The Carolina Watchman.

VOL. XXI.—THIRD SERIES. SALISBURY, N. C., THURSDAY, NOVEMBER 21, 1889. NO. 5.

PIEDMONT AIR-LINE ROUTE.
Richmond & Danville Railroad.
CONDENSED SCHEDULE.
IN EFFECT SEPT. 29, 1889.

TRAINS RUN BY 75° MERIDIAN TIME

SOUTHBOUND	DAILY No. 40.		DAILY No. 42.	
New York	*2 15	A M	*4 30	P M
Philadelphia	7 20	"	6 50	"
Baltimore	9 45	"	9 25	"
Washington	11 24	"	11 00	"
Charlottesville	3 30	P M	3 00	A M
Lynchburg	5 40	"	5 07	"
Danville	8 20	"	7 45	"
Richmond	*3 00	"	*2 [illegible]	"
Burkeville	5 02	"	4 29	"
Keysville	5 43	"	5 08	"
Danville	8 40	"	8 05	"
Greensboro	10 27	"	9 42	"
Goldsboro	*2 20	"	†5 00	P M
Raleigh	4 16	"	9 00	P M
Raleigh	*4 46	"	*1 00	A M
Durham	5 18	"	2 55	"
Greensboro	8 20	"	7 30	"
Salem	†6 05	"	*6 30	"
Greensboro	*6 57	"	*9 50	"
Salisbury	12 26	A M	11 18	"
Statesville	*2 01	"	*12 12	P M
Asheville	7 31	"	4 36	"
Hot Springs	9 28	"	6 10	"
Salisbury	*12 32	"	*11 23	A M
Charlotte	2 05	"	12 40	P M
Spartanburg	4 51	"	3 39	"
Greenville	5 56	"	4 16	"
Atlanta	11 00	"	9 40	"
Charlotte	*2 20	A M	*1 00	P M
Columbia	6 30	"	5 10	"
Augusta	10 30	"	9 00	"

NORTHBOUND	DAILY No. 51.		DAILY No. 53.	
Augusta	*6 10	P M	*8 20	A M
Columbia	10 35	"	12 50	P M
Charlotte	3 13	A M	5 15	"
Atlanta	*6 00	P M	*7 10	A M
Greenville	12 25	A M	1 48	P M
Spartanburg	1 39	"	2 52	"
Charlotte	4 25	"	5 30	"
Salisbury	6 02	"	7 05	P M
Hot Springs	*7 50	P M	*12 25	P M
Asheville	9 41	"	1 54	"
Statesville	3 15	A M	5 58	"
Salisbury	4 20	"	6 43	"
Salisbury	*6 07	"	*7 12	"
Greensboro	7 15	"	8 40	"
Salem	†11 40	"	†12 34	A M
Greensboro	*9 45	"	*11 00	P M
Durham	12 01	P M	5 25	A M
Raleigh	1 05	"	7 30	"
Raleigh	11 05	"	†2 00	A M
Goldsboro	3 10	"	12 50	"
Greensboro	*7 50	A M	*3 50	P M
Danville	9 32	A M	10 20	P M
Keysville	12 20	P M	1 50	A M
Burkeville	1 13	"	2 40	"
Richmond	3 30	"	5 15	"
Lynchburg	†12 25	P M	†12 55	"
Charlottesville	2 40	"	3 00	"
Washington	7 10	"	6 53	"
Baltimore	8 50	"	†8 20	"
Philadelphia	11 00	A M	10 47	"
New York	6 20	"	1 20	P M

*Daily. † Daily, except Sunday.

Train for Raleigh via Clarksville leave Richmond daily, 4 P. M.; Keysville, 6.00 P. M.; arrives Clarksville, 7.10 P. M.; Oxford, 8.10 P. M.; Henderson, 9.25 P. M.; arrives Durham 9.45 p. m.; Raleigh 11.00 p m. Returning leaves Raleigh 7.35 A. M.; Durham, 8.40 A. M.; Henderson, 8.50 A. M.; Oxford, 10.10 A. M.; Clarksville, 11.05 A. M.; Keysville, 12.25 P. M.; arrives Richmond, 3.30 P. M.

