GEORGIA'S ROAD SYSTEM.

How Her Neglected Highways Are

Being Improved. Throughout the state of Georgia special efforts are being made in the furtherance of good roads in each county, and within a reasonable time it is be-Heved every county sent in the state will be in direct connection with every other county sent and with the state capital by a system of good roads that will deserve to be denominated as pub-He highways, says the Auto Advocate and Country Roads.

Under an 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 con victs of a term of five years or less ex cept women and others not able to do hard work.

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 chosen to accept its share of the school fund rather than attempt to build up public roads by convict labor, or vice versa, must anhere to that policy for a term of two years.

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



CONVICTS WORKING ON BOADS.

being wrought in the class of counties miluded 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 wisdom 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 necessary 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 looking out for a more hospitable climate than rules in the section of which they prove that the knight of the ages of are now citizens feel a deep interest in this question of good reads. It follows, therefore, that the county and the Platerins, a famous physician, destate which are expending intelligently clared that he saw at Lucarne the true and effectually extra effort in working human bones of a subject who must out a system of good roads will attract | have been at least nineteen feet high. quickest the largest number of home

The Reason For Bad Roads.

A large number of farmers living in one road district of Jackson county, in Missouri, appeared recently before the county court at Independence to complain 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 creation can build any kind of a road or roads 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 Bonds.

The ancient story of the teamster probing with a fence rall for the wagon and horses he had lost in the mud of an Ohlo road is recalled by the statement that the sheriff and detectives of West Farmington, O., have been unable 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 condition of the roads, says the Cleveland 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 apostles of the good roads movement.

State Aid In Road Building.

Sixty of the sixty-seven counties in Pennsylvania have taken advantage of state aid in road building. About 300 applications have been filed with the department. Seventy-one miles of high way have been completed, 126 miles are under construction, and 33 miles are prospected. The point that is the most significant, perhaps, of the enthuslasm of the people in this direction is the claim made by about one-half the countles to the leadership in the work of improvement.

THE GIANTS OF OLD

ANCIENT RACES MARVELS OF PAYS ICAL DEVELOPMENT.

The Semibarbarians of One Thousand Years Ago Were All Remarkably Proportioned Men - The Giants of Ancient Greece and Rome.

That the human race has degener ated in size as well as longevity is a fact well attested by various authorities. A prominent Washington physiclan who has made a life study of brain and cerebral developments, says that, on visiting the catacombs of Par is, what struck him most fh those vast repositories of the contents of the city's ancient graveyards was the great size of the skulls in comparison with those of more modern mankind. This superiority of development in the men who lived 1,000 years or more ago the scientist attributes to the open air life then in vogue and the physical sports and exercises indulged in.

There are several races of giants mentioned in the Bible, and the Greek and Roman historians have recorded many examples which serve to show that these specimens of clongated bumanity were by no means rare at one period of the world's history.

Thus it is mentioned that the Emper or Maximian was eight feet some inch es high. The body of Orestes, according to the Greeks, was eleven and o half feet in height, the giant Galbora, brought from Arabia to Rome under Claudius Caesar, measured near ter feet, and the bones of Secondilla and Pusio, keepers of the gardens of Sallust, were but alx inches shorter,

The probability is that outside of cultivated Greece and Home among the semibarbarous of the greater part of present day European nations physical development reached often to more wondrous proportions.

The Chevaller Scory in his voyage to the peak of Tenerife says that they found in one of the sepulchral caverns of that mountain the head of s Guanche which had eighty teeth and that the body was not less than fifteen feet long. The giant Ferragus, slain by Orlando, nephew of Charlemagne. was eighteen feet high.

Revland, a celebrated anatomist who wrote in 1614, says that some years before that time there was to be seen In the suburbs of St. Germane the tomb of the glant Isoret, who was

twenty feet high. At Ronen in 1509, in digging in the ditches near the Dominicamo, there was found a stone tomb containing a skeleton whose shin bone reached up to the girdle of the tallest man there, being about four feet long, and conse quently the body must have been seventeen or eighteen feet high. Upon the tomb was a plate of copper upon which was engraved, "In this tomb lies the noble and puissant lord, the Chevaller Ruon de Vallemont, and his bones." There is, indeed, evidence in the ponderous armor and two handed swords which remain to us in museums to chivlary was a heroic specimen of human architecture.

Valance, in Dauphine, boasts of possessing the bones of the giant Bucart, tyrant of the Vivarais, who was slain by an arrow by the Count de Cabillon, his vassal. 'The Dominicans had a part of his shin bone, with the articulation of the knee, and his figure painted in fresco, with an inscription showing that this giant was twenty-two and one-half feet high and that his bones were found in 1705 near the banks of the Moderi, a little river at the foot of the mountain of Crusol, upon which (tradition says) the giant dwelt,

On Jan. 11, 1633, some masons digging near the ruins of a castle in Dauphine, in a locality which had long been known as the Giant's field, at the depth of eighteen feet discovered a brick tomb thirty feet long, twelve feet wide and eight feet high, on which was a gray stone, with the words "Theotobochus Rex" cut thereon. When the tomb was opened they found a human skeleton, entire, twenty-five and one-half feet long, ten feet wide across the shoulders and five feet deep from the breastbone to the back. The teeth were each about the size of an ox's foot, and his shin bone measured

Near Margarino, in Sicily, in 1516, was found a giant thirty feet high. His head was the size of a hogshead, and each of his teeth weighed five

Near Palermo, in the valley of Magara, in Sicily, a skeleton of a glant thirty feet long was found in the year 1548 and another thirty-three feet high in 1550. Several of the gigantic bones of the latter subject are still preserved

by private persons in Italy. The Athenians found thirty-two famous skeletons, one thirty-four and another thirty-six feet in height.

