

THE RAZOR-BACK HOG.

How and Where He Got His Name and Good Repute.

One of the best, and apparently not the least appreciated, of the many important food products which America sends to England and France is the celebrated 'Smithfield' or 'razor-back' ham. For about 35,000 of such hams are annually shipped to those countries from this city, said a leading exporter of provisions a day or two ago. In England, where the domestic hams have a tendency to be fat and coarse, the Smithfield hams have among connoisseurs a very high reputation for sweetness and a great delicacy of flavor, both of which qualities are not thought to be excelled by even the famous Westphalian hams of Germany. As the British consumer is willing to pay a high price for the product, some of our choicest 'razor-backs' are exported to John Bull's markets.

The name 'razor-back' is derived from a small town on Pagan creek, near Norfolk, Va., where some hundred years ago the hams were first cured by a man named Todd, of Smithfield. The animal which produces the Smithfield ham is a semi-wild hog found in the mountains of Virginia, Kentucky, and Tennessee. The peculiarity to these regions is long, flat-sided, and has unusually long legs. It is not a prepossessing animal, but when properly fed it supplies a ham that is unexcelled anywhere in the world.

Much of the fine flavor that is characteristic of these hams is largely due to the care that is exercised by the farmers in feeding the hogs. In winter the young 'razor-back' is allowed to range wild in the woods and his meat thereby gains a gamy flavor by fall, when he is turned into a field from which crops have been gathered in order to fatten. In the district which produces the most Smithfield hams there are large quantities of sweet potatoes and peanuts grown.

Both these foods fatten the animal with astonishing rapidity, but the fat is still soft. So the next step is to pen the hog up and give him corn and plenty of clear water. With this diet the animal's flesh hardens quickly to the desired extent, and he is then ready to be killed. The curing is done with Liverpool salt and saltpeter, after which the hams are washed clean and slowly smoked for forty days over green hickory or red oak wood. Many farmers raise the hogs, but few cure them. They are sold to skillful curers, who supply the market.—Washington

Dismal Swamp Canal Reopened.

NORFOLK, Oct. 14.—The reopening of the old Dismal Swamp Canal was celebrated today and the canal officially opened to traffic. A party of 100 prominent railway and seamanship officials, representing many of the great lines of the Atlantic seaboard, went over the canal on the steamer Ocean View. The start was made from Norfolk this morning at 8:30 o'clock. Elizabeth City, N. C., was reached about 5 p. m. The fleet of inspection included the steamer Ocean View, tug Nettie, of Norfolk, and the torpedo boat Talbot. All three were locked through the locks at the lockage.

The canal begins at Deep creek, connects with Pasquotank river and is 22 miles long. Traffic through it has opened in good shape and barges drawing eight feet are going through without difficulty. The new waterway enables all light draft shipping to take the inland channel and avoid the dreaded Diamond Shoals. It also opens up to improvement thousands of acres of fertile land and a vast area of good hardwood and the timber.

Carolina Lumber King Dead.

Raleigh, N. C., October 16.—Mr. Albert Francis Page, the Moore county lumber king, died today after being unconscious for two weeks. Mr. Page was born in Wake county, N. C., in 1824, and was therefore in his seventy-seventh year. He was first engaged in the lumber business on a large scale in 1851, and in 1857 purchased the Aberdeen and West End railroad, now the Aberdeen and Asheville railroad. For a long time it was his habit of paying piece of railroad property to the United States. Some years ago he withdrew from it and it has since been operated and chiefly owned by his sons. He was one of the founders of the Commercial and Farmers' Bank of Raleigh, and also built the Raleigh Music and the Park hotel, the largest and most costly structures in this city. One of his last acts was to give \$5,000 to the Methodist church, the building being erected in 1887.

Brought Mules for England.

Bull Run, Tex., October 16.—Ed Stegman, a Texan, who was one of the leading mule dealers in mules and horses during the Spanish-American war, has just filled a contract with the United States government for 1,500 mules for service in South Africa in the war against the Boers.

