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 W. F. Carter, Secretary.

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 Meet every Monday and Thursday night, in each month, at 7 o'clock, in the new building, on the corner of Second and Third streets.
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 I would respectfully invite the citizens of this and the surrounding counties to call on me for a new line of horse-drawn carriages, which I have prepared to do all kinds of heavy work, in the best manner. Work made to order and warranted for twelve months. Best materials used. Velours repaired with care and dispatch, and at reasonable prices.

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 We have a large number of fine Horses, Phantoms, Hackneys, &c., and are prepared to furnish.
FIRST-CLASS ACCOMMODATIONS TO ALL.
 Prompt attention given and charges moderate.
 We have ample room and horse-draws can be readily accommodated. Patrons of all solicited.

IN NEW QUARTERS!
R. D. JOHNSTON,
 —THE FASHIONABLE—
MERCHANT TAILOR,
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 Has moved into his new building, north side Court House Square, and is now better able to serve his friends and patrons with the latest styles and patterns. The latest prints always on hand. Call on me.

AT THE OLD STAND!
 Remodeled and Improved
DRUG STORE
DR. V. O. THOMPSON
 Is again at his old stand, West side Court House Square, and is better prepared and equipped than ever to serve the public well.
Pure Drugs,
Chemicals,
Paints, Dyes
 And every thing usually found in a first-class Drug Store.
Physicians and Country Merchants are respectfully invited to call and examine my stock before purchasing.
 SPECIAL ATTENTION PAID TO PRESCRIPTION DEPARTMENT.
 ANY MEDICINE NOT IN STOCK WILL BE SUPPLIED AT SHORTEST POSSIBLE TIME.
V. O. THOMPSON,
 [Jan 27] Winston, N. C.

The Celestial Army.
 I stood by an open casement,
 I looked upon the night,
 And saw the eastward-going stars
 Pass slowly out of sight.
 Slowly the bright procession
 Went down the gleaming arch,
 And my soul followed the music
 Of their long triumphant march.
 Downward, forever downward,
 Behind earth's dusky shore,
 They passed into the night,
 THOMAS BUCHANAN REED.

Romance of a Pocket-Book.
 I was just twenty-five when I first met Alice Thorne, the daughter and heiress of George Thorne, the great banker.
 I fell desperately in love with the charming girl, knowing well that such love was utter madness.
 Her father was reported to be a very proud, ambitious man, who would look high for a son-in-law. I felt that he would not so much as give a hearing to my suit; and as to winning her without his consent, what would that bring but misery. I had nothing with which to repay or compensate her for the sacrifice of a marriage with my poverty.
 So we bade good-by without a word of explanation, though I knew she read the anguish in my heart, and tears were in the soft eyes averted from me. I kissed the trembling hand she placed in mine, and turned away and bade farewell to her and her hope together.
 Scarcely had I got back to town, and was striving earnestly to drown vain regret in the bustle and interest of business when a terrible misfortune fell upon me. Mr. Overton had given me a check for \$20,000, desiring me to go to the bank and get it cashed. Having executed the commission and returned, I imagine my horror on discovering that the pocket-book containing the money was gone.
 Whether stolen by villains or lost by my own carelessness, what mattered it? It was gone, and I was utterly ruined.

What I suffered during the next few hours need only be remembered when, after being dismissed, I returned to my own room, I was very nearly desperate; not only had I lost a lucrative position, but my future appeared to be irrevocably blasted, for there are suspicions which are as fatal to a man morally, as would be physically the wound of a rifle ball.
 But I was young and of a hopeful nature, and I began to realize that I had been leniently dealt with. On recalling all that had happened after my leaving the bank, and the utter impossibility of the pocket-book being taken from the breast-pocket of my coat, I came to the conclusion that I must have dropped it, and thereupon I resolved to have recourse to all means in my power to recover the money.
 I had saved up during the last few years a considerable portion of my salary, and determined now to devote it to the purpose I had in view. I advertised daily in all the prominent journals, not offering the customary reward, but describing my unfortunate position, my honor lost and my fortune blighted.
 For two weeks I kept my loss before the public, and almost began to despair of any favorable result, when one morning, a stranger came to me—a tall, dark, stern-looking man, who regarded me with a profound, kindly brow, and said that he had something familiar about me.
 The stranger declined the seat I offered him, and began at once speaking brusquely and to the point. "I have heard of your loss," said he, "I have read your advertisements in the papers, and I feel deeply interested in and for you. I have just left your late employers, and after the satisfactory manner in which all my inquiries were answered, I became your surety for the \$20,000."
 "What?"
 "I sprang toward him in the wildest excitement.
 "Oh, sir," I began, but he stopped me.
 "Let me finish," said he, "I've done this because I am convinced that you are an upright and honest man, and the greatest proof of my confidence I can give you is that I am about to offer you the position of cashier in my banking house. My name, sir, is George Thorne."
 George Thorne, the father of Alice, the girl that I loved! Ah, the mystery was solved! It was of her his eyes reminded me; it was to her his eyes indebted for this help.
 Fifteen years had flown since the day I lost the pocket-book. I had now become a prosperous man, surrounded by all the luxuries which wealth affords. I had found in Mr. Thorne more than a patron; I found a friend, and in a pleasant manner he had a heart of gold. From the first day of our acquaintance he had evinced toward me the liveliest interest and affection.
 I was soon made partner, and when, on a certain blessed day, I became the husband of Alice, and his son-in-law, he presented me with a receipt for the \$20,000 that he had paid to the Messrs. Overton for my loss.
 So time went on. The banking house known as the firm of Thorne & Wallace was in a thriving condition. I had a beautiful wife and two lovely children; and yet, with all the sources of happiness I was not quite content—there was a crease in the rose-leaf.

