Arrival of Canal Boats Big Event Century Ago

New marvels of transportation kept the American public wondering a hundred years ago, records over new waterways being made almost every week, especially in Columbus, where the "great Ohio canal" was within a year of completion to the Ohio river. The week of September 20, 1831, saw some events come to pass that had a tremendous influence on the future of that state. Under the heading "More Welcome Arrivals," the Columbus Sentinel of September 27 said:

"On Monday three canal boats arrived at this town, viz.: the Cincinnati, Red Rover and Lady Jane, from Cleveland. These were the first boats that had passed the Licking Summit. The first fruits of navigable commerce with the lakes and the state of New York to the town of Columbus was welcomed by the firing of a six-pounder, the ringing of the state house bell, a procession of citizens and an address from a committee and a collation, partaken in common by the boats' company and citizens. The scene was intensely gratifying to the man of business and admirers of internal improvement; and it is hardly less animating to the youth and very many of the adults in this place, who had never seen any watercraft superior to the Orleans flat. The sight of those boats was marvelous to some slow calculating pioneers of these Western wilds, who never believed that in their day a canal boat would reach Columbus from the lake. The first boat was adapted to heighten the marvel. It was the Cincinnati, which was built at the city of New York and actually floated on the briny waves in that harbor; had passed up the majestic Hudson; the great Western canal, and plied the Erie and Ohio canal, distance of 240 miles."

Such was progress in those days.

Song of Garryowen, One of Erin's Popular Airs

Garryowen, which gives its name to one of the most popular songs of Erin, is on a hill commanding a superb view of the city of Limerick, states Ireland's Own. Tradition has preserved the occasion of its celebrity, and the origin of its name, which appears to be compounded of two Irish words signifying "Owen's Garden." A person so called was the owner about a century ago.

Owen's garden was the general rendezvous for those who sought for simple amusement or for recreation.

The fame of the "Garryowen Boys" spread far and near. Their deeds were celebrated by a minstrel of the day in that air which has resounded over every quarter of the world. A string of jolly verses was appended to the tune, which soon enjoyed notoriety. The name of "Garryowen" was as well known as that of Limerick itself, and Owen's little garden became almost a synonym for Ireland.

Wall Street

Wall street, the narrow and short street running east and west from Trinity church on Broadway to the East river, New York city, took its name from the fact that it follows the line of the palisaded wall or stockade built in 1652 across the southern end of Manhattan island by Gov. Peter Stuyvesant to protect the little Dutch colony of New Amsterdam against a threatened attack by the British. At the corner of Wall and Nassau streets stood the old City hall, which, after the Revolution, was remodeled and converted into Federal hall. It was in this building that the first congress under the Constitution met, and here, too, George Washington took oath of office as the first president of the United States, April 30, 1789. The old Sub - Treasury building now stands on the site.

Fault-Finding

Do not think of your faults, still less of others faults; in every person who comes near you, look for what is good and strong; honor that, rejoice in it, and, as you can, try to imitate it. For the rest you will find it less easy to uproot faults than to choke them by gaining virtues. If, on looking back, your whole life should seem rugged as a palm stem, still, never mind, so long as it has been growing and has its grand green shade of trees and weight of honied fruit at top.

Invented Telegraph Relay

Elisha Gray, who invented the self-adjusting telegraph relay and the telautograph among other things electrical, worked out some of these improvements while studying at Oberlin college. A poor fellow, he worked his way through by operating a dairy near the town. Born in Barnesville, O., in 1901. He and some of his friends claimed that he was the real inventor of the telephone.

Self-Forgetting

When any one is thoroughly interested in some subject, outside of himself, he forgets all about himself and his appearance, his self-conscious bashfulness drops away, and he becomes natural and interesting; but, when self looms up in his mind as the central figure and the all-important theme, all true modesty, dignity, and ingenuousness will take their flight.

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CHESTERTOWN'S NEW POSTOFFICE TO BE DEDICATED TODAY



ADVOCATES LOW COST ROAD PLAN

Roads Commission Considering Dirt Road Treatment

A program calling for progressive improvement and stabilization of low-cost roads throughout the State was announced today by Dr. H. E. Tabler, Chairman of the State Roads Commission. Under the plan adopted by the Commission, it is expected that the State not only will be able to build smoother, safer- all-weather wearing surfaces, but that the maintenance costs will be reduced considerably.

One of the important steps in the development of each project by stages is the construction of a stabilized wearing surface by scientific methods of road soil stabilization. The United States Bureau of Public Roads has been developing this process and the State Roads engineers are following the procedure recommended.

"Road soil stabilization is destined to replace the old haphazard, costly methods of maintaining gravel and dirt roadways and pavement shoulders," said Dr. Tabler.

A road soil survey has been completed on more than 100 road projects and numerous deposits of road building materials through the State. Laboratory tests of these soils have provided data through which the Commission hopes to better the unpaved surfaces on Maryland roads. Materials from local pits are being used where possible to obtain proper proportions of gravel, sand and clay.

Twenty-two sections of roads and pavement shoulders in various sections of the State are being conditioned in this manner and treated with a special binder to maintain this condition in traffic-bound surfaces.

Important improvements have also been announced by Dr. Tabler in the widening and drainage of low-cost feeder and service roads, and it is felt that hundreds of miles of highways will be saved by such methods.

"It is well known that almost any type of soil, when dry and well compacted, is capable of carrying enormous loads," said the announcement. "But it is equally obvious that these soils, when saturated with water, lose their stability to such an extent that vehicles sink into them instead of being supported. Therefore, in order to protect the existing roads from further destruction, they must be kept as free as possible from the influences of rain and melting snow.

"The placing of a hard surface over the traveled portion of the road does not necessarily provide the answer, for if water is permitted to stand along the edge of the pavement, it will soak into the subgrade and destroy the supporting value of the material under the surfacing with the inevitable result that failure occurs."

By providing a shoulder from 7 to 10 feet in width, with side ditches of sufficient depth to keep the free water below the average frost line, the operation of the State grading equipment is expected to save hundreds of miles of existing highways.

The State Roads Commission has been urging rural property owners to provide additional widths for right of way of feeder and service roads so that these permanent improvements can be made.

"As we see it," said the announcement, "there is no present need for a high type hard-surfaced road where the average daily traffic is only about fifty vehicles a day. The need on these roads is to have ample drainage facilities so that the water will be kept away from the traveled area. For this purpose we need to grade 30 feet between ditches."

Dr. Tabler reports that many property owners are offering the additional rights of way in order to obtain 365-day-a-year, smooth-surfaced roads.



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