

Dwight Star and Herald.

Entered at the Postoffice in Dwight, as second class mail matter.

ZIMMERMAN & DUSTIN.

Subscription Price, \$1.25 Per Year.

Bichloride of Gold Club.



H. W. SHEPARD, REPORTER.

ITEMS OF INTEREST

Picked Up at the Club Rooms and Various Parts of the City.

Be sure and register or you are not in it when voting time comes.

Confectionery of all kinds, nuts, cigars and temperance drinks at C. L. Webster's.

All kinds of temperance drinks at C. L. Webster's, corner Franklin and East streets.

The club expects to move into their new quarters in the south part of town sometime next week.

Mr. W. O. Duncan, of Columbia, Mo., addressed the boys in a short speech of graduation, Thursday.

Mr. E. J. Atkinson, of Chicago, is now chairman of the amusement committee. He will doubtless give us some excellent entertainments.

J. A. McCambridge left Dwight for his home in Morris Friday. Mack has made many warm friends while here, especially among the fair sex, who are sorry to see him leave.

Mr. H. M. Brent was among the graduates of Wednesday. His graduating address to the club was full of cheerful encouraging words, and we have no doubt that his battle with temptation will be victorious.

The song service last Sunday morning was of unusual interest. Col. Nate A. Reed made a short talk and Rev. Cole, pastor of the Congregational church in this city, gave his position on the Keeley treatment.

Mr. King of Englewood, Ill., was among the prominent graduates of Monday. In order to meet the requirements of every good club member Mr. King was compelled to make a few parting remarks to the club on his graduation.

Mr. J. P. Cranwell made a short graduating address to the club Wednesday. Mr. Cranwell has been a prominent member of the club, and has worked earnestly for its advancement. His many friends are pleased to see him start on a new life with such courage and hope.

President Rowell was unexpectedly called home Monday. He bade the club an affectionate farewell and his remarks were listened to with attention by all. Mr. Rowell has made many friends during his stay in Dwight, who earnestly wish him the success in life he deserves.

Mr. Monroe, vice-president of the club elected last Thursday, resigned his office Saturday and left for his home. Before leaving he made a short address to the boys in which he stated that his course in the future should depend on the effects of the treatment received at Dwight.

Hon. Harry A. Porter, of Chicago, is visiting the club this week. Mr. Porter has been a graduate now only about ten days, but he has been to Chicago and resisted temptation with the greatest success. He has been president of the club and is well and favorably known to all the boys.

Mr. Fred G. Waite, of Nebraska, writes: "I am feeling simply out of sight, and haven't the least desire to drink anything in the nature of intoxicants. The Keeley cure has cured me." Mr. Waite was a prominent delegate to last February's convention, and will be remembered with pleasure by many.

Ex-President Adams, of New Orleans, La., was prominent among the graduates of last Wednesday. Mr. Adams has been one of our most popular presidents, and aside from his acquaintances in the club room has made many friends among our citizens. Our best wishes go with him for future success in life.

On motion of Mr. Adams Tuesday morning, it was ordered that hereafter no music books or any property of the organization be taken from the club room, and the secretary's authority to grant permission to take such articles away be revoked. The motion was carried unanimously, and hereafter less music will be found missing.

A member of the Bichloride of Gold Club returned Wednesday from Dwight where he delivered two patients who will receive treatment for dipsomania. While at the institute he looked over the arrival register for March, and found that during that month they had received 1,073 patients all to be treated for alcoholism. Of the number 200 were women. The men were classified in business occupations as follows: Commercial travellers, 240; business men

and mechanics, 300; lawyers, 148; farmers, 100; physicians, 67; ministers and priests, 19.—Streator Ind-Times.

W. H. Judd, of Cresco, Iowa, made an excellent graduating address to the club Thursday morning. Mr. Judd's remarks seemed to spring from the heart, and they went straight to the hearts of all who heard them. If all left Dwight with the confidence Mr. Judd does we feel sure the 5 per cent who fall would be materially lessened.

