grievances exploited-"The road district is too big;" "The roads are getting worse instead of better;" "It takes four horses to get anywhere with a load;" "The neighbors dodge their poll taxes." The trouble with that road district, as with all others in Missouri where "it takes four horses to get anywhere," is that the farmers want good roads without paying for them. They will pay the cost of that extra pair of horses, wear out their wagons and keep their produce from a ready market as a payment for bad roads and yet not pay a small tax for good roads. Under a new law of Missouri farmers in a district of their own crestion can build any kind of a road 27 foolds they desire, from the well packed "dirt" variety to macadam highways, by issuing bonds and assessing the property a small percentage each year to pay them off. But neither that law nor any other can provide good roads unless they are paid

An Argument For Good Roads.

The ancient story of the teamster probing with a fence rail for the wagon and horses he had lost in the mud of and horses he had lost in the mud of an Ohio road is recalled by the state-ment that the sheriff and detectives of West Farmington, O., have been un-able to get over the fifteen miles of road between that place and the place where a "wanted" man is staying, because no horses can be obtained at any price on account of the terrible condiprice on account of the terrible condi-tion of the roads, says the Cieveland Plain Dealer. Until the unfathomable mud freezes, it is claimed, justice will remain powerless. That is an incident not to be lost sight of by the apostica of the good roads movement.

State Aid In Road Building. Sixty of the sixty-seven counties in Sixty of the sixty-seven counties in Pennsylvania have taken advantage of state aid in read building. About 300 applications have been filled with the department. Seventy-one miles of high way have been completed, 126 miles are under construction, and 35 miles are prospected. The point that is the most significant, perhaps, of the enthusiasm of the people in this direction in the claim made by about one-half the counties to the leadership in the work of improvement. of improvement.