

ST. ISAAC'S CATHEDRAL, ONE OF ST. PETERSBURG'S MOST IMPOSING RELIGIOUS EDIFICES

Some of the recent tragedies of the Russian capital occurred in the vicinity of St. Isaac's cathedral, which is one of the most imposing and beautiful structures in St. Petersburg. Its construction was begun in 1819, and the Russian workmen toiled for thirty-six years before the building was completed.

BENEFIT THE FARMERS.

Good Roads Save Time and Money and Beautify the Country.

While the nation is engaged in reclaiming the arid regions of the west and improving the adverse conditions in the tropics and multitudes are looking to developing homes in the frigid regions of the north it is our duty to improve as far as we can the conditions here, which are even now immeasurably better than in most parts of the earth, says County Engineer McClintock of New York. A general improvement of the highways will benefit the largest number in many ways, but to none will it be of more direct benefit than to the farmer.

It is not only the advantage in saving time and money in cost of trans-

portation, but he enjoys as well as anybody having things look well, and if improved roads make the country more beautiful and encourage the sociability of church, schools, entertainments and friendly intercourse, and thereby make himself and wife and girls more contented and attract the boys to stay in independence on the farm, he can afford to pay well for the good roads. It needs no argument today to prove that these results do follow.



HAULING COTTON ON A GOOD ROAD.

It is a common observation that when a street is improved in the city one immediate result is to arouse the residents on that street to fix up their lots and so raise the character of the neighborhood, and it is the same on a country road. The strongest force in our social system is public opinion, and the public opinion which impels us is not that of distant regions, but the commendation or condemnation of our neighbors and townsmen.

SPARTAN VIRTUE.

It is a Fine Thing if It Is Not Advertised Too Much.

A Spartan virtue seems to have the inherent quality of making its possessor a 44 caliber bore of the worst sort. Take the man whose supreme if not only virtue lies in the fact that he takes a cold water bath every morning the whole year round. You meet him in the car, in the street, in the course of business anywhere, and no matter what the topic may be at the start the conversation is bound to include an account—quite incidental, of course—of how on the frostiest of mornings he frolics in the ice cold water just as it comes from the hydrant.

Then there's the man who walks down to his office every morning, rain or snow, in sunshine and in storm. The more distant his home from his office the more he will talk about it, and he will tell you that he has become so accustomed to it that the only time he can get an extra thrill out of it is when the streets are deep with snow and the wind is blowing a hurricane.

Heaven may forgive the man who rises at 5 summer and winter, spring and fall. We never can. The early riser is not a criminal simply because the law does not designate his offense as a crime. But it is admitted that the law has its defects. Nothing can approach the look of superiority on the face of the early riser. He has found the only road to health or wealth. The books he has read before breakfast would if collected in a heap make the Congressional library look small.

There are some who would place in the first rank of this group that rugged, hardy, vigorous, full blooded gentleman who can't breathe in a room

unless all the windows and doors are open. The lower the pressure of steam in the radiator, the lower the mercury in its tube and the wilder the play of the winds over the roofs and around the corners the more insistent is he that you are imperiling your very life by not occupying an office wide open to every wind that blows.

Oh, Spartan virtue is a fine thing, but it would be simply sublime if its modern exponents and inculcators would just keep still about it.—Washington Post.

HIGHWAY ENGINEERS

THE NECESSITY OF EMPLOYING THEM IN ROAD BUILDING.

Successful Work Accomplished in Massachusetts Due to the Employment of Skilled Men—Colonel Pope on Highway Improvement.

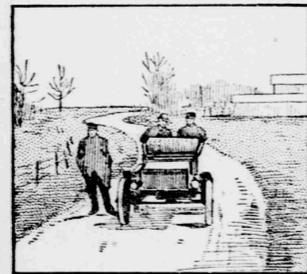
The condition of the highways is an index of the progressiveness of the people. In addition to the importance of shortening distances by bringing the buyer and seller closer together and thus giving to the farmer a more available market for his produce, good roads help on to a wonderful degree the social and educational advancement of the rural districts.

The doctrine of good roads has been thoroughly preached, and their advantages seem to be so thoroughly recognized throughout the entire country that public sentiment is unanimously in favor of road reform, writes Colonel Albert Pope in Good Roads Magazine. This is true even among the people of smaller towns and rural districts, where they are awakening to the realization of the direct bearing of good roads on business prosperity.

