

IN MEMORIAM.

A Tribute to the Memory of Mrs H C Ingram, of Star, N. C.

Some four years ago I first went to Star, a comparative stranger to the people of that place. It was there I met for the first time Mrs Flora Ingram wife of Mr H C Ingram.

It is hard for me to realize that she is gone from her home and friends. For about a year she was my kind friend and adviser, ever ready to give sympathy, and aid when called upon.

We miss her face in the church and Sunday School at Star.

We all miss Mrs Ingram, her friends, her pastor, her husband and her children. She loved her church and her preacher, and her door stood open to the stranger. Hers was a rare beautiful character, and to know her was to love her. I wish I were able to do her justice.

Mrs Ingram was born in Randolph county near Concord church, and was in her 55th year, she had been married to Mr Ingram 30 years. She had been a member of the Methodist church 40 years. During the year that I knew her I learned to love her more and more as the days went by, and her lovely disposition unfolded itself to me.

It was an inspiration to higher and nobler things to talk with Mrs Ingram. She always managed to keep the conversation in the right channel, and she could find good and point it out, in every one she spoke of. When I looked around in church last Sunday I missed the beautiful, bright, happy face, her place was not filled, nor will it be soon, if ever.

On the 25th of Dec 1905, Christmas day, while the glad anthems of praises were being sung over all this land of ours, the beautiful spirit of Mrs Flora Ingram passed quietly and peacefully away. We shall see her no more upon earth, but we know "all is well. It is with a sorrowful heart that I lay this little wreath all wet with my tears upon the new made grave of my dear and valued friend.

Judge Bynum's Hot Blast.

In his argument before the Jury in the United States Court in Greensboro last week in the trial of G W Samuels for corruption and collusion with blockaders while acting as a revenue officer Judge W P Bynum used the following strong language about conditions in Wilkes county:

"This is the outcome of an infernal political row in Wilkes county, something that seems to actuate many Republicans in this State, who in their infernal lust for office, turned demons in their efforts to damn and blacken good men's character. Here you find in Wilkes county the hottest contest in the primaries between Linney and Blackburn for Congress. In the convention Blackburn triumphed and immediately began the unparaleled systematic vituperation of this man Samuel, one of Blackburn's strong supporters, by Linney's supporters, which never stopped when it reached the portals of this court. It was also a fight of old ex-revenue officers who were out against revenue officers who were in. Following the lead of higher officials these revenue outs, depended on getting office again by slandering those that were in. Look at it. Here is the United States District Attorney Holton. His name has been sent in for re-appointment, and here we have seen charges filed against him, and efforts made to blacken his character. It is the most relentless inhuman damnable state of affairs that ever existed or was permitted in any civilized country. Just let a man have the temerity or the capacity to seek or properly to fill a position, and here flop down a black brood of scavenger harpies and tear his heart out. "Here is Samuel. They all say that the prosecution in its opening argument admitted that he was one of the best men and best officers the government had ever had, and all witnesses say he bore an irreproachable name as an officer and citizen, until the Blackburn and Linney row started and since that time every means known to modern detective ingenuity has been brought into play to show that this man had suddenly become corrupt after a long of honorable conduct."

The New Cough Syrup—the one that acts as a mild cathartic on the bowels—is Kennedy's Laxative Honey and Tar. It expels all cold from the system, cuts the phlegm out of the throat, strengthens the mucous membranes of the bronchial tubes, and relieves croup, whooping cough, etc. Children love it. Sold by Standard Drug Co and Asheboro Drug Co, Asheboro, N. C.

A company has applied to the town commissioners of Albemarle for a franchise to install electric light and water systems. If the franchise is granted the company will lay a 6-inch water main along the principal streets, with 5-inch mains on some of those where exposures are not so great.

Have you been betrayed by promises of quacks, swallowed pills and bottled medicine without result except a damaged stomach. To those we offer Hollister's Rocky Mountain Tea. 35 cents.—Asheboro Drug Company.

A new telephone line is to be built between Thomasville and Lexington.

