

THE RICHMOND PALLADIUM AND SUN-TELEGRAM

Published Every Evening Except Sunday, by
Palladium Printing Co.
Palladium Building, North Ninth and Sailor Sta.
R. G. Leeds, Editor. E. H. Harris, Mgr.

Entered at the Post Office at Richmond, Indiana, as Second Class Mail Matter.

Road Expenditures Increase

"Rapid increase in total expenditures for roads and bridges, growth of building and maintenance activities under State supervision, and a sharp decrease in the proportion of contributions in the form of statute labor mark the development of highway work in the United States during the past 12 years," says a bulletin of the Department of Agriculture.

"The total length of public roads in the United States outside the limits of incorporated towns and cities was about 2,452,000 miles on January 1, 1916. Of this, about 277,000 miles, or 11.3 per cent, were improved with some form of surfacing. The mileage of surfaced roads has been increasing at the rate of about 16,000 miles a year, and in 1915 approximately one-half of this increase was made under the supervision of State highway departments. In addition these departments supervised the maintenance of nearly 52,000 miles of main and trunk line roads.

"The increase in expenditures for road and bridge work in the United States has been from approximately \$80,000,000 per year in 1904 to about \$282,000,000 in 1915, an increase of more than 250 per cent. The expenditure of State funds during this same period increased from about \$2,550,000 to more than \$53,000,000. In

addition, more than \$27,000,000 of local funds was spent under State supervision in 1915, bringing the total road and bridge expenditures managed by the States to \$80,514,699. This amount is greater than the total expenditures for roads and bridges from all sources in 1904."

Highway Day

One day has been set apart in the State Centennial celebration at Indianapolis in recognition of the part highways played in the development of Indiana. It is a strange coincidence that October 12 has been selected, for this is the day on which Columbus discovered America and opened up a new route of travel. Millions since then have crossed from Europe to make America their home.

One need not be a deep student of history to know that civilization follows trails and roads. The development of a country depends entirely upon transportation. If a farmer by reason of bad roads cannot market his crops, all his hard work is set at naught. If an industry cannot market its output, it is forced to close its gates.

The development of roads in Indiana was one of the powerful agencies in the development of its resources. The Old National Road, running through Richmond, was one of the big highways that brought settlers to the west. Many a district in Indiana was settled quickly because pioneers were able to reach the state over this road.

Dr. I. S. Harold is responsible for the state celebration on October 12. Committees have been active all over the state arranging for large turnouts of automobiles to travel along the historic highways to Indianapolis. Wayne county, being the western gateway through which the National Road enters Indiana will take a prominent part in the day.

Famous Dancer Returns to U. S.



MISS MARGARET LADD
ENTRANT SERVING.

Extensive ranches, sombreros and six-shooters are so deeply associated with Texas in the average mind, that it is hard to realize the Lone Star state has produced some geniuses of the finer arts. It remained for Miss Margaret Ladd, born on a Texan ranch, to attain the distinction of being the first American girl to occupy the position of premier danseuse at the famous Opera Comique, in Paris.

Miss Ladd went to Paris six years ago and rapidly climbed the ladder of fame. She has never danced in this country, but is arranging a tour for the coming winter.

The picture shows Miss Ladd in a pose from her "Bacchanala" dance.

The "Crevice"

"There's a man outside who wishes to speak to you, sir. Says his name is Hicks, but won't tell his business."

Blaine looked up from his paper.

"Never heard of him. What sort of a man, Marsh?"

"Old, white-haired, carries himself like an old family servant of some sort. Looks as if he'd been crying. He's trembling so he can scarcely stand, and seems deeply affected by something. Says he has a message for you, and must see you personally."

"Very well. Show him in."

"Thank you for receiving me, sir." A quavering old voice sounded from the doorway a moment later, and Blaine turned in his chair to face the aged, erect, black-clad figure which stood there.

"Come in, Hicks." The detective's voice was kindly. "Sit down here, and tell me what I can do for you."

"I bring you a message, sir." The man tottered to the chair and sank into it. "A message from the dead."

Blaine leaned forward suddenly.

"You were—"

"Mr. Rockamore's valet, sir, and his father's before him. I loved him as if he were my own son, if you will pardon the liberty I taken in saying so, and when he came to this country I accompanied him. He was always good to me, sir, a kind young master and a real friend. It was I who found him this morning—"

His voice broke, and he bowed his head upon his wrinkled hands. No tears came—but the thin shoulders shook, and a dry sob tore its way from the gaunt throat.

Blaine waited until the paroxysm had ceased, and then urged, gently: "Go on, Hicks. You have something to tell me?"

"Yes, sir. The coroner and the press call it accidental death, but I—may God forgive me for saying it—I know better!" He left word where none could find it but me, that you knew the truth, and he made me give you this!"

He produced a large, square envelope from an inner pocket, and extended it in his trembling hand to the detective. Without glancing at it, Blaine laid it on the desk before him.

"Where did you discover this?"

"There is a flat, oblong casket of old silver, shaped somewhat like a humidor—a family relique, sir—which stands upon the center-table in the den.

Whenever Mr. Rockamore had any message to leave for me in writing, concerning his confidential business, which he did not wish the other servants to have access to, he always slipped

it into this casket, and he bowed his head upon his wrinkled hands. No tears came—but the thin shoulders shook, and a dry sob tore its way from the gaunt throat.

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