For some time past I had been vainly endeavoring to account for the extraordinary interest which my father-in-law had first taken in me, because I discovered, as I grew older and saw more of this selfish, egotistical world, that very few such generous actions were performed without motive, and the solution of this, to me, difficult problem frequently occupied my thoughts.
 At first I had attributed it all to Alice's influence, but I knew now that it had been as great a surprise to her as to myself.
 About this time Dr. Ponard, one of Mr. Thorne's most intimate friends, arrived in New York, and one morning, while sitting at breakfast, expressed great surprise at the numerous advertisements in the papers relating to money lost and found.
 "Well," said he, "I have not the least sympathy for those who lose money. They are generally careless, stupid people not fit to be trusted; although I remember having heard of a young man who lost a pocket-book some years ago, containing \$20,000, and I declare when I read his piteous appeals, which were in all the papers, my heart fairly ached for him. 'But,' continued he, addressing my father-in-law, who had become very pale, 'you ought to remember the circumstances, for it occurred just at the time of the great failure in Philadelphia, by which you were so heavily a loser.'"
 Mr. Thorne, who appeared to be suffering, "I never heard," continued the doctor, "what became of the poor devil; and yet I should like to know."
 "Should you?" said I, laughing; "then let me gratify your curiosity. I, Arthur Wallace, am that poor devil, doctor; saved from ruin and despair by my benefactor here. And the fact related all the events of the last fifteen years."
 The doctor sprang to his feet and grasped his old friend's hand.
 "Well and generously done!" said he; but Mr. Thorne interrupted him. "I am not well," he said faintly. "I suffer greatly—let me go to my room."
 The next day he sent for me to his private office. I found him looking pale and haggard.
 "Sit down, my dear Arthur," said he, in a low voice, "and listen to me. For a long time I have had a confession to make to you, one that weighs on me so heavily that I must ease my conscience of its load. I can better bear to do so now, that I have in a measure made some amends for the trouble I once caused you."
 "The trouble you caused me?" cried I. "You have been the most generous of men to me. It is through your kindness I occupy my present position; it is to you I owe my happiness, and more than all, my honor."
 Mr. Thorne opened his desk, and took from it a pocket-book.
 "Do you remember this?" said he, as he placed it in my hand.
 "Yes," replied I, "it is the one I lost; but how?"
 "I could not finish the question. The truth stared me in the face. I sprang to my feet in dismay.
 "Great heavens!" I cried; "you found the money?"
 "Aye, and kept it," he growled, with anguish in his voice. "But oh! do not condemn me without hearing me. Yesterday you heard Dr. Ponard allude to the great losses I had sustained by the failure in Philadelphia. I did not dare to make my embarrassments known, as that would have hastened my ruin—my ruin! God knows it was not for myself that I cared, but for Alice, my darling child. It was on the 14th of December that you lost the money. Oh, I shall never forget the date. It was on that day that I meditated suicide. I was short \$20,000 to meet my liabilities, maturing on the 15th. I was overwhelmed with despair; the air of the office seemed to sting me, and I rushed into the street. I had hardly gone ten yards when my foot struck something. It was your pocket-book. I opened it and the sight turned me giddy and faint. Then commenced within my breast one of those moral struggles which, even to the conqueror, is fearful, but in which, alas! I was miserably vanquished.
 The next day I satisfied all claims upon me. To the world I was George Thorne, an honest, upright man; to myself I was nothing better than a malefactor. You know the rest. Through my guilt you passed two weeks of indescribable anguish. I have since endeavored to make reparation for the misery I caused; but I also suffered. Moral atomisms are the most eternal, because they are eternal. I have known and yet feel the bitterness of explanation. Say, my son, can you forgive my crime?"
 "Could I forgive?" I looked at the pallid face, anguished eyes, what were my sufferings of those two terrible weeks compared to the secret pain and shame this man had borne for years? This man, the victim of one solitary deviation from rectitude, so upright in all else, and whose life since had been one long atonement. I grasped his hand, tears filled my eyes.
 "Father, I cried, "Alice's father and mine, all is forgiven, forgotten. Do I not owe all the happiness of my life to that same lost pocket-book?"

