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Price 10 cents. For sale by all newsdealers.

I. ARCHÆOLOGY.—The Old Stone Mill at Newport.—By J. P. MACLEAN.—The origin of the old stone mill.—A probable solution of the problem of its origin. 14130

THE DANFORTH CASE.

Danforth was an assistant engineer on the U. S. S. Philadelphia on a recent voyage. On the morning of November 5, he was in charge of the engine room and engaged in testing the capstan steam pipe with steam up.

"I sent him word that I was testing the capstan steam pipe and would come just as soon as I could find some one to relieve me. Then a peremptory order came and, leaving everything, I went on deck.

This testimony was not impeached before the court martial nor was it denied that Danforth is a faithful and efficient officer, his record being, up to now, without blemish.

GOOD ROADS.

The subject of good roads is now occupying a great deal of attention on the part of the public. The American nation appears to be gradually awakening to the fact that the bad roads of this country are unworthy of its position among the nations.

This is what a mud blockade may mean. The State or region directly affected, the railroads traversing it, and the country at large may all suffer for it.

Thus we find ourselves very archaic in the matter of roads. It is stated that in Illinois alone the loss to the community from bad roads last year was as much as \$16,000,000.

The subject of deserted farms has been a subject of concern in the New England States. A farm whose outlets in the spring and fall months are but canals of mud and cobblestones is justly unattractive to the young.

The agitation for good roads was originally undertaken by the League of American Wheelmen. This is an association of bicyclists. On bad roads the bicycle rider is at a great disadvantage.

surface. The agitation began to spread. The carriage builders have justly felt that good roads would give them an enlarged market, and have joined the movement.

A CARRIAGE BUILDERS' SCHOOL.

The National Association of Carriage Builders held their 20th anniversary recently in Buffalo, New York. Among the subjects treated a particularly important one, and interesting in view of the general movement for the advance of technical education, related to the establishment of a carriage builders' technical school.

As the representative of practical technics in this vicinity the Stevens Institute at Hoboken afforded an obvious opening for the foundation of such a course. The Institute for many years has graduated from its curriculum engineers in the true, practical sense of the term.

The faculty of the college have taken a special interest in the carriage builders' school, such as it is. It seems very natural, therefore, that by a slight addition to its force, the Stevens Institute of Technology might supply the needed college for carriage builders.

Such in general, with added lectures by specialists, is the programme as suggested by Dr. Henry Morton, the President of the Institute. To carry it out, money is required, and the collection of such money is now being attended to by the association.

The situation of the Stevens Institute of Technology is particularly available, being so readily reached by ferries both up and down town in this city.

Carriage building is rapidly developing and bids fair to become a true profession. The past year has witnessed remarkable results obtained by the introduction of ball bearings and pneumatic tires on racing wagons, and it is hard to believe that the day is not near at hand when vehicles of luxury will be thus equipped.