Through passenger coach daily between Richmond and Raleigh, via Keysville, leaving Richmond 5 p. m., and returning leave Raleigh 7.35 a. m.

Local mixed trains leave Durham daily except Sunday, 6.00 P. M.; arrive Keysville, 1.35, A. M.; returning, leave Keysville, 9.00, A. M.; arriving Durham, 5.50 p. m.; Raleigh 11.00 p.m. Passenger coach attached.

No. 51 and 53 connects at Richmond daily except Sunday for West Point and Baltimore via York River Line.

No. 50 from West Point connects daily except Sunday at Richmond with No. 50 for the South.

No. 50 and 52 connects at Goldsboro with trains from and from Morehead City and Wilmington. And Selma to and from Fayetteville.

No. 52 connects at Greensboro for Fayetteville.

No. 53 connects at Selma for Wilson, N. C.

Nos. 50 and 51 make close connection at University Station with trains to and from Chapel Hill, except Sundays.

SLEEPING-CAR SERVICE.

On train no 50 and 51, Pullman Buffet Sleeper between Atlanta and New York, Greensboro and Augusta, and Morehead City, Asheville, and Morristown, Tenn.

On trains 52 and 53, Pullman Buffet Sleeper between Washington and New Orleans, via Montgomery, and between Washington and Birmingham. Richmond and Greensboro, Raleigh and Greensboro, and Pullman Parlor Cars between Salisbury and Knoxville, and Charlotte and Augusta.

Through tickets on sale at principal stations, to all points.

For rates and information, apply to any agent of the Company, or to

OLIN HAAS, Traffic Manager. JAS. L. TAYLOR, Gen. Pass. Agent.
W. A. TURK, Div. Pass. Agent.
RALEIGH, N. C.

Richmond and Danville Railroad Co
W. N. C. Division

Passenger Train Schedule.
Effective May 13th, 1888.

Train No. 52. West Bound.			Train No. 53. East Bound.	
9 00	a. m.	Boston	10 30	
4 30	p. m.	New York	3 20	
6 57		Philadelphia	12 35	noon
9 42		Baltimore	10 03	a. m.
11 00		Washington	8 10	
*5 05	a. m.	Lynchburg	2 10	
8 05		Danville	11 29	p. m
7 20	a. m.	Richmond	6 15	a. m.
9 38		Reidsville	10 44	p. m.
8 10	p. m.	Goldsboro	11 45	a. m.
1 45	a. m.	Raleigh	6 55	
3 12		Durham	4 30	
3 13	a. m.	Greensboro	9 50	p. m.
11 25	a. m.	Salisbury	7 20	
12 13	noon	Statesville	6 37	
12 36	p. m.	Catawba	5 58	
12 55		Newton	5 37	
1 14		Hickory	5 17	
1 44		Connelly Springs	4 46	
2 10		Morganton	4 30	
2 20		Glen Alpine	4 17	
2 29		Marion	3 44	
3 13		Old Fort	3 13	
3 37		Round Knob	2 35	
4 00		Black Mountain	2 00	Ar.
4 31		Asheville	1 25	Lv.
Lv. 4 40		Asheville	1 16	
Ar. 5 05		Alexanders	12 46	p. m.
5 34		Marshall	12 19	noon
6 10		Hot Springs	11 40	a. m.
Lv. 5 40	p. m.	Hot Springs	10 25	
Ar. 7 30		Morristown	8 35	
8 50		Knoxville	7 15	
11 40		Jellico	4 15	a. m.
7 30	a. m.	Louisville	7 30	p. m.
11 10	a. m.	Indianapolis	4 00	p. m.
6 35	p. m.	Chicago	8 30	p. m.
1 50		St. Paul	3 00	p. m.
6 40	p. m.	St. Louis	8 00	a. m.
7 10	a. m.	Kansas City	8 25	p. m.