These mules have been purchased at a price of \$100 each and shipped to the Texas towns and shipped to the four grounds awaiting the arrival of inspectors and receivers. They will be shipped via New Orleans.

CASTORIA.

The Kind You Have Always Bought

Prepared by J. C. Ayer & Co., Lowell, Mass.

Solely for medicinal purposes.

Small size for children.

Price 25 cents per bottle.

Be careful of cheap imitations.

Keep it in your medicine chest.

It will cure you.

ABOUT RAILROAD CARS.

What Some of Them Cost and What They Weigh.

An ordinary passenger car on a steam railroad costs from \$4,000 to \$5,000 and weighs 38,000 pounds, or 19 tons. A mail car, which costs from \$2,000 to \$2,500 and is shorter by about one-quarter than the ordinary passenger coach, weighs 32,000 pounds, or 16 tons. A baggage car without the baggage in it weighs 28,000 pounds, or 14 tons, and costs about as much as a mail car. A sleeping car is more expensive than any of the others, and it weighs a good deal more too. A plain, simple, but durable sleeping car, with observatory attachments, literary annex and culinary department, costs anywhere from \$10,000 to \$20,000. The average weight of a sleeping car is from 20 to 22 tons.

A full train in motion, as a little figuring will show, is no light affair. The ordinary weight of the railroad locomotive for passenger service, inclusive of tender, but not of fuel in the tender, is 40 tons. One baggage car weighs 14 tons and one mail car 16 tons, bringing up the weight of the locomotive and the baggage and mail cars to 70 tons. Six passenger cars at an average of 19 tons, weight of baggage, of the fuel carried and eight cars would be 184 tons, or 868,000 pounds, exclusive of the passengers and mail matter.

Fulling 184 tons along rails at the rate of 50 miles an hour or more is an achievement which has not been easily brought about, and the more the problem is studied the more clearly it is understood how far the mechanical work on railroads has been pushed. There were by the last figures reported 36,000 locomotives in use on the American railroads, 26,000 passenger cars and 8,000 mail and baggage cars. These figures seem large until compared with the number of freight cars on American railroads, and then they seem insignificant, for the number of freight cars in use is 1,250,000.

Freight cars among the railroad men are divided into four classes—flat cars, such as are used for the transportation of stone, machinery and lumber; box cars, such as are used for the transportation of grain, fruit and ordinary merchandise; stock cars, such as are used for cattle, and coal cars, such as are used for the transportation of coal and oil, those used for oil being supplied with tanks. The average weight of a flat or gondola car is seven tons. The car costs from \$300 to \$400. Box cars weigh a ton more and cost \$100 more each. Stock cars weigh eight tons each on the average. Coal cars weigh three tons each. It costs about \$200 to build coal or oil cars, and they are designed to carry five tons apiece. The weight of 50 coal cars is 150 tons and of their contents, if all filled, 250 tons, which, with locomotive and caboose added, make 420 tons as the weight of a train. It may be added roughly that the weight of loaded trains—passenger, coal or freight—ranges from 200 to 550 tons. The lighter the train the greater the speed. That's the railroad rule.—Boston Traveler.

Freeing a Domestic Eagle.

A friend of mine, who told me the story, had an eagle. He caught it when it was young, and had brought it up as far as he could like a domestic fowl. Having, in God's providence, to go over to the other side of the world, he was selling off everything. He wondered what he should do with his eagle, and the happy thought came to him that he would not give it to anybody, but would give it back to itself—he would set it free. And he then opened the place in which it had been kept and brought it to the back green. How he was astonished! It walked about, feeling as if this were rather bigger than its ordinary run, but that was all. He was disappointed, and, taking the big bird in his arms, he lifted it up and set it up on his garden wall.

