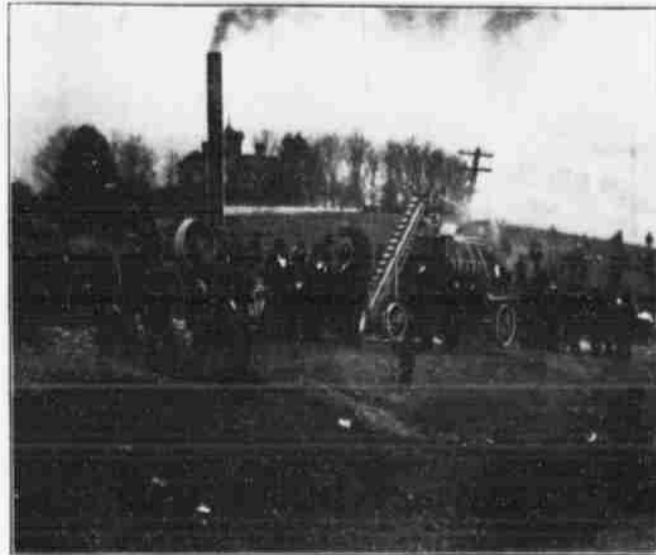


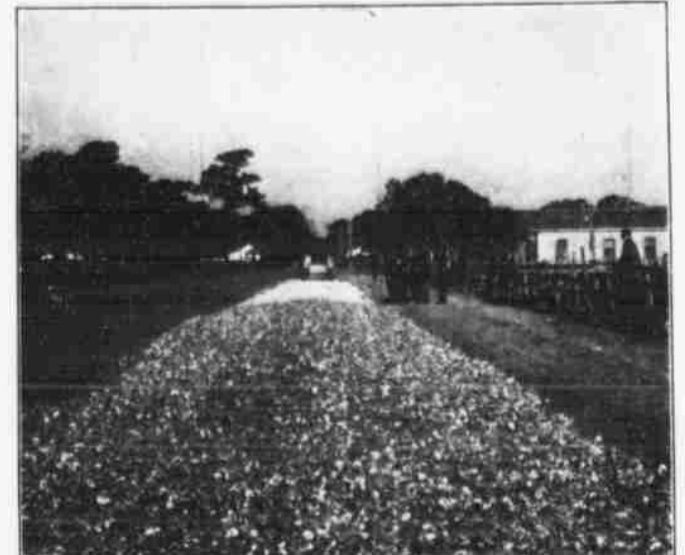
Good Roads Train and Its Southern Tour



CONVICTS MAKING ROAD IN NORTH CAROLINA.



GOOD ROADS TRAIN CRUSHER IN OPERATION AT GRAVESVILLE, Tenn.



MAKING AN OYSTER SHELL ROAD AT MOBILE, Ala.

THE Southern Railway Good Roads train, equipped with thirteen cars of modern road machinery, a commissary car, two officers' cars, left Alexandria, Va., Tuesday, October 29, 1901, for a tour of the southern states on the line of the Southern system, in the interest of common road improvement.

This novel and attractive movement for arousing attention, promoting action and interest for the construction of improved highways in the United States, was originated and inaugurated by the National Good Roads association. The plan co-operates the government division for good roads, the railway system over which the train is operated, road machinery manufacturers, and state and local interests in carrying on the work. Representatives of the national association visit central points from which the greatest influence may radiate, and arrange for a week's stop of the train. The co-operation of the local interests is secured and dates fixed for the holding of a two or three days' convention, in which the most practical addresses and discussions upon the subject of road improvement are had. The necessary machinery from the train is unloaded and under the direction of the engineers and road and machinery experts in charge, a section of object-lesson road is constructed.

The train visited the states of North Carolina, Tennessee, Alabama, Georgia, South Carolina and Virginia, making eighteen stops at the following cities: Winston-Salem, Asheville and Raleigh, N. C.; Greenville and Chattanooga, Tenn.; Birmingham, Mobile and Montgomery, Ala.; Atlanta, Columbus and Augusta, Ga.; Greenville, Columbia and Charleston, S. C.; and Danville, Lynchburg, Richmond and Charlottesville, Va. Sections of modern roads were constructed at each of these points. Conventions were held and addressed by governors of states, members of congress, state legislators, government road directors and experts, county supervisors, and most active interest aroused upon the subject. District and state associations were formed to carry on the work so well inaugurated in the several states. Never before has the subject of the improvement of the common roads of the country commanded such widespread and practical attention as at the present time.