Riley, the Saratoga sculler, says he is now prepared to make a match to row George Hosmer or Warren Smith, of Halifax, for \$500 or \$1000 a side, and will give or take expenses to row at Boston, Oswaca Lake or Saratoga. Riley further says if Hanson will scull at Saratoga Lake he will row the champion for almost any amount.
 An English physician says mosquitoes bite "drain the blood of its bad humor." But then, on the other hand, they put a man into a bad humor, so we can't see the advantage of encouraging the insect to bite.

Wheat in America.
 Prior to the discovery of this continent by Columbus, there was no cereal in America approaching in nature to the wheat plant. It was not, observes the *American Miller*, until 1530 that wheat found his way into Mexico, and then only by chance. A slave of Cortez took a few grains of wheat in a parcel of rice and showed them to his master, who ordered them to be planted. The result showed that wheat would thrive well on Mexican soil; and to-day one of the finest wheat valleys in the world is near the Mexican capital. From Mexico, the cereal found its way to Peru. Marie D'Escobar, wife of Don Diego de Charvos, carried a few grains to Lima, which were planted. The entire product being used for seed for several successive crops. At Quito, Ecuador, a monk of the order of St. Francis, by the name of Pray Jodsi Bixi, introduced a new cereal; and it is said that the jar which contained the seeds is still preserved by the monks of Quito. Wheat was introduced in the present limits of the United States temporarily with the settlement of the country by the English and Dutch.
 The geographical range over which wheat can be grown is peculiar. It is not produced in tropical climates. Here its place is taken by rice. There is a northern limit to its growth, beyond which oats can be grown. It is, on the whole, the hardiest of the cereals; and it is said that its quality is best when it is grown on that margin beyond which it will not ripen at all. Wheat is the most costly of cereals. The crop is scantier, and as it sends its principal roots deeply into the earth, it is more exhausting to the soil; but the meal or flour is better adapted to sustain the various vital functions than that of any other kind of grain.
 The product of wheat in the United States is constantly progressing. In 1840 the total product was only 85,000 bushels; while it amounted to 100,485,800 in 1850, to 181,183,500 in 1860, to 249,146,900 in 1869. The chief States in 1869 were Illinois, Iowa, Wisconsin, Indiana, Ohio, Michigan, New York, Pennsylvania and California. — *American Rural Home.*

Wheat in America.
 The Williamses played their farewell at Melbourne recently. St. Louis thieves tried to steal the Bernhardt cash box, but failed. Agnes Leonard, the actress, is lying seriously ill at Binghamton, N. Y. Miss Clara Poole has joined the Emma Abbott English Opera Company. "Pinnacle" and "Struck Oil" have proved enormously successful at Melbourne. Lyster, the manager of the Opera House at Melbourne, after a long illness, is dead. Fanny Davenport made a success in St. Louis as *Mable Reineur, Pauline, Leah, Camilla*, etc. Madame Etelka Gerster sends to the hospitals all the flowers that are given her on the stage. The Nautch girls at Daly's, New York, are declared "neither naughty nor nice." The "sensation" fell flat. Miss Fanny Louisa "Mazepa" Buckingham and her fiery untamed steed have sailed from Frisco for Australia. Adeline Patti has been, during her present engagement in Madrid, presented by the King and Queen of Spain with their portraits. Rubenstein's "Nero," sumptuously brought on the stage at the Royal Opera at Berlin, was withdrawn after a few representations. Frank Mayo, having made a fortune out of "Davy Crockett," now proposes to essay Shakespearean roles and star with a first-class company. Miss Annie Pixley was presented with a magnificent set of jewelry in Nashville by some of her admiring friends. The presentation was made upon the stage. Louisville, Ky., is wild over the discovery of "a second Mary Anderson" in the person of Miss Selma Fetter, 18, beautiful and rich. She made a successful debut as *Marianne*. Miss Lenoir, D'Oyley Carte's agent, says there has been no dispute, as has been rumored, regarding the ownership of "Billie Taylor." It will be produced jointly by D'Oyley Carte and E. E. Rice.