Mr. Pattison, of Freeport, Ill., graduated with high honors Wednesday night and told a short bit of his experience to the boys at the club the next morning. Mr. Pattison has been a minister in his lifetime, and in his remarks he said that if the path of his future life should ever again take him to the pulpit he would never be ashamed of the club button.

Lyman H. Lyon, of New York, an earnest worker for the Keeley cure and graduate of some four months ago, visited the club and friends in Dwight this week. He reports work progressing all along the line, and says that the Keeley cure will eventually cure the world. Mr. Lyon was at one time a member of the board of directors of the Bichloride of Gold Club of the World.

Every club member should make a short talk to the club before he leaves to enter upon a new life. No one knows except those who have been through the mill how much confidence it imparts to those under treatment by these short graduating addresses. It is a duty every member owes to himself, to the club, to his friends and to the Keeley treatment, to say a few words to the boys before he leaves perhaps forever.

Mr. John C. Foley, of Marseilles, Ill., was elected president of the club last Thursday morning. Mr. Porter, of Chicago, made the nominating speech in his usual forcible and convincing manner. Mr. Foley has been vice-president the past term and filled the position with ability. He is an excellent newspaper man, and will do credit to the position with which the club has honored him. Mr. H. G. Coulter, of Peoria, was elected vice-president.

Col. Nate A. Reed visited Dwight Saturday and Sunday and took part in the Sunday morning exercises at the Club. The Colonel delivered a rousing lecture on the Keeley cure in Morris, Ill., last week. Mr. Reed says the Banner of Gold is meeting with grand success. Mr. Fuller, of Chicago, an old newspaper man, is now representative of the Banner of Gold in Dwight. We send the STAR and HERALD and Banner of Gold for \$2.50 per year.

New Club House.

The old Club house has been remodeled and renovated throughout and will be used by the B. C. of G. Club for offices, writing rooms, etc. The annex is separate from the house and has been enlarged and remodeled and will be used as a club room and for entertainments. The location is very desirable, the grounds being very nice and generously filled with large shade trees. The club will occupy their new quarters soon.

TEMPLE OF HONOR.

The Members Meet and Pass Resolutions Endorsing the Keeley Cure at Rockford, Ill.

The following preamble and resolutions received the unanimous approval of Forest City T. of H. and T. at their meeting last evening.

Whereas, There is now being operated in this city an institute for the cure of drunkenness by Leslie E. Keeley, of Dwight, Ill., the grand results of which are apparent on every hand, in restored manhood and happy homes, and

Whereas, The Temple of Honor and temperance has for nearly half a century directed its best efforts to the suppression of the vice of intemperance and the promotion of virtue and honor, and since it daily with joy and pride has seen its efforts triumphing over vice and conquering the strongest of men, therefore it is Resolved, That we heartily endorse and commend the Dr. Leslie E. Keeley cure for drunkenness, as practiced with such gratifying success at his institute in this city, and deem it worthy of our cordial support and sympathy as being an invaluable adjunct to the cause of temperance and virtue. That the doors of this temple are ever open to receive and its members ever ready to assist those graduates who wish to lead a higher and nobler life.

S. E. KANE,
H. PHILLIPS,
W. J. MCKAY,
Committee

COUNTRY ROADS.

(NUMBER FOUR.)

My April CROP BULLETIN told you of the meeting at Springfield; also of the very interesting papers relative to the road question, which were then read. Some of them have already been printed for public circulation. The Executive Committee of the Illinois State Road Association held a meeting recently in the City of Springfield, and agreed upon a line of practical work. The carrying out of the details and the compiling of the results has been assigned to me. The more I look over this question, and the deeper, I was going to say, in the mud I get, the harder work it seems to me to get

upon dry land, and if we ever reach the goal we are trying to gain I think it will come very largely through two directions. The one will be by compulsion, and the other arise from the density of population and the actual demand and necessities of the case. I have often wondered why it is that the roads in France and England, and, in fact, in the whole United Kingdom, are of such a high character and so far above anything we have in this country, and I think we can trace those roads to this great density of population to which I have referred.

