

ORGANIZING FOR GOOD ROADS.

A league in the interest of good roads has been formed in Monroe County, and it is to be hoped that the example thus set will speedily be followed by all the other counties in the State. In October a number of intelligent, public-spirited citizens met at Chicago and organized a National League for Good Roads. In order that this body may accomplish the best results it is vitally necessary that it should be supported by local leagues in every school district. The National League has issued a circular of instruction for the formation of these local leagues. Any four citizens of the same school district, or other local division, upon application to the National League—whose headquarters are in this city—will receive a charter and authority to organize a local league. It is the intention of the National League to issue a weekly newspaper as soon as its finan-

[WITH 12-30-92]

[WITH 12-30-92]

ARK DAILY TRIBUNE, MONDAY

cial condition will warrant the outlay. Meanwhile the members of all the leagues which may be formed will receive at a merely nominal cost a good supply of reading matter relating to the subject of good roads in its many phases.

We take it that these local leagues will soon spring up in all sections of New-York and of her sister States. For it is evident, as we have before pointed out, that the great general public has become thoroughly aroused to the necessity of road reform. The United States may "beat all creation" in many things, in most things; but when it comes to roads we are nowhere. As a rule our roads throughout the rural districts are poor, while the means employed to repair them are distinctly unscientific and unsatisfactory. The country has made amazing advances in a thousand directions during the last half-century, but the average road of to-day is not materially better than the road of the forefathers. Realizing all this, the road reformers have come to the front of late years, and they have already accomplished much by their well-directed efforts. But if the reform is to be thorough, if it is to benefit the entire country, if it is to be pursued along the most approved lines, if no serious mistakes are to be made, there must be the fullest and freest discussion based upon ample knowledge of the subject.

Hence the desirability of the speedy formation of local leagues. In a multitude of counsellors there is wisdom. To-day a large number of persons in all parts of the country have reached this stage of road reform—they are dissatisfied with the existing roads, they realize that the existing methods of road improvement are mere makeshifts, but they are not clear just what ought to be done. The local leagues would give these people an opportunity to compare notes, it would furnish them the information upon which they could proceed to do something in the right way, and it would bring them in contact with the leaders of the reform who have given the problem much study. It is perhaps proper to add that it is stated in the circular referred to that "members of the local leagues will not be required to sign any articles of association or other document; they will incur no liability of any kind, and may terminate their membership at any time."

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ATCHISON, TOPEKA & SANTA FE R. R.

PRESIDENT'S OFFICE.

ALLEN MANVEL,
PRESIDENT.

9946

IN REPLY QUOTE NO.

Chicago, Dec 30th, 1892.

Prospectus Montana Central R'y.

James J Hill Esq.,

President Great Northern R'y.,

St Paul.

Dear Mr Hill:

I am obliged for yours of December 28th enclosing
the prospectus of the Montana Central R'y.

Yours truly,

A. Manvel
President.

RUSSELL FREEMAN & CO.
PUBLISHERS,
1010 PIONEER PRESS BLDG.
SAINT PAUL.

12/30/92 -

My dear Sir,

Upon the return
of the specimen of "Victor
Clay" sent for your inspection
some time since I observed
that you retained the
contract relating to the
Holland Edition

It has occurred to me that
in so doing you may have
purposed to indicate your
desire to become a subscriber
and I beg to ask if you
have thus decided.

It would afford me great
pleasure to place a set in
your library and I shall be
most thankful for a favorable
response. Yours very truly,
The J. J. Hill. Russell Freeman

M.H.D.

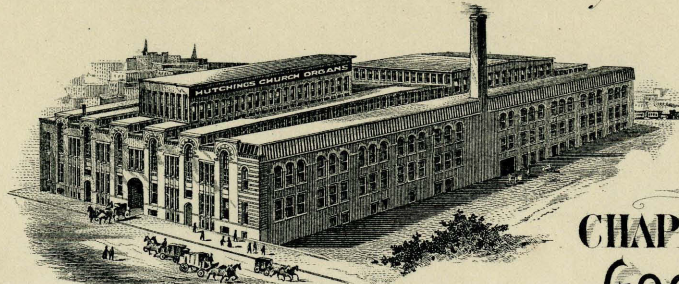
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book.

J.J. R.

1/2/93

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AND
CHAPEL ORGAN BUILDER
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Nos. 23, 25 & 27 IRVINGTON STREET,
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TAKE HUNTINGTON AVENUE CAR ON TREMONT ST.

Boston Dec. 30, 1892. 189

J. J. Hill, Esq.,
St. Paul, Minn.

Dear Sir:-

Within two or three weeks one of our tuners
will be in Minneapolis and St. Paul, and if you would
like to have him call at your house and tune and put
your organ in order, if you will kindly drop us a note
we will instruct him to call.

Very truly yours,

*Geo S Hutchings
per J. P. Estabrook*

Dictated by H.

*W. H. Hill
Hutchings call
at home and
tune organ
Answer Jan 5/93*

St. Paul, Minn., Dec. 30th, 1892.

Dear Sir :-

Your stock certificate is duly executed and in the hands of the Book-keeper at the office of Rogers & Ordway.

Please call, sign stock book, and receive the Stock Certificate.

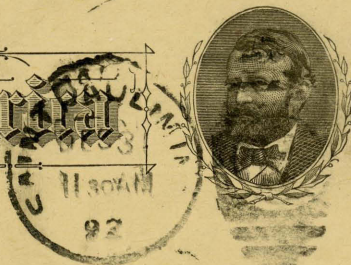
Yours truly,

Northwestern Cordage Co.

POSTAL CARD ONE CENT.

United States of America

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J. J. Hill, Esq.,
President, G.N.Ry.Line
City.



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