Our Girls.
 THE FIRST "WAIST" AND "SKIRT."
 The first known separate waist and skirt to a lady's dress are seen in the costumes of Queen Philippa, wife of Edward III. of England, and of Queen Jeanne of Bourbon, wife of the French Charles the Wise, about the year 1360. Previous to the fourteenth century, ladies' dresses were cut in one length from neck to ankle, not fitted to the waist with seams, but bound with a girdle fastened on the shoulders and outside of the sleeves with brooches.
 CAREFUL BRUSHING of clothes with a whisk or hand-brush, renewing them sometimes by sponging with diluted ammonia or alcohol, hanging or folding them, and not leaving them carelessly lying about, are indicative of sense and refinement. A lady should never be seen in slovenly and tumbled attire. Gloves should be kept in a box, pulled out lengthwise when taken out, and repaired the instant a stitch gives way. Hats and bonnets should be kept in boxes. Shawls should be laid in their original folds. It is not in good taste to wear one's best garments on a shopping expedition, nor to go about one's business in polluted finery that has seen better days.

A Princely Boy.
 In the palace of a small German capital a German duchess, distinguished for her good sense and kindness of heart was celebrating her birthday.
 The court congratulations were over, and the lady retired from the scene of festivity to the seclusion of her private room. Presently she heard light footsteps coming up the stairs.
 "Ah!" she said, "there are my two little grandsons coming to congratulate me."
 Two rosy lads, ten and twelve years of age, came in, one named Albert, the other Ernest. They affectionately greeted the Duchess, who gave each of them the customary present of ten louis d'or (about forty-eight dollars), and related to them the following suggestive anecdote:
 "There once lived an Emperor in Rome who used to say that no one should go away sorrowing from an interview with a prince. He was always doing good and caring for his people, and when, one evening at supper, he remembered that he had not done an act of kindness to any one during the day, he exclaimed, with regret and sorrow, 'My friends, I have lost a day.' My children, take this Emperor for your model, and live in a princely way, like him."
 The boys went down the stairs delighted. At the palace gate they met a poor woman wrinkled and old, and bowed down with trouble.
 "A my good young gentlemen," said she, "bestow a trifle on an aged creature. My cottage is going to be sold for a debt, and I shall not have anywhere to lay my head. My goal, the only means of support I have, has been seized; pity an old woman and be charitable."
 Ernest assured her that he had no change, and so passed on. But Albert hesitated. He thought a moment of her pleading looks, and tears came to his eyes. The story of the Roman Emperor came into his mind. He took from his purse the whole of the ten louis d'or and gave them to the woman. Turning away with heart light and satisfied, he left the old woman weeping for joy.
 The boy was Prince Albert of England, justly called "Albert the Good," and afterwards the husband of Queen Victoria.

Domestic Economy.
 USEFUL HINTS—In cooking a fowl, to ascertain when it is done, put a skewer into the breast, and if the breast is tender, the fowl is done.
 Good flour is not tested by its color. White flour may not be the best. The test of good flour is by the amount of water it absorbs.
 To beat the whites of eggs quickly, put in a pinch of salt. The cooler the eggs the quicker they will froth. Salt cools and also freshens them.
 There is greenness in onions and potatoes that render them hard to digest. For health's sake put them in warm water for an hour before cooking.
 Mutton freed entirely from fat and mixed with two or three sliced kidneys will make a nice pudding. The meat may be sprinkled with fine herbs as it is laid into the crust.
 Single cream is cream that has stood on the milk twelve hours. It is the best for tea or coffee. Double cream stands on its milk twenty-four hours, and cream for butter frequently stands for forty-eight hours. Cream that is to be whipped should not be butter cream, lest in whipping it change to butter.
 STAINS ON FLOORS.—For removing spots of grease from boards, take equal parts of fullers' earth and pearl ash, a quarter of a pound of each, and while hot, lay it on the greased part allowing four inches to be left for ten or twelve hours; after which it may be scraped off with sand and water. A floor much spotted with grease should be completely washed with the mixture, the day before it is scoured. Fuller's earth and ox gall, boiled together, form a very powerful cleansing mixture for floors or carpets. Stains of ink are removed by strong vinegar, or salts of lemon will remove them.
 A NOT TOO RICH LEMON PUDDING.
 Prepare a crust for the pie in a deep plate, then stir one tablespoonful of starch into a little cold water, let all come to a boil, then add seven spoonfuls of sugar, the well beaten yolks of four eggs and the grated rind and juice of two lemons; while this is baking beat the whites of the four eggs and one heaping tablespoonful of pulverized sugar to a stiff froth; when the pie is baked spread this smoothly over the top, then set it in oven for two or three minutes; this is long enough to give it the desired golden color.
 RAISED PORK PIE.—Make a raised crust, of a good size, with paste, about four inches high; take the rind and chinebone from a loin of pork, cut it into chops, and beat them with a chopper, season them with pepper and salt and powdered sage, and fill your pie; put on the top and close it, and pinch it round the edge; rub it over with yolk of egg, and bake it two hours, with a paper over to prevent the crust from burning. When done, pour in some good gravy, with a little red-wine mixed mustard and a teaspoonful of catsup.