It turned and looked down at him! The sun had been obscured behind a cloud. But just then the cloud passed away and the bright, warm beams poured out. The eagle lifted its eyes and pulled itself up. I wonder what it was thinking? Can an eagle recollect the crags and cliffs, the reveling in the tempests of long ago, the joyous thundering and the flashing lightnings? Pulling itself up, it lifted one wing and stretched it out—"by prayer and supplication"—and it lifted the other wing—"with thanksgiving"—and out-stretched it. Then it gave a scream and soon was a vanishing speck away in the blue heaven.—Presbyterian Banner.

Frick's Rise to Wealth.

Thirty years ago Henry C. Frick was a poor bookkeeper in a flour mill in Fayette county, Pa. He made his start in business by the purchase of a small interest in a coal mine near his home. The business grew steadily. In 1873, at the time of the panic, he was only 24 years old. The panic enabled him to acquire the whole plant, and then he began to spread. He bought everything he could in the way of coal land, and when the reaction came he found himself enormously wealthy.

At 40 he was master of the coal trade. In 1878 he took in a partner, E. M. Ferguson, and after that, in 1882, the Frick-Coke company was organized. Andrew Carnegie then became associated with Mr. Frick in the coal and coke business, and for many years the two have worked together. Mr. Frick is only 5 feet 4 inches tall, blond and slight. He is affable and generous and has great capacity for work and organization.

A Conundrum.

Here is a conundrum: An Irishman, a Frenchman and an American were waiting for a street car together. Soon one appeared in the distance. "He is coming," said the Irishman. "She is coming," said the Frenchman. "It is coming," said the American. "Why was it right? Most people answer, 'Why the American, of course.' But, no; the Irishman was right. It was a mail car.—New York Tribune.

A News Butcher Shot.

ASHEVILLE, Oct. 14.—A special to The Citizen from Marshall says that while train No. 12, bound for Salisbury, stopped at Hot Springs, a boy by the name of Sanders left the train. He secured a pistol and shot the news butcher, Will Crumbley, of Knoxville. Two shots were fired into the breast of Crumbley and it is believed that he will die. Mayor Ferguson, of Waynesville, took the pistol from the boy afterwards, when it was learned how serious the wounds were. The boy ran through the hotel grounds and was caught by Mr. Ferguson and turned over to the Hot Springs policeman. The news butcher was left in the waiting room of the station and medical aid summoned.

For International Action.

BERLIN, Oct. 16.—The German Foreign office announces that Germany would gladly co-operate in a courteously, though urgently, worded request to the Transvaal government to permit the creation of an international police force to protect the mines.

Emperor William will not visit England this year. He has made Queen Victoria a conditional promise to do so, but the altered political complexion has compelled him to abandon his intention.

Cost of the War.

Guntton's Magazine finds the cost of the war with Spain and the campaign in the Philippines between March, 1898, and June, 1899, to have been \$274,247,354. This figure covers only the increase of expenditure in the War and Navy Departments in the time named. But there were expenses connected with the war in other departments, and there have been heavy expenditures in the Philippines since June last, to say nothing of the bills yet unpaid.

Still Going North.

The colored people of the Rich Square section are still going to Virginia, New Jersey, New York and other states up north to live. About two hundred have gone from this section this year, and their absence has been felt in the making and housing of crops to some extent. Those who go are, for the most part, the able bodied and the thrifty men and women. The aged, the decrepit and the children are left behind.—Roanoke-Chowan Times.

THE COLUMBIA WINS.

Great Enthusiasm From the Excursion Boats.

New York, Oct. 16.—The Columbia wins the first of the international yacht races. She crossed the finish line ahead of the Shamrock amid great enthusiasm on the excursion boats.

The natives of Korea have developed a strong prejudice against the operation of electric cars in their country, owing to the fact that the company allows women to ride in the vehicles. This is regarded by the Koreans as a dangerous step toward women's rights.

Advices from Havana says that Governor General Brooke has issued an order formerly prohibiting bull fighting and cock fighting. The order provides a penalty of \$500 fine for an infringement of the bull fight prohibition.