Murphy Branch.
Daily except SUNDAY

TRAIN NO 18			TRAIN NO 17	
8 00 a m	Leave	Asheville	Arr	4 50 p. m
9 25	Arr	Waynesville		2 30
12 50 p m		Charleston		10 15a. m
5 05		Jarretts	Leave	7 30

A. & S. Road.
Daily except SUNDAY

TRAIN NO 12			TRAIN NO 11	
3 50 p. m	Leave	Spartanburg	Arrive	2 10 p. m
6 17	Arrive	Hendersonville		9 58 a. m
		Asheville	Leave	8 10

75th meridian time used to Hot Springs.
Pullman Sleepers between Washington & Salisbury .. .. .. west of Hot Springs.
.. .. .. Richmond & Greensboro
.. .. .. Raleigh & Greensboro
.. Parlor Cars .. Knoxville & Louisville
.. .. .. Salisbury & Knoxville
JOS. L. TAYLOR, G. P. A.
W. A. WINBURN, Act'g D. P. A

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it IN NEW YORK.

Dumplings with Royal Baking Powder

No dessert is more delicious, wholesome and appetizing than a well-made dumpling, filled with the fruit of the season. By the use of the Royal Baking Powder the crust is always rendered light, flaky, tender and digestible. Dumplings made with it, baked or boiled, will be dainty and wholesome, and may be eaten steaming hot with perfect impunity.

RECEIPT.—One quart of flour; thoroughly mix with it three teaspoons of Royal Baking Powder and a small teaspoon of salt; rub in a piece of butter or lard the size of an egg, and then add one large potato, grated in the flour; after the butter is well mixed, stir in milk and knead to the consistency of soft biscuit dough; break off pieces of dough large enough to close over four quarters of an apple (or other fruit as desired) without rolling, and lay in an earthen dish (or steamer) and steam until the fruit is tender. Bake if preferred.

In all receipts calling for cream of tartar and soda, substitute Royal Baking Powder. Less trouble, never fails, makes more appetizing and wholesome food and is more economical. Royal Baking Powder is specially made for use in the preparation of the finest and most delicate cookery.

For sale by Bingham & Co., Young & Bostian, and N. P. Murphy.

"AGE CANNOT WITHER HER,"

remarked an old gentleman, as he gazed fondly upon the comely little woman by his side; "but frankly," he continued, "at one time I was afraid cosmetics would. The silly little woman, in order to appear youthful, plastered her face with different varieties of whitewash, yclept 'balms,' 'creams,' 'lotions,' etc." "Yes," interrupted the little woman, "I did, until my skin became like parchment and so pimply and coarse." "Well," said the listener, "What do you use now?" "Use," was the reply, "nothing but common sense and Dr. Pierce's Golden Medical Discovery. Common sense told me that if my blood was pure, liver active, appetite and digestion good, that the outward woman would take on the hue of health. The 'Discovery' did all those things and actually rejuvenated me." If you would possess a clear, beautiful complexion, free from blotches, pimples, eruptions, yellow spots and roughness, use the "Golden Medical Discovery." It is **guaranteed** to do all that it is claimed to, **or money paid for it will be promptly refunded.**

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$500 OFFERED

for an incurable case of **Catarrh in the Head** by the proprietors of Dr. Sage's Catarrh Remedy. By its mild, soothing and healing properties, it cures the worst cases, no matter of how long standing. By druggists, 50 cents.