Financial.
 THE REMARKABLE ACTIVITY IN RAILROAD BUILDING.
 Last year was the most remarkable in the history of the American railway business. The earnings of the roads were much greater than ever before; nearly all the lines west of the Mississippi River were brought together under connected systems, while the increase in the mileage was larger than any previous year except 1872. Then our excessive railway construction was followed by the financial crash of 1873, from which it took the country years to recover.
 The *Financial Chronicle* published at the beginning of December a table of the gross earnings of forty-three railroads for the eleven months of 1880, compared with those for the corresponding period of 1879. The figures for 1880 are \$180,660,959 against \$143,840,029 for 1879; a gain of \$36,820,930, or nearly one-quarter.
 In 1879 the business of railroad construction, which since 1872 had received a serious check showed great comparative activity. The total number of miles of road built reached 4,721, or more than double the average of the previous five years.
 It was this increase in railroad building, accompanied by a vast augmentation of traffic owing to the great harvest, that revived the drooping spirits of the iron manufacturers. Besides the rails needed for the mileage added, repairs were everywhere necessary to meet the accumulating business. Our production of pig iron was accordingly greater than that of the year before by about a half a million tons, and it found a market at largely increased prices. The production even exceeded that of 1873, the previous year of largest supply, by nearly a quarter million of tons. We manufactured of iron and steel rails nearly the same amount in excess of the production of 1872, the year when railroad building became almost a mania. Their importation, which had dropped off altogether in 1878, rose to 69,000 tons, while all kinds of iron and steel we imported about a half a million tons, against about a fifth of that amount in 1878.
 But the activity in railroad building in 1879 was far exceeded by that of last year. The addition to the railroad mileage of the United States for 1880, was, according to a table compiled by the *Railway Age*, 7,297 miles; an increase over 1879 of 2,486 miles. The number of miles added in 1872 was about the same, 7,340.
 The effect of the increase on the iron trade was of course very marked. The production of pig iron rose from about two and three quarter millions in 1879 to between three and a quarter and three and a half millions 1880; and our importation of pig iron was about 700,000 tons. We produced 2,200,000 tons of rails, and imported about a million tons of iron and steel, and there was besides an enormous consumption for repairs to the roads and rolling stock of the lines already existing. As a consequence, the iron trade has had the busiest year it has ever known.
 Of the 7,297 miles of railroad built in 1880, more than one half, or 3,968 miles were laid in the States and Territories west of the Mississippi. The rapidity with which the railroad construction is going on in that portion of the Union presages a still greater increase in its population during the next ten years than the census shows for the last decade. Already in one region west of the Mississippi considerably more than a fifth of the population of the country is gathered, whereas in 1880 the proportion was only about a tenth.
 The promise is that the railroad construction during the present year will be even larger than that for 1880.