Be Careful

No woman can be too careful of her condition during the period before her little ones are born. Neglect or improper treatment then endangers her life and that of the child. It lies with her whether she shall suffer unnecessarily, or whether the ordeal shall be made comparatively easy. She had better do nothing than do something wrong.

MOTHER'S FRIEND

is the one and the only preparation that is safe to use. It is a liniment that penetrates from the outside. External applications are eternally right. Internal medicines are radically wrong. They are more than humbugs—they endanger life. Mother's-Friend helps the muscles to relax and expand naturally—relieves morning sickness—removes the cause of nervousness and headache—prevents hard and rising breasts—shortens labor and lessens the pains—and helps the patient to rapid recovery.

From a letter by a Shreveport, La., woman: "I have been using your wonderful remedy, Mother's Friend, for the last two months, and find it just as recommended."

Druggists sell it at \$1 per bottle.

THE BRADFIELD REGULATOR CO. ATLANTA, GA.

Send for our free illustrated book, "Before Baby is Born."

Headache stopped in 20 minutes by Dr. Miles' Pain Expeller. "Once cent a dose."

The State's Insane.

Dr. Kirby, superintendent of the insane asylum at Raleigh, has returned from New York. While there he visited several insane asylums, among them one with 6,000 inmates. He asked the percentage of cures and was told 25. He was asked percentage at Raleigh and replied 65 to 70. At this great surprise was expressed and he was asked how such a high percentage was attained and replied that it was by the general treatment.

Dr. Kirby is now devising plans for giving light employment to female patients. He finds that they are thus employed, and most beneficially, at New York. Here they are idle and as a result the percentage of cures among them is not as high as among the male patients, who are employed.

Prices of Southern coal are rising.



THE NEW YORK

Mrs. Nannie Weatherly.

Millinery Headquarters!

WHERE YOU WILL FIND

The Latest Styles and Reasonable Prices.

109 E MARKET STREET.

Gilt Edge

Security for Money in Any Amount.

APPLY TO....

Southern Loan and Trust Company.

Parties having money to lend on good Real Estate Securities can secure a Safe Loan, have the Interest Collected Free of Cost, and All Securities Guaranteed, by listing their money with this Company.

E. P. WHARTON, Pres.

DAVID WHITE, Sec. and Treas.

ARE DOLLARS WORTH 100 CENTS TO YOU?

We Handle Auction Goods of All Grades, and Make a Specialty of FURNITURE and HOUSE FURNISHINGS.

We can sell you these articles—good goods in first-class condition—at from 1/3 to 1/2 off dealers' prices, and sometimes at less price.

We buy all kinds of above goods when in good shape and will be glad to see anyone having same to sell. See us when you have anything to sell of value.

E. D. GOLDEN & BRO., 103 E. Market St., Greensboro.

GO TO BOYCOTT'S Seed Store!

FOR SEED WHEAT, OATS AND RYE...

116 West Market Street.

RECEIVED THIS WEEK!

254 SAMPLE OVERCOATS

One Hundred Odd Coats and Seventy-five Odd Vests,

BOUGHT AT 50c. ON THE \$1.00

If you want some good goods at Half Price come and see them and judge for yourself. They are bound to sell with a rush.

C. M. VANSTORY & CO., Wholesale and Retail Clothiers.

J. W. FRY, President. J. S. COX, Vice-President. W. E. ALLEN, Sec. and Treas.

GREENSBORO LOAN AND TRUST COMPANY.

CAPITAL STOCK, \$100,000.00.

Does a General Banking Business. Makes Loans on Improved Real Estate. Negotiates Mortgages on Real Estate. Acts as Trustee. Negotiates the Sale of Bonds on Manufacturing Plants. Acts as Guardian, Executor and Administrator of Estates.

A LEGAL DEPOSITORY OF COURT AND TRUST FUNDS.