The question that confronts us today is not "Shall we have good roads?" but "What is the best way to secure them?" It must be conceded that an initiative step is to give up everywhere the time worn and pernicious system of working out a road tax. In many communities a direct road tax has been substituted, the proceeds of which are expended on the highways under the supervision of experts. The subject of state and national highways has been broadly discussed and generally approved, though there is still a mooted point as to how much the general government shall furnish, how much the state shall pay and what proportion of the expense shall be borne by the counties and townships.

I believe the counties and towns should meet practically half the expense of construction and that the state should own the road when completed. While Massachusetts has appropriated liberal sums for this important work, it would be a good financial investment to increase this expenditure on this plan, because many regions willing to stand their proper part of the expense cannot under the present arrangement get a part of the appropriation and others cannot get enough.

To have good roads we must have skilled road engineers. Therefore the



A GOOD ROAD IN MASSACHUSETTS.

first step to be taken by any community should be to secure the services of trained men, under whose guidance new roadways would be constructed and both old and new kept in repair.

The work accomplished by Massachusetts has attracted a great deal of attention because of the success attained under the system adopted by that state. Work on the highways is always supervised by skilled men. Sections of state roads have been built in all parts of the commonwealth with the idea of practically demonstrating to the people in the different localities the best meth-

ods to be pursued in the building and maintenance of good roads, and of late the work has been to connect these sections and thus complete through roads. This plan has worked successfully in that it has by these object lessons interested towns and counties to follow the example of the state highway commission in extending good roads. In many instances smaller townships have purchased and are working stone crushing plants and such other machinery as is necessary to keep their highways in proper condition.

The leading educational institutions of the country have recognized the importance of this question, and many have put into their curriculum a special course in road engineering. If I were living in a community whose interests demanded the improvement of the highways I would urge the paramount importance of getting hold of skilled men. Under them there should be made a careful topographical survey of the region to be improved and its available road materials located and tested. With this preliminary task accomplished the work of the road building can be successfully and economically pushed.

FATAL TO GOOD ROADS.

Bad Drainage Will Ruin the Most Expensive Highway.

An essential feature of a good road is good drainage, and the principles of good drainage remain the same whether the roads be constructed of earth, gravel, shells, stone or asphalt, says a writer in the Kansas City Star. The first demand of good drainage is to attend to the shape of road surface. This must be "crowned," or rounded up to ward the middle, so that there may be a slight fall from the middle to the sides, thus compelling the water to flow from the surface into the gutters



COUNTRY ROAD AFTER A STORM.

and from there discharged in turn into larger and more open channels. There is often danger, however, in making the "crown" too pronounced, in which case the water flows so rapidly to the gutters that it cuts ways into the surface.

Water from hillsides should never be permitted to flow across the road. Culverts, tile or stone drains should be provided for that purpose.

Ruts, wheel tracks, holes or hollows in a roadway hold water, and that which is not evaporated is absorbed by the material of which the road is constructed. In this case the material loses its solidity, softens and yields to the impact of the horses' feet and the wheels of the vehicles until the surface is completely destroyed and the road is ready for a new contract.

THE MAIN ESSENTIAL.

Drainage, Not Thickness of Metal-ling, Makes a Good Road.

It is instructive to observe how steadily the feeling is growing that drainage and not thickness of metal-ling is the main essential in road building, says the Engineering Record. However much we may respect the memories of Macadam, Telford and other great road builders who first led public authorities toward a sensible method of construction for country highways, the fact remains that many of their recommendations are now known to be misleading. Their advice was important at the time when it was given, but it is not in keeping with the broader

knowledge of the present time, gained by careful examination of roads built in strict conformity with well known specifications.

Years ago the theory of thin roads, with a V shaped drain along the center, received favor. This V shaped drain is as effective both for removing the water and supporting the metal-ling as side drains and a telford base. Its cost is approximately 77 cents per lineal foot of road less than construction with a telford base and two drains and 35 cents less than the same base with a single side drain.

This system of construction is directly opposite to that advocated in most of the accepted manuals on the subject. The old idea has been to get the water off the roadbed just as quickly as possible. To accomplish this the subgrade has been crowned and rolled, and the lower courses of stone are coarse and often of considerable thickness. By the new system of construction the water remains on the roadbed and is collected by the outlet drains at fifty foot points, the draining not being disturbed along each side of the road, but concentrated at a regular series of points.

POINTS TO CONSIDER.