About Women.
 Somebody says the marriage state is knotty—but it's nice.
 Nearly \$73,000,000 of United States bonds are owned by women.
 The "waxed" man is a thing worn. It stamps its wearer as ready for the next male.—*Lowell Citizen.*
 Twenty years ago the girls of Lake Erie Seminary, Ohio, nominated General Garfield for the Presidency.
 Mrs. Hayes, wife of President Hayes, is President of the Methodist Women's Home Missionary Society.
 A sister of the King of Sweden is a missionary in Lapland, and has sold her jewels to aid her in the work.
 Jenkins tries to avoid meat in the morning, but since he got married he says he always has tongue for breakfast.
 Lady Thornton and Miss Thornton have arrived at Ottawa from Washington to attend the Governor General's ball next week.
 Miss Lizzie Sargent, daughter of ex-Senator Sargent, of California, has been elected a member of the medical profession in San Francisco.
 Indiana has a law to prevent weak-minded people marrying. A crusty bachelor insinuates that weak-minded are the only persons who ever think of marrying.—*Boston Transcript.*
 John Koop, a miser of Houston, Texas, died a few days ago of starvation, leaving \$59,000 in real estate and money. He had hated women so much that he would not even rent his house to one of them.
 Benjamin Schnell and Harriet Posey were married the other day at Seneca, S. C., by Trial Justice James, with the full approval of the child's mother, who witnessed the ceremony. The bride is only 8 year old.
 "Bowling parties" is a new entertainment for ladies and gentlemen in Boston. They engage a bowling alley, invite the matrons and spend an evening every week or fortnight in the exhilarating game of ten-pins.
 A Michigan tailor recently eloped with a young girl of 17, leaving behind a wife and several children; and now his deserted wife has sued a local paper for calling the elopement the work of a "Michigan Tailor's Ghost."

Industrial Notes.
 The Pullman Car Company earns on each car about \$180 a month net, and has 473 cars.
 The Huntington (W. Va.) Oar Works have commenced operation, with a good supply of orders.
 A fire-and-water-proof paper is made of two-thirds paper pulp and one-third asbestos, steeped in salt and alum solution and finally coated with shellac varnish.
 The Pittsburg, Cincinnati and St. Louis Railway is running new cars, 55 feet long with six-wheel trucks, and the best heating, lighting and ventilating appliances.
 The Western Wheel Scraper Company, of Mount Pleasant, Ia., has built an addition to its works 30x88 feet, making the total dimensions 270x30 feet, about one-half of which is two stories high.
 The Boston and Albany Railroad Company has of late been equipping its cars with the Westinghouse brake more rapidly than usual, and now almost its entire passenger rolling stock is provided with it.
 The plan of using the Great Eastern for the beef-cattle trade has been abandoned, and it is doubtful to what use the ill-fated ship will be put, if any. She has cost to date \$25,000,000, and never returned one-quarter of that sum.
 The Edgar Thomson Steel Company has "hid off" its Bessemer department to make repairs and take account of stock. The production of rails for the year was about 100,000 tons, perhaps slightly in excess of this amount.
 The electric lights recently introduced into the passenger station and the adjoining freight yard of the Boston and Albany Railroad in Boston are proving to be even more of a convenience than was anticipated, and both the public and employees of the road appreciate them.
 Glass manufacture is making wonderful strides in Ohio. Last year there were five new works erected, this year there will probably be as many more. At present there are at least 19 firms in that State engaged in the making of glass, and they use about 292 pots and employ more than 2000 men.
 The corps engineers are surveying a route for the proposed Indianapolis and Springfield Railroad, in extension of the I., B. and W., reached Springfield, O., January 26, from the westward, having completed the survey to the river at that point. Another line will be run soon by way of Tippecanoe and New Carlisle.
 The heaviest and longest loaded train that passed over the Erie road or its branches was brought over the Jefferson branch one day last week by Conductor Stephen Maroney, with G. N. Brown and Jesse Williams as engineers, consisting of 122 freight-wheel cars, loaded with coal all destined for Buffalo.—*Susquehanna Gazette.*
 One of the officers of the steamship City of Berlin states that he has received the current from a Siemens' dynamo-electric machine through the legs, trunk, left arm, thumb and one finger. He says he did not like the sensation, but that he could have endured it if necessary, although the current was capable of giving four lights of 400-candle power each.
 Mr. C. J. Kitner, of the United States Patent office, believes that, judging from what has already been done in various applications of electricity, within the next decade we shall find our large telegraphic corporations operating their elevators, supplying motive power, heat and light throughout their buildings and electricity for their lines from one common source of power.
 The Cleveland Bridge and Car Works are turning off fifty-five cars weekly on a contract for 500 cars for the Tuscarawas Valley Railroad. When this contract is filled they begin on one for the C., C. and I. R. for 300 cars. They are also making a large number of iron bridges for the latter road of remarkable weight and strength, to correspond to the increased weight of engines now coming into use.
 The Board of United States Naval Engineers gives a most favorable report of the efficiency of the Perkins system of applying steam to the propulsion of vessels, as shown in the machinery of the little steamer *Antarctica*. They say that any theoretical doubts regarding the practicability and economy of the method are sufficiently dispelled by the voyage of the steamer from Great Britain to this country.