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DANIEL WADSWORTH, PRESIDENT.
WADSWORTH, MARTINEZ & LONGMAN
OUR PURE PAINT FORMS AN INDESTRUCTABLE PORCELAIN SURFACE LIKE POLISHED MARBLE A PERFECT COVERING FOR WOOD AND METAL, RESISTING ATMOSPHERIC CHANGES. FORMS A VALUABLE PROTECTION AGAINST FIRE. A COVERING CAPACITY OF 280 SQUARE FEET TO THE GALLON. WE GUARANTEE THE COST TO THE CONSUMER ONLY $1.12 PER GALLON. CALL FOR CIRCULARS AT

D. A. ATWELL'S
HARDWARE STORE,
Where a full line of goods in his line, may always be found.

CURES CUTS, BUTTERS, PILES, ECZEMA, BURNS, CHAPPING, CATARRH. GUARANTEED 25 CTS.
CLARKE'S BEST SALVE ON EARTH FLAX SALVE TRADE MARK

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CRAIGE & CLEMENT,
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SALISBURY, N. C.
Feb. 3rd, 1881

DR. J. C. McCUBBINS,
Surgeon Dentist,
Salisbury, - - - N. C.
Office in Cole building, second floor, next to Dr. Campbell's. Opposite D. A. Atwell's hardware store, Main street. 9:1y.

SUBSCRIBE FOR THE "CAROLINA WATCHMAN"

Poe's Cottage at Fordham.

JOHN HENRY BONNER.

Here lived the soul enchanted
By melody of song;
Here dwelt the spirit haunted
By a demoniac throng;
Here sang the lips elated;
Here grief and death were sated;
Here loved and here unmated
Was he, so frail, so strong.

Here wintry winds and cheerless
The dying firelight blew,
While he whose song was peerless
Dreamed the drear midnight through,
And from dull embers chilling
Crept shadows darkly filling
The silent place, and thrilling
His fancy as they grew.

Here, with brow bared to heaven,
In starry night he stood,
With the lost star of seven
Feeling sad brotherhood,
Here in sobbing showers
Of dark autumnal hours
He heard suspected powers
Shriek through the stormy wind.

From visions of Apollo
And the Astarte's bliss,
He gazed into the hollow
And hopeless vale of Dis;
And though earth were surrounded
By heaven, it still was wounded
With graves. His soul had sounded
The dolorous abyss.

Proud mad, but not defiant,
He touched at heaven and hell,
Fate found a rare soul pliant
And rung her changes well,
Alternately his lyre,
Stranded with strings of fire,
Led earth's most happy choir
Or flashed with Israel.

No singer of old story
Luting accustomed lays,
No harper for new glory,
No mendicant for praise,
He struck high chords and splendid,
Wherein were fiercely blended
Tones that unfinished ended
With his unfinished days.

Here through this lowly portal,
Made sacred by his name,
Upheralded immortal
The mortal went and came,
And fate that then denied him,
And envy that decried him,
And malice that belied him,
Have cenotaphed his fame.

Highway Improvement.

AN ADDRESS BY COL. ALBERT A. POPE, OF BOSTON.

Mr. President and Gentlemen:

Macauley says that of all inventions, the alphabet and printing press alone excepted, those inventions which abridge distance have done most for the civilization of our species.

A nation, or an age of civilization, is perhaps more easily judged and understood by the character and extensiveness of its roads, than by any other symbol of progress.

Intercourse between communities, and the development of commercial life, have afforded the necessity for regularly adopted routes of travel, and more or less systematically prepared roadways from the time before the building of those famous highways between ancient Memphis and Babylon, over which the untold wealth of the valleys of the Euphrates and the Nile found means of exchange, where the magnificent cities of Nineveh, Damascus and Tyre, the earliest great commercial centres, sprang up, and over which the splendid armies of Xerxes and Alexander the Great passed in all the pride and glory of those early days.

The roadways of which the earliest traces appear, were well constructed, as is evident from the remains found, but they were limited in number, laid out generally in direct lines, and had the advantage in their construction of all the resources of the rich and powerful nations which built them.