DIRECTORS:

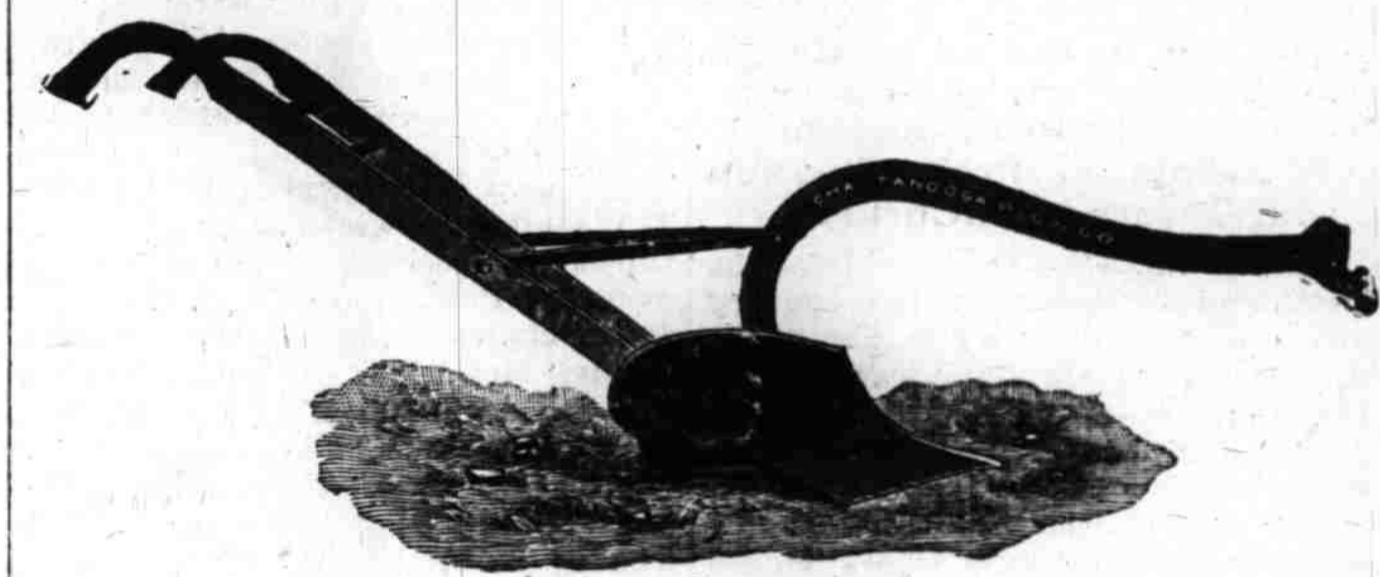
J. A. Odell, R. M. Rees, Geo. S. Sergeant, R. H. King, J. S. Cox,

John Gill, Baltimore, Md. W. H. Watkins, Ramseur, N. C. O. R. Cox, Cedar Falls, N. C. W. F. Williams, Red Springs, N. C. J. A. Hadley, Mt. Airy, N. C. S. Bryant, Wadleyman, N. C. J. Elwood Cox, High Point, N. C.

B. F. Mebane, W. L. Garrison, W. D. McAdoo, R. P. Gray, J. W. Fry.

Do You Plow?

If so, You Want the Best and Lightest Running Plow Made.



THE CHATTANOOGA will shed soft push dirt that other Chilled Plows fail in. Consider these points: The square fit of the point on the mold board. Two bolts fastening point so there can be no give to get out of shape. The handles are fastened to standard instead of long slide and mold board, making Plow more substantial with less danger of breaking. The Chattanooga Chilled—strongest, most durable, lightest draft, and decidedly the most economical Plow you can use. Be sure to see them.

THE GREENSBORO HARDWARE COMPANY.

Our Fall Stock!

IS NOW IN.



It is the largest and most complete line of

SHOES

IN THE SOUTH.

Prices as low as are consistent with good quality. Call and see our stock.

Carolina Shoe Company

312 South Elm St., Greensboro.

HOW'S THIS FOR A CLUB RATE:

THE PATRIOT AND THE WASHINGTON POST!

One Year—Only \$1.40.