Advice to Those in Debt.—Make a full estimate of all you owe, and make that is owing to you. Reduce the same to a note. As fast as you collect, pay over to those you owe. If you cannot pay, renew your notes every year, giving the best security you can. Go to business diligently, and be industrious. Waste no idle moments; be very economical in all things; discard all pride. If you are too needy in circumstances to give to the poor, do what ever else is in your power, cheerfully; but if you can do so, help the poor and unfortunate.—*Ben Franklin.*
 The celebrated Vokes family, the original inventors of all the light musical entertainments now so popular, will return to this country in the early spring for a short tour under the management of Mr. John Stetson, of Boston.

Advances in the Art of Dressing.
 The first known separate waist and skirt to a lady's dress are seen in the costumes of Queen Philippa, wife of Edward III. of England, and of Queen Jeanne of Bourbon, wife of the French Charles the Wise, about the year 1360. Previous to the fourteenth century, ladies' dresses were cut in one length from neck to ankle, not fitted to the waist with seams, but bound with a girdle fastened on the shoulders and outside of the sleeves with brooches.
 CAREFUL BRUSHING of clothes with a whisk or hand-brush, renewing them sometimes by sponging with diluted ammonia or alcohol, hanging or folding them, and not leaving them carelessly lying about, are indicative of sense and refinement. A lady should never be seen in slovenly and tumbled attire. Gloves should be kept in a box, pulled out lengthwise when taken out, and repaired the instant a stitch gives way. Hats and bonnets should be kept in boxes. Shawls should be laid in their original folds. It is not in good taste to wear one's best garments on a shopping expedition, nor to go about one's business in polluted finery that has seen better days.

Wheat in America.
 Prior to the discovery of this continent by Columbus, there was no cereal in America approaching in nature to the wheat plant. It was not, observes the *American Miller*, until 1530 that wheat found his way into Mexico, and then only by chance. A slave of Cortez took a few grains of wheat in a parcel of rice and showed them to his master, who ordered them to be planted. The result showed that wheat would thrive well on Mexican soil; and to-day one of the finest wheat valleys in the world is near the Mexican capital. From Mexico, the cereal found its way to Peru. Marie D'Escobar, wife of Don Diego de Charvos, carried a few grains to Lima, which were planted. The entire product being used for seed for several successive crops. At Quito, Ecuador, a monk of the order of St. Francis, by the name of Pray Jodsi Bixi, introduced a new cereal; and it is said that the jar which contained the seeds is still preserved by the monks of Quito. Wheat was introduced in the present limits of the United States temporarily with the settlement of the country by the English and Dutch.
 The geographical range over which wheat can be grown is peculiar. It is not produced in tropical climates. Here its place is taken by rice. There is a northern limit to its growth, beyond which oats can be grown. It is, on the whole, the hardiest of the cereals; and it is said that its quality is best when it is grown on that margin beyond which it will not ripen at all. Wheat is the most costly of cereals. The crop is scantier, and as it sends its principal roots deeply into the earth, it is more exhausting to the soil; but the meal or flour is better adapted to sustain the various vital functions than that of any other kind of grain.
 The product of wheat in the United States is constantly progressing. In 1840 the total product was only 85,000 bushels; while it amounted to 100,485,800 in 1850, to 181,183,500 in 1860, to 249,146,900 in 1869. The chief States in 1869 were Illinois, Iowa, Wisconsin, Indiana, Ohio, Michigan, New York, Pennsylvania and California. — *American Rural Home.*