Adam Smith, whose great work on "The Wealth of Nations" has, perhaps more than any other cause, influenced commercial legislation, both in this country and in other lands, used no uncertain language on the value of public roads as one of the first necessities of civilized life and national prosperity. Splendid roads had been constructed centuries before his time. Their continued existence fifteen hundred years after their construction, proved the skill and care of the master minds who planned and built them; but they were constructed in the interest of war. Roads had to be built to move armies for conquests. Roads then became essential to hold the conquered country. In these commerce had no element or consideration. Indeed, it is not difficult to see that public roadways become thus the terror of nations. To-day, in this civilized nation, fortunately, we do not have to move armies for conquests, but we must move food to feed the nations of the earth, and now for a period of nearly six months, the condition of our country roads have been such that it has almost been an impossibility to move enough "stuff" to supply the natural demands which commerce has made upon us. But to business. I have received, during the present month, quite a large number of letters from men who have taken great interest in this road question, and have written to me in response to a circular letter which I recently sent out, asking for the following information:

Have you any hard roads in your township? If yes, please state their nature and character. Have you any tile roads and what has been the result? What is the cost of your permanent roads? What benefit have you derived from them? The condition of business in your town resulting from good roads in contrast to bad? Is there any general interest among farmers on this subject, and what seems to be the matter and difficulty in the way of establishing good roads?

From what I have said, the nature of this article and those I shall write in the future embody the result of the investigations the foregoing questions have brought out. The first letter comes from Kane county, in the northern part of the state of Illinois. A very rich and thickly settled area contiguous to Chicago, and I think the facts which this letter brings out very plainly show that the good roads can be clearly traced to the fact that farmers have been compelled to build them in order that the particular line of their work would render it impossible to pursue it if the roads were in bad condition.

The writer goes on to say that they have many hard roads now. Their best roads are tiled so that water will not accumulate, but soon run off after a heavy rain. Our hard roads were made by grading and making them higher in the middle, sloping each way and then hauling on a heavy coat of coarse gravel. When this is done early in the season, say May or June, the gravel becomes hard and packs and is not cut by deep ruts during freezing and thawing in the winter. We have roads that were graveled ten or fifteen years ago and have a good, hard road-bed now. But where the roads were made flat and a thin coat of gravel hauled on, water would stand a long time after a rain. The roads would be cut up and mixed with clay and become almost impassable. This is a great dairy country. Farmers are daily hauling milk to the factories or depot to ship to Chicago, so they have a general interest in having good roads over which they can haul milk all the seasons of the year.

There should be double tracks, a hard gravel track and a clay track, one for wet weather and the other for dry weather. It is much better for horses to travel on clay roads in a dry time. Where stone quarries are plenty and easy of access, stones pounded up and packed into a road make it more durable where heavy loads are constantly being drawn over them.

The next letter comes from Marshall county:

"We have many permanent roads in our township. Their nature are a rich, black loamy soil, and when much rain falls, lots of mud. A great many of the roads have been tiled, which has been of great benefit to them. The cost of these roads is hard to get at, as when the county was settled, years ago the roads were left gratuitously by the people. Of course each township spends from \$800 to \$1,500 on roads and bridges, besides the so-called poll-tax, which I think generally is an injury. The town, when roads are good, is lively, but when the roads are muddy, it is dead. Days and weeks this winter there has not been one load of grain in. The subject is attracting very much attention through this neighborhood, and the farmers are determined that the question shall be worked up in our next Legislature. I think that there ought to be one good road through each township, leading to the principal market town, either graveled or macadamized."

We have heard a great deal about the gravel roads of Decatur, Macon county, which is in the central part of the state of Illinois. The following letter gives very interesting facts with regard to the cost and general utility and benefits which have arisen from the building of hard roads.