Methusala was all right, you bet. For a good old soul was he, They say he would be living yet, Had he taken Rocky Mountain Tea.—Asheboro Drug Company.

A man who once had rough horny-hands made them soft and smooth with Witch Hazel Salve, but he used the genuine—that bearing the name "E C DeWitt & Co, Chicago."

For sores, boils, cuts, burns, bruises etc, it has no equal, and affords almost immediate relief from blind bleeding, itching and protruding Piles. Sold by Standard Drug Co, and Asheboro Drug Co, Asheboro, N. C.

Consumption

There is no specific for consumption. Fresh air, exercise, nourishing food and Scott's Emulsion will come pretty near curing it, if there is anything to build on. Millions of people throughout the world are living and in good health on one lung.

From time immemorial the doctors prescribed cod liver oil for consumption. Of course the patient could not take it in its old form, hence it did very little good. They can take

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and tolerate it for a long time. There is no oil, not excepting butter, so easily digested and absorbed by the system as cod liver oil in the form of Scott's Emulsion, and that is the reason it is so helpful in consumption where its use must be continuous.

We will send you a sample free.

Be sure that this picture in the form of a label is on the wrapper of every bottle of Emulsion you buy.



Scott & Bowne Chemists 409 Pearl Street New York

VIOLATED POSTAL LAWS.

Discoveries at Winston-Salem Lead to Many Prosecutions.

The government has several clerks at Winston-Salem, whose duty it is to examine the packages of tobacco coupons that arrive there through the mails from all parts of the country. These coupons are collected, for which the tobacco companies offer presents.

A large number of people have been forwarding these coupons, and those who unfortunately enclosed a letter in the same package and mailing them as second class matter have been detected by the clerks at Winston-Salem and their names and addresses promptly sent to the Postoffice Department at Washington, and in turn forwarded to Postoffice Inspectors in their respective districts, who impose a fine of \$10 for each offense.

Subsidy Shipping Bill.

The subsidy shipping bill has passed the Senate by a vote of 38 to 27.

As passed, the bill establishes thirteen new contract mail lines and increases the subvention to the oceanic lines running from the Pacific coast to Australia. Of the ten new lines three leave Atlantic coast ports, one running to Brazil, one to Uruguay and Argentina, and one to South Africa; six from ports on the Gulf of Mexico, embracing one to Brazil, one to Cuba, one to Mexico and three to Central America and the Isthmus of Panama; four from Pacific coast ports, embracing two to Japan, China and the Philippines direct, one to Japan, China and the Philippines, via Hawaii and one to Mexico, Central America and the Isthmus of Panama.

The bill also grants a subvention at the rate \$5 per gross ton per year to cargo vessels engaged in the foreign trade of the United States, and at the rate of \$6.50 per ton to vessels engaged in the Philippine trade, the Philippine coastwise law being postponed until 1909.

Another feature of the bill is that creating a naval reserve force of 10,000 officers and men, who are to receive retainers after the British practice. Vessels receiving subsidies are required to carry a certain proportion of naval reserve men among their crews. The aggregate compensation for mail lines is about \$3,000,000 annually. No steam vessel of less than 1,000 tons is to receive aid under the bill.

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POINTS FROM CANADA

RULES FOR IMPROVING AND REPAIRING HIGHWAYS.

Canadian Commissioner's Advice For Keeping Up Good Roadways—All Work to Be Done With a View to Permanence and Durability.

A. W. Campbell, provincial highway commissioner of Ontario and one of the ablest exponents of good roads on the American continent, has formulated a set of rules which could be followed with profit by highway commissioners generally, says the Auto Advocate and Country Roads. These rules are printed in his annual report:

First.—Every good road has two essential features:

(a) A thoroughly dry foundation.

(b) A smooth, hard, waterproof surface covering.

Second.—The foundation is the natural subsoil, the dirt road, which must be kept dry by good drainage.

Third.—The surface covering is generally a coating of gravel or broken stone, which should be put on the road in such a way that it will not in wet weather be churned up and mixed with the earth beneath—that is, it should form a distinct coating.

