

**ANTI-CHRISTIAN PROPAGANDA**

**Oriental Religionists Do Not Succeed in their Efforts to Convert Christians.**

A trio of Buddhist priests have arrived in San Francisco for the purpose of establishing a temple and securing a missionary foothold in that city. While they will minister to the spiritual wants of the handful of Buddha's followers on the Pacific coast, as opportunity offers and occasion demands, they will also, it is said, do some proselytizing among the Caucasian Christians, to them, the heathen of the western world.

The history of missionary enterprises undertaken by Oriental religionists for the conversion of Christians to their faith is a history of wasted effort, vain hope, and signal failure. Far away and beyond the superficial fascination and glamour of these old religions and the answer that they bring to the faddist for something new, there is that in them which fails to convince and control even the most ignorant child of Christian-ity. Where alleged Christian converts to Buddhism have been made they have come from the ranks of the brilliantly erratic whose conversion was only skin-deep, as in the case of the late "Baron" Har-ten-Hickey.

"America seems to me," said Baron Hickey, who began an American missionary journey as a Buddhist evangelist with a panop-ty of Gautama ten years ago, "to offer the best field for the growth of Buddhism. In conti-nental Europe everybody is either Catholic or an agnostic, and ex-ecution is not favorable to the in-troduction of a new system of thought. Here in America the people refuse to accept everything as a faith, and still they are deeply religious."

That was ten years ago, and to-day Hickey sleeps in his grave, his mission, if not his whole brilliant, erratic life, a failure, and Bud-dhism in America has gained no foothold, much less made any ap-preciable advance.

Ten years ago a so-called Bud-dhist congress was held in Paris. The object was to plan for the west-ern advancement of that system of religious thought. But it fell flat, the devotees were out of their el-ement. In 1893 there was another attempt to propagate Buddhism in Occidental countries, headed by Col. Olcott, the late Mme. Blavats-ky's side partner, and A. Dharm-opolis, a disciple of so-called esot-eric Buddhism, the greatest fake scheme of modern times, and the foundation on which is built the Blavatsky-Tingley system of the-osophy. Failure ended the scheme, though it was heralded that Edwin Arnold was sympathetic with this attempted revival of the ancient faith.

The failures that have come to Buddhist proselytizers has attend-ed missionaries of other Oriental re-ligions. For a few brief weeks in the fall of 1893 a follower of Ma-homet held forth in Union Square, New York, trying to win converts to the "religion of the sword." But his light soon went out, as did that of his immediate predecessor at the same line. "Muhammad" Alexander Russell Webb, who preached here in February, 1893. His theatrical entree was the most striking feature of his meteoric presence as a priest and prophet of the camel-driver of Mecca.

Christian Europe has apparently little use for Oriental systems of religion as America. For years Dr. Grenier, member of the Cham-ber of Deputies of France for Pon-tivy, has not only practiced his Mohammedan religious duties in public, but has dressed in the na-tive toggery of an Arab tribesman. In the case of France, faddish and ag-nostic to the core, has politely lifted its eyebrows to the spectacle and passed on.

The fact is that questions of sentiment aside, Chris-tianity is the religion of civiliza-tion. It is plain, practical, saving. It answers all demands, satisfies all desires, fulfills all expectation. It is because Mohammedism, Bud-dhism, Confucianism, and all the other isms of the Orient do not do this that they fail to make head-way in the shadow of the cross.

**THEIR SAILING DELAYED.**

Chartered transports to Be Released Soon.

San Francisco, Nov. 28.—The sailing of the transports Dolney, Vostock and Columbia has been postponed until Saturday. The Warren will also sail on that day, but it is doubtful if they will sail then. The two first named will carry the Forty-second regiment, the Warren two battalions of the Fifty-ninth, the Sherman taking the remaining battalions. On the fifth of December the chartered transports will be released or as soon as they complete their present trip. The government will make fortnightly trips with its own transports.

**A ROYAL BATTLE ON.**

**Railroad Men Expecting a Bitter One in the South.**

Railroad men unite in predicting that there will soon be initiated in the South the most bitter railroad fight this country has ever known.

On one side will be the now gigantic Seaboard Air-Line system, composed of the Seaboard Florida Central and Peninsular, and Georgia and Alabama. Arrayed against it will be the Southern, the Atlantic-Coast Line, the P. & T. System, and the Louisville and Nash-ville. Powerful as is the Seaboard it is impossible to imagine a much stronger combination than the one which it will have to fight.

The Florida Central and Peninsular handled all the Southern's business from Columbia, S. C., to Florida prior to the purchase of the former by the Seaboard Air-Line. The Southern's traffic arrangement with the Florida Central and Peninsular from Colum-bia ceases on the 1st of January, 1900. The Southern has now gotten, or will have acquired by the 10th of Decem-ber, a line to Florida over the Plant line.