"I am living in Decatur now, but I drive out to the farm at Harriestown every day, rain or shine, therefore I am in a position to form a good opinion of the roads. It is ten miles off so you will perceive I have used the roads some this winter, in fact more than I ever used them before for the same length of time. In the first place, when I start out in the morning, I have one mile of road that has been graded up well in the middle and the water runs off well and it never was very bad this winter, and then I have the township line, which is that is just splendid all the time. The way it is made is to ridge it up well in the center with a road grader and then cover it with gravel one foot deep and eight feet wide and it makes a first-class road in all weather. We have plenty of gravel on the Sangamon river, which costs 10cts. a yard at the bank and from \$1200 to \$1400 per mile on the road, according to the distance hauled.

I think there is about 15 miles of it made at Decatur, or starting at Decatur and branching out north, south and west. Next I take to the township commissioners of Decatur township are going to make more out east, and then this will make four beginning north, south, east and west, and I tell you it makes a permanent road at all times. We are agitating an extension out our way at Harriestown. Another thing that I take to is that the township line, which joins Harriestown on the west, and it will be about five miles from Decatur township line to our farm, and I propose to give \$500 toward it, or \$100 per mile. Then I can drive it at any season of the year in one hour and a quarter if I want to, while the roads taken in to our farms besides pulling my team to death. We keep two horses and two cows in town, and I have not been able to haul a full load this winter or spring, but just what I could haul in my spring wagon, so you may depend I am in favor of good roads. Another thing that farmers would take to their corn marketed if we had hard roads, but as it is they cannot turn a wheel. I am truly glad you are in such a good cause, for I believe that America has the worse system of public roads of any county in the civilized world, and we have always been content with the idea that when our roads are good they are the best on earth and when they are bad, they are the worst on earth.

Of course we have lots of tile put on the roads, and that helps some, but they will get muddy nevertheless, but tile and grade and then gravel and you have got your permanent roads. Our roads are the worst drawback to Illinois, and I feel glad that there seems to be some action in the matter.

The following letter is also from Decatur, and brings out the fact that "Hay and straw are for sale along our gravel roads all winter because it can be hauled into Decatur."

"We have in our township two and a half miles of gravel road and we are very well satisfied with it so far, and our people are clamoring for more of the same kind. We have not tiled any specially for the winter, but the cost of our gravel road so far has been about \$1200 per mile, that depending on the length of the haul. The benefits we derive are good roads all the year around, and we have quite an increase of travel whenever other roads are soft. We find also that hay and straw find their way along our road, because it can be hauled into Decatur when they cannot haul it on the soil road. There seems to be a general interest in our town. There would be no difficulty in establishing general roads if we had plenty of gravel and could raise the money to pay for it.

The town of Decatur started graveling from the city on four different roads, and have gone as far as their town line on the north, then our town took the fever and extended it the two in all north of Decatur, four miles and extends by my farm one-half mile or more, so I have a good road at all times of the year and I appreciate it highly. We hope to be able to do more as soon as possible and the effort will be made to collect road tax in cash instead of labor, as we now do, so as to let the road commissioners use such portions of it each year as can be spared for graveling. I would suggest that if we had a common sense law for levying road tax and expending the same, we would do our graveling much cheaper and money would go farther than we can do under our present law, which is too cumbersome and entirely too much law. I am for good roads for all the year."

Tornado and Cyclones

Tornadoes are becoming more frequent in this state, and to guard against loss by wind storms, Chas. C. Romberger has made arrangements to furnish Tornado Insurance cheaper than ever before. Property owners should not delay but call at once and secure a policy at once of CHAS. C. ROMBERGER.

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8 to 9 A. M.

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DR. SCHRAM.

9 to 10:30 A. M.

2 to 3 P. M.

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GEO. HART.

Dwight, Ill., February 10, 1892.

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Clothes Pins, 6 doz.....	5c	Lace Curtains, per yard.....	15c
25c Clothes Brushes.....	10c	50 Gents' Shirts.....	25c
25c Glassware.....	10c	100 " ".....	75c
25c Dishes.....	5c	75 Ladies' Combination Suits.....	50c
Lamp Chimneys.....	5c	25c White Dress Goods.....	12½c
Tooth Picks.....	5c	Gents' Gloves, one-third off.	

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