Good Roads Would Bring Good Schools—Other Advantages.

"To my mind there are greater advantages than money to be derived from good roads," said a speaker at a recent Kansas good roads convention. "We pay for an education for the youths of our land, but allow bad roads to prevent the children from getting the advantages. When you shall have covered this state with a system of good roads it will be found more profitable to gather the children together at central points, where graded schools give a chance for a higher education.

"Every child should be compelled to ride the round trip every day that school is in session. The small school abolished would pay the expenses of the free delivery of the children at the schools and leave a surplus to help support the central schools. Teachers of splendid attainments would take the place of the present country teacher.

"The people of this country are all being taxed to support free rural delivery of mail, and it is said that in some cases doing away with postoffices, as in the case of country schools, has made free delivery a saving, and, whether it does or not, we want our share, as we must do the paying. Life in the country would be different with daily papers and mail at our doors.

"The families of wealth are compelled to remain in the city on account of not wishing to take the children out of school. They would live on the farm at any time they chose, as the children would be carried to school and back again, while the head of the family could go back and forth at will, thus creating business for power lines. Our people in the country would have a chance to hear a good sermon in the city, attend the theater, trade or visit friends, and life on the farm would become an ideal one. There would be no complaint of people wanting to leave the farm, but people of means would all have summer homes in the country, while those of moderate means would leave the tenement house, buy a few acres on some of the power lines and make for themselves a home of love, comfort and plenty.

"The man of moderate means, the workingman, would own his few acres and have his cow, chickens, garden, etc., where each child would in some way help in the support of the family and acquire habits more valuable than such a child is liable to in the city."

Followed Her Instructions.

Mrs. N. was giving instructions to her new servant: "Before removing the soup plates, Mary, always ask each person if he or she would like any more."

"Very good, madam." Next day Mary, respectfully bowing to one of the guests, inquired, "Would the gentlemen like some more soup?" "Yes, please." "There isn't any left."—Chicago Journal.

An Odd Whist Deal.

A curious hand at whist was dealt at Grimsby, England, recently. The cards were shuffled and dealt in the usual way, but when the players looked at their hands they found that one of them had twelve spades, another eleven hearts, the third man twelve diamonds and the fourth eleven clubs. Spades were trumps.

Improving.

She—I think I've been quite economical. Her Husband—Do you? She—Certainly. I'm sure we haven't run in debt half as much as last month.—Brooklyn Life.

Learning to Dodge.

Wall Street—So your son is studying law. Do you expect that he will stick to it? Speculator—Oh, no! I just want him to know enough about it so that he will be able to evade it successfully.—Detroit Free Press.

The Omnibus.

The omnibus is probably the slowest, the least comfortable and the most uncertain type of vehicle built since the ark.—London Express.

The Care of Good Highways.

It is conceded that the building of a good road is little more than the first step, for practice shows that any road, however well built, will go to pieces unless constantly watched by competent men and at the first signs of breaking down the proper remedy is applied. Too much attention cannot be given to maintaining the roads which have been built at great expense. In foreign countries the roads have constant care and attention, which accounts for the fact that they are good the year around.

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Hunting Club Rye	\$2.65 \$4.00 \$7.00	\$2.00 per gallon.	Rye, Gin. Corn, Rum, Fine Quality \$2.50 per gal.
Nelson County Rye	2.00 4.25 7.50		Rye, Gin. Corn, Rum Best for the money.
Monogram Rye	5.40 4.60 8.00		\$3.00 per gal.
Hanne's "44" Rye	3.75 5.00 9.50		"44" Rye, Peach and apple brandy. Mellowed by age. \$4.00 per gal.
Social Drops	4.50 6.00 12.00		Victoria Rye. Social Drops Rye. Medical quality.
Malt Whiskey	3.75 5.00 9.50		LEMP ST. LOUIS BEER. Per doz.
Peach Brandy	3.75 5.00 9.50		Falstaff
Apple Brandy	3.75 5.00 9.50		Extra Pale
Holland Gin	2.80 4.25 7.25		Standard
Geneva Gin	3.75 5.00 9.50		Malt, extra dark
North Carolina Corn	2.65 4.00 7.00		Coburger, imported
Mountain Corn	3.75 5.00 9.50		Base Ale, pints
Jumacia Rum	2.00 4.25 7.50		Guinness Stout, pints
Medford Rum	3.75 5.00 9.50		
Grave Brandy	3.75 5.00 9.50		
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