Fourth.—To accomplish this—

(a) The gravel or broken stone should contain very little sand or clay; it should be clean.

(b) The roads should be crowned or rounded in the center so as to shed the water to the open drains.

(c) Ruts should not be allowed to form, as they prevent water from passing to the open drains.

(d) The open drains should have a sufficient fall and free outlet, so that the water will not stand in them, but will be carried away immediately.

(e) The open underdrains should be laid wherever the open drains are not sufficient and where the ground has a moist or wet appearance with a tendency to absorb the gravel and rut readily. By this means the foundation is made dry.

Fifth.—Do not leave the gravel or stone just as it drops from the wagon, but spread it so that travel will at once pass over and consolidate it before the fall rains commence.

Sixth.—Keep the road material raked or scraped into the wheel or horse tracks until consolidated.

Seventh.—Grade and crown the road before putting on gravel or stone.

Eighth.—If a grading machine is available, grade the road which you intend to gravel before the time of statute labor and use the statute labor as far as possible in drawing gravel.

Ninth.—A fair crown for gravel roads on level ground is one inch of rise to each foot of width from the side to the center.

Tenth.—The road on hills should have a greater crown than on level ground, otherwise the water will follow the wheel tracks and create deep ruts instead of passing to the side drains. About one and one-fourth inches to the foot from the side to center will be sufficient.

Eleventh.—Repair old gravel roads which have a hard center, but too little crown, and which have high, square shoulders, by cutting off the shoulders, turning the material outward and placing new gravel or stone in the center. Do not cover the old gravel foundation with the mixture of earth, sod and fine gravel of which the shoulders are composed. The shoulders can be easily cut off by means of a grading machine.

Twelfth.—A width of twenty-four feet between ditches will meet most conditions, with the central eight feet graveled or metaled with broken stone.

Thirteenth.—Wherever water stands on the roadway or by the roadside or wherever the ground remains moist or is swampy in the spring and fall better drainage is needed.

Fourteenth.—Look over the roads under your charge after heavy rains and during spring freshets. The work of a few minutes in freeing drains from obstruction or diverting a current of water into a proper channel may become the work of days if neglected.

Fifteenth.—Surface water should be disposed of in small quantities. Great accumulations are hard to handle and are destructive. Obtain outlets into natural water courses as often as possible.

Sixteenth.—Instead of having deep open ditches to underdrain the road and dry the foundation, use tile.

Seventeenth.—Give culverts a good fall and free outlet so that water will not freeze in them.

Eighteenth.—In taking gravel from a pit see that precautions are taken to draw only clean material. Do not let the face of the pit be scraped down, mixing clay, sand and turf with good gravel.

Nineteenth.—Gravel which retains a perpendicular face in the pit in the spring and shows no trace of slipping is generally fit to use on the road without treatment. Dirty gravel should be screened.

Twentieth.—Plan and lay out the work before calling out the men.

Twenty-first.—When preparing plans keep the work of succeeding years in view.

Twenty-second.—Call out for each day only such number of men and teams as can be properly directed.

Twenty-third.—In laying out the work estimate on a full day's work from each man and see that it is performed. Specify the number of loads of gravel to constitute a day's work. Every wagon box should hold a quarter of a cord.

Twenty-fourth.—Make early arrangements for laying on the road when required and in good repair all implements and tools to be used in performance of statute labor.

Twenty-fifth.—Do all work with a view to permanence and durability.

Good Roads For Indiana.

The Indians of the Choctaw tribe, in Indian Territory, have formed a good roads association.

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The Sun's market reports and commercial columns are complete and reliable, and put the farmer, the merchant and the broker in touch with the market of Baltimore, Norfolk, Charleston, New York, Chicago, Philadelphia and all other important points in the United States and other countries. All of which the reader gets for one cent.

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The Sun is the best type of a newspaper, morally and intellectually. In addition to the news of the day, it publishes the best features that can be presented, such as fashion articles, and miscellaneous writings from men and women of note and prominence. It is an educator of the highest character, constantly stimulating to noble ideals in individual and national life.

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