As the world has grown older, and civilization has spread and ripened, intercourse has increased, commerce has pressed out its foot in every direction, from every centre, multiplying and ramifying its paths in as bewildering an extent as the threads of the spider's web.

Various necessities and circumstances have governed the building and maintenance of roads, of different times and people.

The old countries where war has been a constant factor, have looked after them as a matter of national policy and military necessity, and have resulted in the finest and most durable ways in the world.

The old military roads of the Roman Empire constituted a system the superior of which the world has never seen, in its scope, and the thoroughness with which it was perfected in all directions. The old "world conquerors" were good road builders for their day, though Blake crushers and the respective merits of Trinidad, and rock asphalts, and Wheeling fire brick, were matters of which they never dreamed; and those of us who have had occasion to form intimate acquaintance with American country roads in spring, have more than once found ourselves in positions to heartily wish that some of the rural road makers, who worked out their taxes by plowing up the mud from the ditches, and plastering it over the middle of the highways, had had some good experience in the road gangs under the centurians of Julius Cæsar's army.

An eminent writer says: "The road is that physical sign or symbol by which you will best understand any age or people. If they have no roads, they are savages, for the road is the creation of man, and the type of civilized society."

The Romans were, without doubt, the best road builders in the ancient world. The good highways was one of the causes of their superiority in progress and civilization. When they conquered a province, they annexed it by good roads, which brought them in easy communication with the great cities of the Roman world. When their territory was so large that a hundred millions of people acknowledged their military and political power, their capital city was the centre of such a net-work of highways, that it was then a common saying, "All roads lead to Rome."

The best roads in the world to-day are those of England, France and Germany, the excellence of which is due to the fact, that those countries were the first to awaken from the long sleep of the dark ages, and the growing rivalry between them necessitated attention to their roads, for the proper prosecution of both their military and their mercantile interests. In each country they early came under the national surpervision, the results of which are seen in the most splendid highways in existence, costing the least to maintain, and in every way the most satisfactory and economical for those who use them.

Up to the advent of railroads, most of the settlements in this country were along our water fronts, and on our sea coasts, lakes and rivers. The invention of steam and the development of the railroad, seem to have taken all our energies and resources, to the neglect of our roads and highways, and now that we have more miles of railway than the whole of the Eastern Hemisphere, and about all that we can make to pay, at present, we can well afford to turn our attention to the matter of highways in which everybody should be interested, for all who have to use them, rich and poor alike, those that ride and those that walk.

No country has a greater road mileage, in proportion to the population, than the United States, but while with characteristic American push and hurry, the most extensive means of communication and intercourse have been provided, we have suffered the consequence of a lack of any general system of public policy, covering the location, construction and maintenance of ways.

In many a case, where one's way leads him through the old farming regions of New England and the Middle States, he may take occasion to do anything but bless the memory of the frugal early settlers who, when the necessities of the case seemed to demand that a road be established for the convenience of the public travel, each contributed a way across his farm, laying perhaps over the worst hill, and through the sandiest, or the rockiest, or the wettest land, with a view rather to economy of his best pastures, than the saving, in the years to come, of the time and strength of the traveller obliged to use it.

American roads are far below the average; they are certainly among the worst in the civilized world, and always have been—largely as a result of permitting local circumstances to determine the location, with little or no regard for any general system, and haste, and waste, and ignorance in building.

Old post-road and turnpikes, in times no further back than the war, afforded the only comfortable travel to be had in many parts of the country; nor could the general badness of the roads, by any means, be attributed to a lack of the proper materials for their construction. Indeed, it often happens that we find them the worst where natural resources are the most abundant, and the better roads are frequently found where the natural conditions were so bad that the ordinary crude and wasteful expenditures were out of the question.

Fifty years ago there was some excuse for bad roads, for our country was poor. Now it is rich, there is no excuse.

A good road is always to be desired, and is a source of comfort and convenience to every traveller.