Jefferson Memorial Road.

The Jefferson Memorial Road association, Charlottesville, Va., of which General Fitzhugh Lee is president, conceived the commendable idea of constructing a splendid modern, macadamized memorial road connecting the University of Virginia with Monticello, the home and tomb of the university's illustrious founder, Thomas Jefferson. The old road was narrow, badly cut up and washed, over steep and irregular grades, and it was thought that a beautiful road leading to the historic home of the author of the Declaration of Inde-

pendence, would attract many visitors and serve as a practical object lesson and inducement for better highways in the nation and be a fitting and lasting memorial to the great and beneficent Jefferson. The National Good Roads association and the office of road inquiries of the United States government were requested to inaugurate and promote this special work. The Southern railway good roads train came to Charlottesville, Va., Monday morning, March 25, 1902, and its engineers and road experts commenced the construction of the road. The memorial road meeting was held in the armory in the city of Charlottesville and opened its sessions on Wednesday morning, April 2. General Fitzhugh Lee presided and after a welcome address by the mayor of the city, he introduced Hon. W. H. Moore, president of the National Good Roads association, Hon. Martin Dodge, director of the office of public road inquiries, United States government, and General Roy Stone, ex-director of the office of public roads inquiries, all of whom delivered eloquent and practical speeches on the subject.

Notable People Take Part.

The following day brought a special train

from Washington bearing General Nelson A. Miles, Assistant Secretary of Agriculture J. H. Brigham, Mr. Samuel Spencer, president of the Southern railway; Mr. Stuyvesant Fish, president of the Illinois Central railway, Mr. George W. Stevens, president of the Chesapeake & Ohio railway, members of congress and prominent officials of the government departments. The great hall rang with applause as General Fitzhugh Lee, in a most pleasing manner presented General Miles and the others, who delivered stirring addresses, which were most enthusiastically received. At the conclusion of about a two-hours session, the party was conducted over the section of the new road in course of construction, and out to Monticello, where a reception was tendered by Hon. Jefferson Monroe Levy, the present owner of Jefferson's old home.