Domestic Economy.
 USEFUL HINTS—In cooking a fowl, to ascertain when it is done, put a skewer into the breast, and if the breast is tender, the fowl is done.
 Good flour is not tested by its color. White flour may not be the best. The test of good flour is by the amount of water it absorbs.
 To beat the whites of eggs quickly, put in a pinch of salt. The cooler the eggs the quicker they will froth. Salt cools and also freshens them.
 There is greenness in onions and potatoes that render them hard to digest. For health's sake put them in warm water for an hour before cooking.
 Mutton freed entirely from fat and mixed with two or three sliced kidneys will make a nice pudding. The meat may be sprinkled with fine herbs as it is laid into the crust.
 Single cream is cream that has stood on the milk twelve hours. It is the best for tea or coffee. Double cream stands on its milk twenty-four hours, and cream for butter frequently stands for forty-eight hours. Cream that is to be whipped should not be butter cream, lest in whipping it change to butter.
 STAINS ON FLOORS.—For removing spots of grease from boards, take equal parts of fullers' earth and pearl ash, a quarter of a pound of each, and while hot, lay it on the greased part allowing four inches to be left for ten or twelve hours; after which it may be scraped off with sand and water. A floor much spotted with grease should be completely washed with the mixture, the day before it is scoured. Fuller's earth and ox gall, boiled together, form a very powerful cleansing mixture for floors or carpets. Stains of ink are removed by strong vinegar, or salts of lemon will remove them.
 A NOT TOO RICH LEMON PUDDING.
 Prepare a crust for the pie in a deep plate, then stir one tablespoonful of starch into a little cold water, let all come to a boil, then add seven spoonfuls of sugar, the well beaten yolks of four eggs and the grated rind and juice of two lemons; while this is baking beat the whites of the four eggs and one heaping tablespoonful of pulverized sugar to a stiff froth; when the pie is baked spread this smoothly over the top, then set it in oven for two or three minutes; this is long enough to give it the desired golden color.
 RAISED PORK PIE.—Make a raised crust, of a good size, with paste, about four inches high; take the rind and chinebone from a loin of pork, cut it into chops, and beat them with a chopper, season them with pepper and salt and powdered sage, and fill your pie; put on the top and close it, and pinch it round the edge; rub it over with yolk of egg, and bake it two hours, with a paper over to prevent the crust from burning. When done, pour in some good gravy, with a little red-wine mixed mustard and a teaspoonful of catsup.

Financial.
 THE REMARKABLE ACTIVITY IN RAILROAD BUILDING.
 Last year was the most remarkable in the history of the American railway business. The earnings of the roads were much greater than ever before; nearly all the lines west of the Mississippi River were brought together under connected systems, while the increase in the mileage was larger than any previous year except 1872. Then our excessive railway construction was followed by the financial crash of 1873, from which it took the country years to recover.
 The *Financial Chronicle* published at the beginning of December a table of the gross earnings of forty-three railroads for the eleven months of 1880, compared with those for the corresponding period of 1879. The figures for 1880 are \$180,660,959 against \$143,840,029 for 1879; a gain of \$36,820,930, or nearly one-quarter.
 In 1879 the business of railroad construction, which since 1872 had received a serious check showed great comparative activity. The total number of miles of road built reached 4,721, or more than double the average of the previous five years.
 It was this increase in railroad building, accompanied by a vast augmentation of traffic owing to the great harvest, that revived the drooping spirits of the iron manufacturers. Besides the rails needed for the mileage added, repairs were everywhere necessary to meet the accumulating business. Our production of pig iron was accordingly greater than that of the year before by about a half a million tons, and it found a market at largely increased prices. The production even exceeded that of 1873, the previous year of largest supply, by nearly a quarter million of tons. We manufactured of iron and steel rails nearly the same amount in excess of the production of 1872, the year when railroad building became almost a mania. Their importation, which had dropped off altogether in 1878, rose to 69,000 tons, while all kinds of iron and steel we imported about a half a million tons, against about a fifth of that amount in 1878.
 But the activity in railroad building in 1879 was far exceeded by that of last year. The addition to the railroad mileage of the United States for 1880, was, according to a table compiled by the *Railway Age*, 7,297 miles; an increase over 1879 of 2,486 miles. The number of miles added in 1872 was about the same, 7,340.
 The effect of the increase on the iron trade was of course very marked. The production of pig iron rose from about two and three quarter millions in 1879 to between three and a quarter and three and a half millions 1880; and our importation of pig iron was about 700,000 tons. We produced 2,200,000 tons of rails, and imported about a million tons of iron and steel, and there was besides an enormous consumption for repairs to the roads and rolling stock of the lines already existing. As a consequence, the iron trade has had the busiest year it has ever known.
 Of the 7,297 miles of railroad built in 1880, more than one half, or 3,968 miles were laid in the States and Territories west of the Mississippi. The rapidity with which the railroad construction is going on in that portion of the Union presages a still greater increase in its population during the next ten years than the census shows for the last decade. Already in one region west of the Mississippi considerably more than a fifth of the population of the country is gathered, whereas in 1880 the proportion was only about a tenth.
 The promise is that the railroad construction during the present year will be even larger than that for 1880.

About Women.
 Somebody says the marriage state is knotty—but it's nice.
 Nearly \$73,000,000 of United States bonds are owned by women.
 The "waxed" man is a thing worn. It stamps its wearer as