Good roads attract population, as well as good schools and churches. Good roads enhance the value of property, so that it is said a farm lying five miles from market connected by a bad road is of less value than an equally good farm lying ten miles away from market connected by a good road.

A larger load can be drawn by one horse over a good, than by two over a bad one.

Good roads encourage the greater exchange of products and commodities between one section and another.

Good roads are of great value to railroads as feeders.

Various movements, already under way, in the direction of road improvements, must have and already are having their effect, in bringing about a material raising of the average quality. The governors of several States have made special and important references to it in their annual messages, and in several States bills have been presented having in view the betterment of State highways, by regularly organized systems of work, to be carried out under the supervision of departments provided by the State.

In Pennsylvania a general tax levy of seven and one-half mills has been ordered by the legislature, for road improvements. The forces working to bring about such results as this are powerful, and increasing every day.

The high point to be aimed at, is the recognition of the importance of the whole situation by the national government, and the establishment by Congress of a national system.

The following outline may suggest some idea of a scheme in the right direction, which might be elaborated by some one better qualified and having more time than I have at my command.

A commissioner of highways might be provided for, in the Agricultural Department, with a corps of consulting engineers, and suitable appropriations made, for the prosecution of a general supervising work.

Under the charge of this commission, full systems of maps should be prepared, based largely perhaps upon the working of the State and county boards, showing more or less completely, as circumstances would permit, the highways of the country.

For co-operation with this central bureau and the prosecution of the work in the most thorough and practical way, each State should have its highway commissioner, charged with the highests of the State in the way of maintaining its system of roads under the most approved methods and for the general public welfare. The best practical results could probably be attained, by the division of the State into highway districts, consisting of counties, or perhaps townships, each of which should have its overseer in full charge of the opening and construction of new roads in his district and the proper maintenance of all, responsible for the expenditure of the regular appropriations for these purposes. These districts could then be divided into smaller ones under sub-overseers.

The importance and the value to any country, any section, and every citizen from the highest to the lowest, whether tax-payers or tramps, of well constructed and properly maintained roads, is not easily estimated, but clearly it is greater than that of many affairs which are continually receiving the time and attention of the people in their homes, counting-rooms, public meetings and legislative halls.

It is a matter to be considered side by side with our splendid and always improving system of public education, the assessment of our tariff duties, or the appropriations regularly made for river and harbor improvements.

But the question of the most particular interest, to-day, to you and to me, as manufacturers and merchants, in the whole question of good and bad roads is, *what is the effect on our business?* Now it may be possible that there are those who will think they see an advantage for the carriage builder in poor roads, where in traveling over hills that might easily be avoided, going ten miles to make five as the crow flies, pulling through mud and sand that should be gravel and jolting over rocks that might be macadam, the vehicles of the unfortunate owners would go to pieces in one-half the time they ought to stand under favorable circumstances, and necessitate the purchase of new ones, to the advantage and profit of the manufacturer.

But a man who entertains such an idea would waste no time in killing his goose to secure the last golden egg.

It must be clear to any man with the most ordinary business instincts that good roads mean thrift, liberality and wealth. They mean good farms and good value to real estate. They mean that the farmer enjoying their use will save time going over them, will save wear and tear, not only of his wagons, but on his teams, will be a richer man on account of them, and have the more money to buy our carriages, running into higher value, (while his sons and daughters can have their bicycles and tricycles at less expense), and his example must be followed by his neighbors.

Now you are honest manufacturers, and have no desire to have your vehicles wear out quickly, that they may be sooner replaced, but you believe, I doubt not, that the better the vehicle the longer it lasts, the better business and profit will come to you.

Good roads mean for you and for me better business. Good roads encourage riding and driving, and the sale of our vehicles, while bad roads mean less business for you and for me, for where the roads are bad the traffic must of necessity be much less.