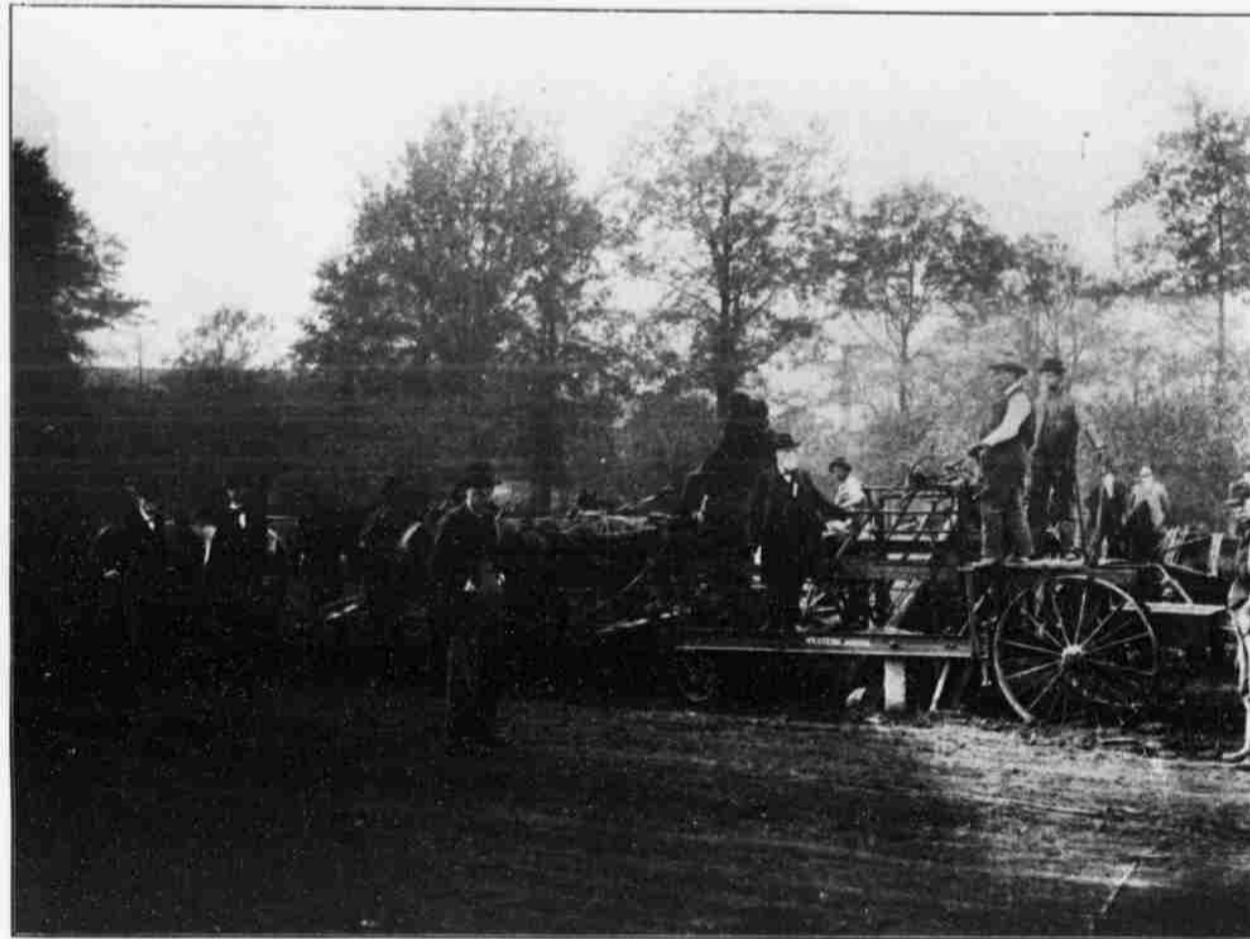
On the following day a second special train from Washington carried Senator Mark A. Hanna, ex-Secretary of the Interior Cornelius N. Bliss and many members of congress, government officials and other distinguished citizens. Inspiring and patriotic addresses were delivered by Gov. A. J. Montague of Virginia, Hon. Binger

Hermann, commissioner of the general land office, and by the following representatives in congress: Hon. Thomas H. Tongue, Oregon; Hon. Charles E. Littlefield, Maine; Hon. R. W. Davis, Florida. The feature of the day was the introduction of Senator Hanna. The Virginians gave him an enthusiastic reception, which amounted to an ovation when they found that his grandfather came from Virginia. The senator spoke in his most happy vein.

It portends the millennium for good roads, industrial development and new politics for the south when Mark Hanna and General Miles receive such ovations as were given to each under the shadow of Monticello, the home and tomb of the father of democracy.

Effect of the Campaign.

The campaign of the good roads' train created marked interest in the subject of good roads and industrial development in the southern states. The last decade has shown most marvelous progress in the latter interest and the southland is being transformed. The old southern methods, manners and customs are rapidly passing away and the spirit of modern improvement is taking possession of the people.



GOOD ROADS TRAIN MACHINE IN OPERATION AT BIRMINGHAM, Ala.

While we were operating the big road-making machine, drawn by a traction engine, moving the earth with marvelous rapidity, an old negro standing by the wayside remarked: "De white man come down from de north and freed de nigger and now he's gwine to free de mule!"

There are many fine opportunities in the south for active, progressive, western men and the next decade will show a wonderful transformation in this section of the country. Our train was heartily welcomed by the people and our work generously commended. The writer was delightfully pleased with the people of the south and the cordial and hearty reception invariably accorded. Among the special occasions to be remembered was the Sunday spent at the lovely old Virginia mansion owned by Lieutenant Charles P. Shaw. President W. H. Moore, Senator Martin Dodge and myself were most charmingly entertained and attended Easter service at one of the beautiful old Episcopal churches nestled in the Virginia hills among the majestic oaks and the slender pines.

