

We are not in the habit of borrowing matter, from any paper, but we cannot resist the temptation of copying from the *ADVANCE* of last week the following article on

MANNERS OF THE ROAD.

"It is commonly said that every one has a right to the road. This is practically true, and comes about in this wise. You and I meet upon the road—our legal rights are exactly equal, and both have a right to go our several ways without obstruction, so, popularly, we say I own half and you half. The law steps in to facilitate matters, and direct each to turn to his right hand. This is true whatever the load or team; for if one can drive such a team that another can pass him but with difficulty if at all, then the rights are no longer equal. No one has a right so to load his team as not to be able to give up half the track to whomsoever demands it."

A footman may choose the part which pleases him or any portion of his right hand half of the way, and the team must yield it to him. This is clearly so in winter, and no man is obliged to step into the snow for one or two horses. This is the law and the court awards it.

The first requirement of the road manners is good nature and an accommodating spirit. Do to others as you would have them do to you. Always be willing to yield more than half the space, then you will be pretty sure to be equally well treated. They who exact inches will have inches exacted of them. If your neighbor has a heavy load, consult his convenience as far as possible; you may sometimes be loaded. It has become a practical rule of courtesy to turn for heavy teams, especially in winter, and when the roads are heavy. But remember it

was a favor, not your right, and one which, I am sorry to observe, is not always borne in mind.

When a team comes up behind you, that team has a right to a reasonable space and opportunity to pass on—in fact to half the road for that purpose—and your obstructing him in his lawful desire is both bad manners and bad law. If your load is heavy, do the best you can. In most cases the very least that can be asked is that you should stop. This is particularly so in the winter, when it is a heavy tax on a team to force it into a trot in a deep snow, or deep mud, or frozen or deep ruts—made necessary by your continuing to move on."

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GOING SOUTH.

No. 2. Mail 11: 47, A. M.
No. 4. Ex. 2: 25, A. M.

ACCOMMODATION.

6: A. M. 8: 17 P. M.

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