As a nation we are remarkably patient and an easy-going people, considering the enterprise and business activity for which we are noted the world over, and rather too apt to fall into the way of doing things as a matter of course. As a result of this, very strenuous and continuous efforts are frequently necessary, to bring about the farthest reaching and most desirable reforms. From a business point of view, we cannot afford to neglect any opportunity to help along the present movement.

As an instance of what is being done, see the work of the League of American Wheelmen, in the appointment of its highway committes, the issuing of road books and maps, the pressing forward of legislative bills, and lately in the publication of a comprehensive little manuel on the making and care of good roads, a copy of which I shall be glad to have forwarded to any one who may care to send me his address.

Work of this sort can well and profitably be undertaken by the Carriage Builders' National Association. With all the great resources at your command you cannot afford not to divert a small percentage each year, beginning right now, toward helping along in the good work, and it impresses itself upon me most strongly as a part of your most urgent duty toward yourselves, to appoint at once, if you have not already done so, your committee on highways, clothing them with power to do some practical work, and giving them under reasonable limitations, at least, the approach to your treasury. A moderate amount of money judiciously expended in educating the people up to their needs and best interests, in showing them how their roads are, and how they ought to be, and how to go to work to make them so, could not be put out at better interest. I am credibly informed that within one hundred miles of this building the capital invested in the carriage industry amounts to seven million dollars; and the interest which I informally represent to you is a true branch of this vast industry. The manufacture and sale of carriages to be drawn by horses and the manufacture of carriages to be impelled by the rider is essentially one and the same. The character of the motive power cannot of course change the character of the vehicle. We, who manufacture bicycles, feel that we have a right to fraternization with you. We seek fellowship with you in your efforts to improve the travelling vehicles of the country and the roadways by the improvement in which our interests as manufacturers and the people's prosperity and happiness are to be enlarged.

The bicycle interest is young in years, but it has already become a large one. As an industry, it ranks among the fine arts, while the magnitude of the business and the number of the vehicles made and sold yearly would, we fancy, be a matter of surprise to some of you and of amazement to the public at large.

I need not say to this convention, that we who construct these delicate carriages propelled by human power are intensely interested in the improvement of the country's roadways, even as you who manufacture wagons and carriages of the lighter and more elegant sort. It is true, that in a certain sense the bicycler is not so dependent as the man who drives his carriage or road-wagon on the quality of the roadway, for he can pick his way with much greater facility. Wherever there is a hand's-width of level way there he can easily pass. He can turn from left to right with wonderful ease and quickness. He can even take to the sidewalk and so escape many ill-conditioned places which the driver of carriages cannot. Nevertheless, I feel that our interests and yours in good roadways are equal and identical, and I am here to pledge our heartiest co-operation with you in any practical measure looking to the improvement of the roadways of the country.

The history of carriage building and the history of the development of this country alike confirm the truth which I have tried to impress, namely, that improvement in roads leads to and precedes the use of better and higher grade vehicles, and especially induces the use of pleasure carriages.

It does not need argument or illustration to persuade you that more roads means more carriages. Where now go saddle-horse and mule-van in wide regions of this great country, ought to be seen the carriage and the bicycle. If local communities and the general public ought to be interested in this subject, how much more should this Association, every member of which not only has this same interest, but a special commercial inducement in the result.

I hope to live to see the time when all over the land, our cities, towns and villages shall be connected by as good roads as can be found in the civilized world, and if we shall have been instrumental in bringing about this result, then indeed shall our children have cause to bless us.

Picking a Good Jersey.