How sweet the hour of Sabbath talk,
The vale with peace and sunshine full
Where all the happy people walk,
Decked in their home-spun flax and wool;
Where youth's gay hats with blossoms bloom;
And every maid, with simple art,
Wears on her breast, like her own heart,
A bud whose depths are all perfume;
While every garment's gentle stir
Is breathing rose and lavender.

R. W. RICHARDSON.

Pointed Paragraphs

Chicago News: Hypocrites pray cream and live skim milk.

A woman's idea of refinement is to be tall and thin.

Even in cash transactions the pocketbook is taken out in trade.

Every woman would live long, but no woman would grow old.

Some men are known by the company they are unable to get into.

The farmer can give you spades—even if he has no cards to hand out.

It matters not what your ancestors were—it is what you are that counts.

When one man meets another that he is said to look like he usually awears.

Some wives are so averse to mending that they won't even try to patch up a quarrel.

Many a would-be jolly good fellow might be really so if he would only stop telling jokes.

The more money a man has the harder it is for him to convince the world that he is a fool.

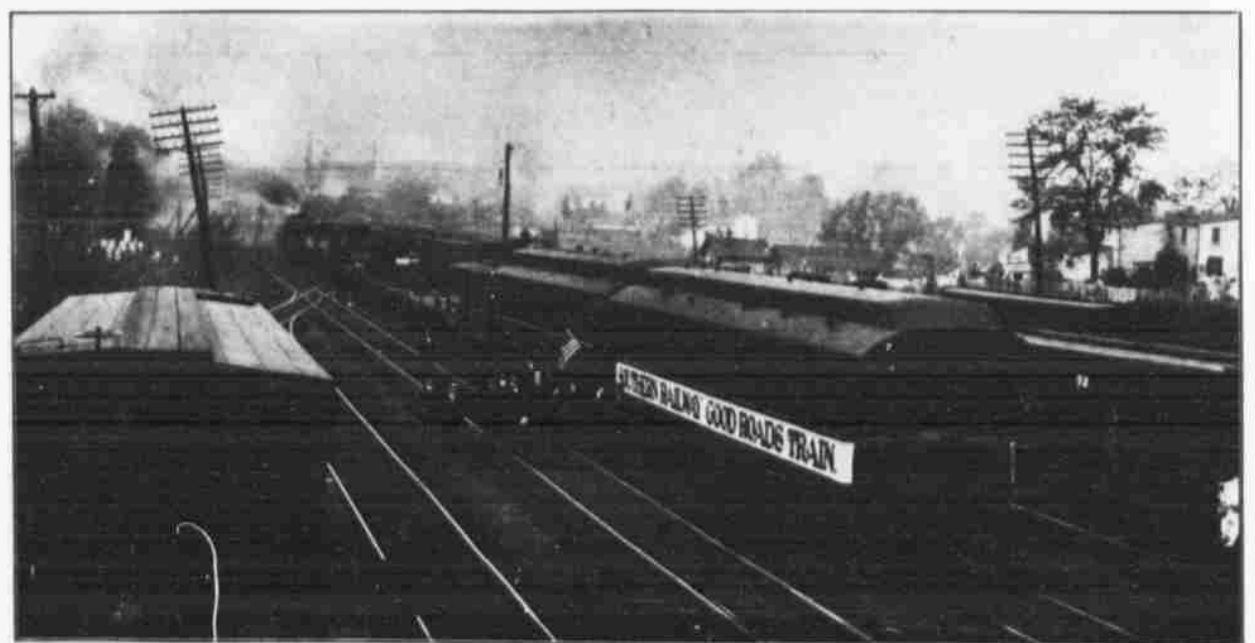
If a man does not have the price of a meal about him somehow he can always manage to acquire a chew of tobacco.

When the boarders begin to draw the color line at hash the same old combination comes up in the guise of croquettes.

Solitary confinement is the most severe of all punishments. This is proof positive that a man soon tires of his own company.



CROSSING OF MORRIS CREEK ON THE ROAD TO MONTICELLO.



SOUTHERN RAILWAY GOOD ROADS TRAIN AT ALEXANDRIA, VA.