Trains are now running over a new link thirty-two miles in length be-tween Columbia and Perry. At Col-umbia the Southern's celebrated Flor-ida Special will go on the tracks of the Carolina Midland, which has been bought and, to all intents and pur-poses, rebuilt by the Southern. Thence the Southern trains will run forty-six miles to Allendale, thence over the Charleston and Western Carolina, which is operated by the Atlanti-Coast Line. At Yemassee, thirty-five miles from Allendale, and fifty-three miles from Savannah the Plant line is reached, and kept to Florida points.

The Plant line is also receiving heavy business from the Louisville and Nashville. Before the Georgia and Alabama became united with the Seaboard and Florida Central, and Peninsular, under Mr. John Skelton Williams, it received the Southern business of the Louisville and Nash-ville.

The part which the Atlantic-Coast Line is to take in the great battle is not now clearly apparent, but it is ready to line up against the Seaboard combination. President Harry Walters has within the past few days been at several far southern points, and every-where there has arisen the rumor that he is looking out for a port to be taken by the Atlantic-Coast Line.

It is no exaggeration to say the rail-road and business world have their eyes on the South, where will soon be pulled off this royal battle. There is enough business in the South for all the lines to have a fair share. The stockholders of several will probably suffer by the great fight about to be-gin, but the man who rides and who ships his goods will benefit.—Rich-mond Dispatch.

**DESTROYERS OF THE MAINE**

**They Used Explosives Which May Lead to Their Discovery.**

New York, Nov. 25.—The World to-morrow will publish a letter from Ha-vana, stating that the United States officials, after months of secret investi-gation, have discovered that the bat-tleship Maine was blown up by gun-cotton torpedoes, planted in the bay for the purpose. The gun-cotton, 700 pounds of which was used, was sent from Barcelona to Admiral Manterola, commanding the port of Havana, and was either stolen from the magazine where the stuff was stored or taken away by the officials in charge. Ad-miral Manterola's records will un-doubtedly show the names of his sub-or-dinates who had direct control of the explosives, and in that way the id-entify of the authors and executors of the plot to destroy the Maine may be dis-covered.

Two or three men were engaged in the destruction of the ship. A steam launch, of Spanish make, and now used by the United States government in Havana harbor, conveyed the two tor-pedoes, according to the new evidence, to a point within a few feet of the berth of the Maine, and anchored them. The torpedoes were kept in position by means of buoys floated 11 feet under water and 10 feet above the anchors, to prevent them from being swept away. The torpedoes were ex-ploded by contact with the keel of the Maine, as she swung at anchor.

**CONTENTED AND HAPPY.**

**The Conditions at Santiago Im-proving.**

New York, November 28.—General Wood arrived this morning on the transport McPherson from Santiago. He said he had received orders to re-port for further orders to the Adjutant General at Washington.

The condition at Santiago is im-proving daily. The people are con-tented and employed. There is no destitution. Only a thousand rations were issued immediately after the great hurricane.

**DEATH FROM DOG BITE.**

**A Number of Others Suffering With Hydrophobia.**

West Chester, Pa., Nov. 28.—Joseph Gibbs died early this morning at the Chester County Home of hydrophobia, after terrible suffering for two days. He was bitten by a dog nearly two months ago. His wife is suffering with the same disease at her home. A number of others were bitten at the same time Gibbs was and there is a veritable panic among them.

Dr. O. P. Gardner, one of the oldest physicians in the state, died at his home in Shelby Sunday.

**COST OF GOOD ROADS.**

**DEPENDS UPON LOCALITY AND METH-OD OF CONSTRUCTION.**

**Improved Machinery Has Done Much to Lessen the Expense of Road Building—Well Built Stone Roads the Cheapest.**

The improvement of country roads is chiefly an economical question, relating principally to the waste of effort in hauling over bad roads, the saving in money, time and energy in hauling over good ones, the initial cost of im-proving roads and the difference in the cost of maintaining good and bad ones. It is not necessary to enlarge on this subject in order to convince the average reader that good roads reduce the re-sistance to traffic and consequently the cost of transportation of products and goods to and from farms and markets is reduced to a minimum, says M. O. Eldredge of the office of road inquiry.

The initial cost of a road depends upon the cost of materials, labor, ma-chinery, the width and depth to which the material is to be spread on and the method of construction. All these things vary so much in the different states that it is impossible to name the exact amount for which a mile of a certain kind of road can be built.