At Totic, in Bohemia, in 758, was found a skeleton the head of which could scarcely be encompassed by the arms of two men together and whose legs, which are still preserved in the castle of the city, were twenty-six feet long.

The celebrated English scientist, Sir Hans Sloane, who treated the matter very learnedly, does not doubt the facts above narrated, but thinks the bones were those of elephants, whales or other animals. But it has been well remarked that, while elephants' bones may be shown for those of giants to superficial observers, this can never impose upon such distinguished anatomists as have testified in many cases to the mammoth bones being unmistakably human,-Philadelphia Record.

Be patient with every one, but above all with yourself .- Francis.

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TO AID MAIL CARRIERS.

Appent of Illinois Postmistress For Improved Highways, Postmistress Etta M. Purdue of Mar-

shall, Ill., makes a public appeal for good roads for the carriers in that vicinity, says the Motor News, She says: "The rural resident is entitled to his mail six days in the week, and the carrier or his substitute will leave the postoffice every one of those days to serve him. Whether or not he gets around depends wholly upon the rural resident. If the roads be not in good condition he will be that much slower, and if they be impassable be cannot make his trip at all. See to it now that the roads are in good condition for the spring. A bad stretch of road three

miles this side may cut the ruralite off, "If the carrier can't cross that road he can't deliver his mail. So watch the roads on both sides. If a bridge should be washed out, don't wait two or three All persons who have heretofore made PINAL days, but notify the road boss at once. In Clark county, Ill., a stretch of road on one of the routes was washed out and was left in bad shape in spite of the entreaties of the carrier. Then he refused to travel it any longer, and the indignant patrons reported him to the postoffice department.

"An Inspector was sent to look at the road, with the result that that portion was cut out entirely for good. Look out that each one keeps up his share of road, and the carrier will do the rest."

BENEFITS IN GOOD ROADS.

Suggestions For Rural Communities to Obtain Them.

Organize good road clubs. Get every association of business men, farmers, every newspaper, to push along the good roads movement. There are few other things more important to the people of agricultural communities and rural towns than the good roads proposition, says D. M. Carr in Home Trade Advocate. It is something that every good citizen should be interested in. It is a question of the greatest elements of economy. Good roads throughout the farming districts of the country mean millions upon millions of dollars yearly saved to the farmers They mean millions more in benefits to the rural towns. Every citizen should appoint himself a committee of one to work for the end to be attained by the co-operation of the national with state governments in the road improvement

Don't be afraid to write to your member of congress, individually and collectively, and urge his support of the proposed measure for governmental appropriation for the needed improve ment. Talk good roads to your neighbor, join the people of your town in booming local improvement and urge your representative in the state legislature to give support to any legislation that has for its aim better roads for the farming districts.

Expert Supervision Needed.

In many communities there exist an earnest desire for road improvement and a willingness to have the work go forward, but unfortunately there is no one available having sufficient knowledge of materials and how bes Excursion Rates to Pacific Coast them in building a modern road. The necessity for the employment of men having the necessary expert knowledge of how to properly construct a road or pavement is becoming daily more apparent, says the Good Roads Magazine. The enormous waste in road construction and maintenance since the nation was established will be checked and universal good roads will result through proper study and the consequent working out of efficient systems of improvement in the different states.

> Drink as an Aid to Good Roads. The saloon is responsible for the good roads of Jusper county, Mo. which is the location of the Joplin mining district, says the New York American. When the boom started there an immense number of saloons "followed the flag," and the money received in payment for licenses was spent in road improvement. As a result the roads compare favorably with any in Europe, and mine owners are using automobiles in getting about their prop-

Good Road Notes

erties.

State Engineer A. N. Johnson of Illinois is an advocate of the use of conviet labor in highway improvement. Cuyahoga county, O., claims the dis-

tinction of having more improved roads than any other county of the same area in the United States. It is proposed at Quincy, Ill., to work the prisoners in the county jail on the

highways instead of supporting them in idleness at public expense. Washington State Good Roads association will urge the enforcement of

the law for utilizing convict labor on the highways during the ensuing sea-The Oregon road commission is au-

thorized to build a macadam road from Portland south to the California line. The use of convict labor is proposed for the work and will probably be adopted.

A proposition for building a boulevard from Baltimore to Washington is being agitated. The idea is for property owners and automobilists to contribute and for the state and national governments to supply the deficiency and do the work of construction.

The Manhattan Commercial club of Manhattan, Kan., in order to encourage improvement of roads leading into the city is offering prizes ranging from \$5 to \$50 for the best piece of road made with a drag. The judging of roads is to be made some time in April

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