A. R. West, of Middletown, Pa., wants "rules to pick a good butter and milk cow of the Jersey breed." I know of no infallible rules for selecting cows; but in a general way it may be said that a good Jersey cow is about the opposite in appearance of a beef animal. The neck should be thin, the face dished, the eyes large, gentle looking and wide apart, the horns small and if yellow at the base all the better, the thighs sloping in, not straight down like the Shorthorn, the udder square, soft, with not much "meat" in it, the teats of medium length and well placed, the barrel large, holding a big lot of feed, the skin soft and flexible, the hair soft and silky, disposition very gentle, size medium, and a general look of "motherhood" and "business" about her. The escutcheon or milk mirror that I prefer is about two inches wide, running from the udder straight up to the uvula without break or deviation and very distinctly marked. Now, a Jersey cow carrying all the above mark should be a good one, yet all signs fail sometimes. I have cows taking in many of these points, and still they are excellent butter cows. There is only one infallible test of a good cow, and that is the churn and scales. If they show the right quantity of butter and milk then the cow is all right; if not, and all other indications are present, they count for nothing, except, perhaps, that the cow may have good calves, as sometimes the good qualities may slip one generation and descend in full force on the next.—*National Stockman.*

Coming to Grief.

Wilmington Messenger.

Public sentiment has so crystalized against the trust in this country that it has become only a question of time, and that very no distant time, either, when it must go, and go for good. One year ago a leader as high in the councils of the Republican party as James G. Blaine, declared in his public speeches that "trusts were largely private enterprises with which the public had nothing to do," and this assertion was tacitly assented to if not openly endorsed by other distinguished leaders in the same party, not one of whom was found to condemn them. Now not one of these leaders from James G. Blaine down could be found bold enough to endorse them, not that they are now hostile to the trusts which they then tacitly or openly endorsed, but because they have seen the drift of public sentiment and they are too politic and prudent to put themselves in opposition to it?

Sherman took position against them on the stump in Ohio, hoping thus to protect his party and retain the support of the anti-trust men. But his change of front came too late to have the effect he hoped for, and the party suffered.

In Iowa Senator Allison did the same thing, vainly endeavored at the same time to throw dust into the eyes of the people and humbug them into the belief that the high protective tariff, of which he is an advocate, was rather unfavorable than favorable to the fostering of trusts. But it didn't work in that State either, which elected a Democratic Governor for the first time in thirty years, and came so near electing a legislature that Allison will retain his seat in the Senate, if indeed he be elected, by the skin of his teeth. Heretofore Iowa has been regarded as an impregnable Republican stronghold, where the idea of a Democratic victory was regarded as absurd, and Democrats were laughed at for keeping up their party organization.

Even in Kansas, "Bleeding Kansas," where Democrats felt lonesome for want of good, honest society, Senator Ingalls, who parts his hair in the middle, and flies off at a tangent on the lightest provocation, or sometimes without provocation at all, felt constrained to write to a friend to say that "trusts formed for the purpose of raising the price on the necessaries of life committed a crime against society and should be severely punished."

These are all typical Republicans, whose sudden conversion and change of front is a striking index of the change of public sentiment on the trust question.

But another forcible illustrated is the change of front in some of the trusts themselves. The cotton seed oil trust, at a meeting of stockholders and directors recently, after a cat and parrot time over its affairs and the squandering of some $500,000 to buy up the surplus oil on the market and thus keep up the price of the stocks of the trust, resolved to go out of business, to shut up shop as a trust and open up at the same old stand as a joint stock company, this ruse being adopted to get around the present or anticipated hostile legislation against trusts. This dodge may work for a while, while the people are engaged in cracking the heads of the trusts which don't crawl into a hole.

But perhaps one of the most significant events as bearing upon the trust is the affirmation of the Supreme Court of New York sustaining the order of Judge Barrett annulling the charters of the North River Sugar Refining Company, a case which has gone through the regular course of the sugar trust in that State. The Supreme Court holds that "any agreement, combination, association, or arrangement, or whatever else it may be called, having for its object the removal of competition and the advancement of the prices of the necessaries of life, is subject to the condemnation of the law, by which it is dencunced as a criminal enterprise." This settles the legal status of the sugar trust, and of all the other trusts in that State having for their object the "removal of competition and the advancement of the prices of the necessaries of life," and covers the stock company dodge quite as effectually as it does the trust in its own proper name. The people are getting on top, and the trust is coming down.

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