The introduction in recent years of improved road building machinery has enabled the authorities in some of the states to build improved stone and gravel roads quite cheaply. First class single track stone roads, 9 feet wide, have been built near Canandaigua, N. Y., for \$900 to \$1,000 per mile. Many excellent gravel roads have been built in New Jersey for \$1,000 to \$1,300 per mile. The material of which they were constructed was placed on in two lay-ers, each being raked and thoroughly rolled, and the whole mass consolidated to a thickness of 8 inches. In the same state macadam roads have been built for \$2,000 to \$5,000 per mile, varying in width from 9 to 20 feet and in thick-ness of material from 4 to 19 inches. Telford roads 14 feet wide and 10 to 12 inches thick have been built in New Jersey for \$4,000 to \$6,000 per mile. Macadam roads have been built at Bridgeport and Fairfield, Conn., 18 to 20 feet wide for \$3,000 to \$5,000 per mile. A telford road 16 feet wide and 12 inches thick was built at Fanwood, N. J., for \$9,500 per mile. Macadam roads have been built in Rhode Island, 16 to 20 feet wide, for \$4,000 to \$5,000 per mile.

Massachusetts roads are costing all the way from \$6,000 to \$25,000 per mile. A mile of broken stone road 15 feet wide costs in the state of Massa-chusetts about \$5,700 per mile, while a mile of the same width and kind of road costs in the state of New Jersey only \$4,700. This is due partly to the fact that the topography of Massachusetts is somewhat rougher than that of New Jersey, necessitating the reduction of many steep grades and the building of expensive retaining walls and bridges and partly to the difference in methods of construction and the difference in prices of materials, labor, etc.

Doubtless the state of New Jersey is building more roads and better roads for less money per mile than any other state in the Union. The roads are now costing from 20 to 70 cents per square yard. Where the telford construction is used they sometimes cost as much as 73 cents per square yard. The average cost of all classes of the roads of that state during the last season was about 50 cents per square yard. The stone was, as a rule, spread on to a depth of 9 inches, which, after rolling, gave a depth of about 8 inches. At this rate a single track road 8 feet wide costs about \$2,346 per mile, while a double track road 14 feet wide costs about \$4,106 per mile, and one 18 feet wide costs about \$5,280 per mile. Where the ma-terial is spread on so as to consolidate to a 4 inch layer the 8 foot road will cost about \$1,173 per mile, the 14 foot road about \$2,053 per mile, while the one 18 feet wide will cost about \$2,640 per mile.

The total cost of maintaining roads in good order ranges, on account of varying conditions, between as wide limits almost as the initial cost of con-struction. Suffice it to say that all money spent on repairing earth roads becomes each year a total loss without materially improving their condition. They are, as a rule, the most expensive roads that can be used, while, on the other hand, stone roads, if properly constructed of good material and kept in perfect condition, are the most satis-factory, the cheapest and most econom-ical roads that can be constructed.

The road that will best suit the needs of the farmer in the first place must not be too costly and in the second place must be of the very best kind, for farmers should be able to do their heavy hauling over them when their fields are too wet to work and their teams would otherwise be idle.

The best road for the farmer, all things being considered, is a solid, well built stone road, so narrow as to be only a single track, but having a firm earth road on one or both sides. Where the traffic is not very extensive the purposes of good roads are better served by nar-row tracks than by wide ones, while many of the objectionable features of wide tracks are removed, the initial cost of construction is cut down one-half or more and the charges for repair reduced in proportion.

**Good Road Notes.**

Horses like to be well stalled, but not in a muddy highway. Oh, but those motor carriage folks will be "hollerin'" for good roads pretty soon!

Now is about the time of year when mudholes are converted into job lots of dust. Any in front of your house?

The horse wanted good roads; the bicycle has tried to get good roads; the automobile must have good roads.

**Fraud Charged.**

WASHINGTON, Nov. 27.—Former Senator Call, of Florida, has pre-pared a statement for presentation to the senate committee on priv-ileges and elections, asking that the manner of the election of Senator elect Taliaferro, of Florida, be in-vestigated. He charges that undue means were used to secure Mr. Taliaferro's election, and asks that he be not seated. He asserts that the election was due to the unfair influence of the Standard Oil Com-pany, which, he says, used money to accomplish its purpose. Mr. Call also asks the industrial com-mission to investigate the charges as indicating the methods of trusts in politics.

[If we mistake not, Senator-elect Taliaferro is a native of North Carolina.—PATRIOT]

**Scrap Iron Wanted.**

We will buy all your old castings, wrought iron, plow steel, brass and copper. Will pay highest prices. G. T. GLASCOCK & SON, Greensboro, N. C.

Edgar Hill, a prominent rail-road official of Louisville, Ky., dropped dead Saturday.

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