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NET SURPLUS over Capital and all Liabilities	3,000,855.44
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HIGHWAY CONSTRUCTION.

Who Should Pay the Cost of the Building of Good Roads.

In view of the numerous methods of paying for highway construction now proposed, it may be well to ask what principles should govern the selection of a method. There is great variety in methods at the present time, and they do not conform even remotely to any rule or set of rules. The road question has been largely a local one, but the expansion of means of communication, the improvement in road vehicles and methods of propelling them, the rural free delivery and the general advance in rural conditions and demands are rapidly making the question one of more widely extended importance. The present article will be confined to a consideration of some of the principles underlying the application of aid from the national government to the building of highways. It is prompted at this time by the character of some proposed legislation.

In the years following 1811 the United States Government constructed the national road, which while sections of it were never completed, may be considered to have been seven hundred miles long and to have cost $7,000,000, the national government paying the entire expense. At that time this road was essential to the development of the country west of the Alleganies, and its construction by the government was justified on that account. The cost of repairing the road was not so easily obtained from the government and a proposition to collect such cost from traffic over the road by means of tolls was vetoed by the President, on the constitutional ground that it imposed duties on interstate traffic, an interpretation which would not now be made. The doctrine of sovereignity of the states prevented further expenditures of this sort for many years. The increasing power of the central government and the insidious influence of such growth as the River and Harbor bill, much of which is merely an annual raid upon the Treasury, have worked together to reduce the objection to national expenditures for local purposes.

The government did not pay any further attention to the question of road construction until the establishment of the office of public road inquiry, about ten years ago. This office is in line with many other divisions of departments in the government service in securing and distributing information regarding road building and maintenance, educating the people in this respect, and its appropriations are eminently proper expenditures of public money. But now comes the Brownlow bill, which goes farther than any other measure in its application of states, counties or townships, the only check upon the character of the road to be improved being the opinion of the director of the department. Its advocates point to the river and harbor and the public building appropriations as one reason for the new raid upon the Treasury, saying: "There are many rural districts that have no great rivers or great harbors or great cities which entitle them to public buildings, but there is no district but has many miles of public road that need to be permanently improved. Let the people ask for it and they will receive the assistance which they desire and deserve."

As an additional argument they point to the appropriations made to Porto Rico and the Philippines, thus: It is a remarkable fact that the United States Government has already appropriated $10,000,000 to Porto Rico for road building and another $1,000,000 to the Philippine Islands; and the Secretary of War has just made an appeal to Congress through the President of the United States who strongly indorses that appeal, to have $3,000,000 appropriated for use of the Philippine government."

It is generally recognized that these new dependencies of the United States must, for the present at least, be treated in a paternal manner similiar in theory to the treatment of the Indians, and that while special appropriations may very properly be made for feeding, clothing, housing and schooling Indians, and Filipinos, and for local improvements which they are unable to make, a similiar exhibition of paternalism with reference to the states of the Union should be strongly resented as a reflection upon their ability and an insult to state pride as well as a violation of one of the fundamental principles upon which the form of the union of states is based.

It is hardly probable that so serious a departure from the unwritten constitution, even if it is not a violation of the letter of the basis of our government will pass the representatives of the people in Congress assembled. But the subtle influence of the special appropriation of national funds under the cloak of legitimate measures for the improvement of navigation, the provision of buildings for doing public business, and the pensioning of the defenders of our country, as well as special provision for our dependent wards at home and in our new possessions, seem to have blinded the eyes of public officials, of societies interested in road improvement, of citizens generally, to the true import of such a measure.

The rapid improvement of our roads in these days of extension of steam or electric roads is not worth the abandonment of so definite and so valuable a principle.

One argument of the supporters of the bill is that the work of the Office of Public Road Inquiry "is in the nature of national aid" and that "there is, therefore, nothing new in principle in the bill recently introduced in Congress by Colonel Brownlow, of Tennessee, providing for national aid of a more extensive and substantial character." The assistance of the government in the way of educational work is very different in principle and practice from the assistance proposed in the bill, and its value and its entire conformity with the principles of our organization are recognized by all. The fact that it is given cannot by any stretch of reason or imagination be twisted into approval of the proposed extension. The simple statement of the quotation shows this to any student of the principles of American government.

It may be admitted that the government, in aid of interstate communication, may build or assist in building through roads between centres in different States, though many will deny the power of the national government to do this, but this is expressly not the purpose of the bill, which would not prevent the application of national aid to the least valuable road of a mountain township if the opinion of the director did not stand in the way. A proper measure offering national aid to road building is not impossible, and will receive ample support. The objection made at present is to the form and the violation of established principles in the present bill. The principle of a proper measure can best be considered together with the question of State aid.—Municipal Engineering.

DON'T OVERHEAT THE HOUSE.

As the city health department points out, this is the season when diseases of the respiratory tract are to be expected. Diptheria and pneumonia are spreading. It is a time for the exercise of care in the matter of keeping the feet dry and of wearing proper clothing.

There is one very fruitful source of throat and lung trouble which is worth especial notice. That is the overheating of schools, residences, and offices. Nine houses in ten are kept at a temperature which invites throat trouble. The same thing can be said of most offices and public halls and churches. As soon as there is a faint chill in the air steam is turned on or furnaces fired up and people sizzle in an atmosphere heated to 90 degrees or thereabouts.

Such a temperature is an invitation to the bacilli which make trouble in the air passages. It congests the mucous membrane and prepares a field for the operations of the microbes which produce pneumonia, diptheria and kindred diseases. These micro organisms are innocuous so long as the tissues are in a normal condition. It is only when the linings of the air passages are irritated and inflamed by excessive artificial heat or other cause that they produce disease.

Few "bad colds" are the result of low temperatures. They almost invariably occur as the sequence of perspiration—sensible or insensible—suddenly checked. A man wearing his winter clothing will sit in an office heated to a temperature of 75 or 80 degrees. He will perspire more or less inevitably. Then he will go out on the street to cool off and he will throw open his coat, and the next morning he has a "cold" without knowing how he got it. If his throat is inflamed he may have tonsilitis or he may go down with pneumonia.

The fault is not with the low temperature outside, but with the high temperature indoors. People should regulate the indoor heat to the weight of their winter clothing just as they adjust the weight of their clothing to encounter the lower outdoor temperature of autumn and winter. In that way they will avoid many "colds" and minimize the peril of more dangerous respiratory disorders.—*Chicago Chronicle.*

The Irishman and the Army Mule.

General Phil Sheridan was at one time asked at what little incident did he laugh the most.

"Well," he said, "I do not know, but I always laugh when I think of the Irishman and the army mule. I was riding down the line one day when I saw an Irishman mounted on a mule which was kicking its legs rather freely. The mule finally got its hoof caught in the stirrup, when, in the excitement, the Irishman remarked, 'Well, begorra, if you're goin' to git on I'll git off.'"

When Sea Birds Are Thirsty.

The question is often asked, "where do seabirds obtain fresh water to slake their thirst?" An old skipper, conversing on the subject, said that he had seen birds at sea, far from any land that could furnish them water, hovering around and under a storm cloud, clattering like ducks on a hot day at a pond, and drinking in the drops of rain as they fell. They will smell a rain storm 100 miles, or even farther off, and scud for it with almost inconceivable swiftness. How long sea birds can exist without water is only a matter of conjecture.

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M. deK. Smith, town	1.00 pair	Mrs. Dr. Hessey, Hanesville	.40 pair
Mrs. Hartley, Crumpton	3.00 pair	Walter T. Pippin, town	1.25 pair
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