Fuller's Gleaner.

ASHEVILLE, N. C.

—J. M. FULLER, of New York, Editor.—

All communications should be addressed to J. M. Fuller, Editor, Post office Box 346.

This has been a great question as to GLEANER who is on a boom, rising as it were not only a strike for higher wages and rates upon editor of this paper.

Where steps are taken in order of advancement that said paper showing such actions and being feasible as a newspaper, we ask is it right for J. E. himself to pay all personal expenses such as bills, fees for the many subscribers, which he has done since the paper has been running during the last few years of her existence. Changes have now come and it is done to rearrange the subscribers that all names entered on list book at time when subscribers are in want of paper. If they don't send they will not get it. Editor has no idea of doing such as it is not right for can we find another man in the journalistic work to the same to public interest. If they will not pay for the paper, they [illegible] it.

I cannot claim any more [illegible] this and that has already been said in this trip, as just [illegible] limited in order to get this work as quickly as [illegible] issue. 1896.

Jour[illegible] do also [illegible] long [illegible] have to wait longer [illegible] from the S[illegible] GLEANER is a paper [illegible] be as important as [illegible] but points have [illegible] because she is [illegible] not have the [illegible] that is published [illegible] down as a [illegible] glance but [illegible] amusement and [illegible] which that is a great [illegible] lots of good can be got from the GLEANER as she is very entertaining little sheet [illegible] only managed right [illegible] less would be as equally as important as gold or silver question of to-day according to editor's estimation.

D. E. does not care to enter into this discussion and as his paper is so distinguished from what were others in their sphere of political development, D. E. is young and inexperienced whose idea is entirely wrapped up in newspaper ideas and publishes everything he sees fit, he not feeling the inclination to participate otherwise. GLEANER alone runs on and on for a new start the first of the year and hopes in time the GLEANER is as well thought of in the future as she has been in the past and give editor his price when bills become due, when they know what it is, which doubtless will be known shortly. As to paper business it is not an amusing work for the time being. It is hard for brains. Papers goes as population increases, which doubtless has had many faults which has set her aside from a political standpoint of view, which has committed on all sides as to election which all newspapers take up as a matter of course. Yet brains and experience and all these things which is not an easy matter, yet some think they can lay down on flowery beds of ease and smoke segars at heart's content, while other men make money without labor and capital.

Willl this last long, we ask? and expecting to have money to spend it all the same moment? We want money for existence, our home comfort, our health, our families, to learn the art of saving for time of need.

Don't feel others are to make it for you and die and leave to your comfort, but make it yourself and die free. Paper business is not an easy task. It is a business for the educated only, as we know she goes into many homes that D. E. has never seen.

What remarks are said behind his back and compare those to what might be said in his presence, it is a serious matter as outspoken facts remain the same. GLEANER in any way ought to pay a good price but the help to make Ch and Dr. m et can be obtained unless all subscribers take a little care to send or disburse themselves or the terminus of the bill. I try to give satisfaction and pleasure if you pay him for his time. Look the loss of last paper. It had been ready for the printer the middle of October and did not get to editor till the 26th of November. Is this not discouraging and crowding the next paper in near the holidays before January number has got ready bill and experiments have been delayed and D. E. almost crazy and his patience almost exhausted. He cannot stand this and if we do not want the paper please send word to D. E. so he can act accordingly.

The printer has not given him satisfaction for some time past and reasons are [illegible] to remove the printer and accept a higher price for both Editor and his work. If [illegible] which is not [illegible]

D. E. [illegible] paper has gone [illegible] paper [illegible] Has fact [illegible] paper [illegible] of the [illegible] he wants [illegible] from [illegible]

[illegible] gathered [illegible] a trip [illegible] charge for [illegible] Kampe [illegible] agents [illegible] time and [illegible] in the [illegible] of Editor [illegible] labor and [illegible] go on [illegible] $[illegible] is [illegible] idea of [illegible] time to all [illegible] of the [illegible] has never made [illegible] but only Editor's [illegible] has kept her from the [illegible] Large majority of the work has been orders only and [illegible] heads just to [illegible] bad, but yet [illegible] said much and all [illegible] asked to look into the matter [illegible] and see what can be done to aid him in future.

TRIP TO ST. REGIS.

A party of gentlemen with our Editor had been planning this trip for some time past but the weather being unfavorable had to wait for a beautiful day in October, about the latter part they started and the day seemed very perfect. Among the guests was our Editor of this paper who through his influence kept the party in roars of laughter. We drove to Trumbley's camp, about seven miles more or less and called at Grucher House for Mr. Martin who was to point the seven last wonders to the throne of nature's works. Taking lots we rowed three miles on a lake called Trumbleys and we saw the many camps as we passed them that rich men had put there, very romantic of course, Trumbley's camp is the finest of its size and has all the luxury of home comforts man would want. The middle camp, called the Hoe camp, who is a publisher in New York, then Wilburn Reed camp is a cosy camp, also Spits-fire camp, well known. Most all I saw was men from New York who come and spend their summers there and bring their family. companions are too numerous to mention, but what could be gathered was displayed by taste of men of ability and money. $5,000 to $10,000 is nothing or these men to settle upon, but take it as a rule, some of us would not care to pay out so much for a few months had we the chance. However at the end of three miles we carry our boats over to another lake called Speckacal lake in which water looks like glasses and quite dazzeling. After crossing this lake leave your boat and walk on a level floor half an hour before reaching the foot of the mountain. Before the ascent begins and as you commence to climb high and higher over logs, rocks, gulleys, trees, and bushes, step by step, maybe two or three hours before reaching the top. About the middle of the journey on Central (breathing spell) We stop for lunch at 12:30 p. m. Here we built a fire and spread lunch. The guide carried about 18 pounds of kitchen utensils on his back and cook ham and coffee. We had frying pan, tin dishes, cups and knives, forks, spoons, cheese, cake, besides the lunch we men had with us, so when all was spread out, it was quite an attractive affair, and it tasted so good we ate everything and soon were on our journey to the top in which we soon reached after half an hour [illegible] 1800 feet high up the 2800 feet where from that height 54 lakes could be seen in the far distant land we had left.

Pictures were taken by Skiff Armstrong of the party and surrounding country. It was a hard climb and many felt exhausted at the top. Editor laid down to rest on a rock almost asleep. When call came we were to descend down to earth again from which we had risen with much care to be taken going down or coming up, but yet we could go down a little faster and time was not so tedious but sun was getting lower and we had all the trip back, and after getting on shore again we visited the Trumbley Camps which were worth seeing the home, the rooms the billiard hall and bowling alley, and even the servant's rooms and the children's play house and kitchen. All are long bench over one road, tennis court with cement and tile and tar ground and a cage over it for players only, croquet ground laid off in a pleasing manner. We had to see all this quick, darkness was coming on fast and having a long drive before us, we had to make time and arrived home quite early in the evening. The party were: Messrs Ellis, Peters, Moore, New York State, Mr White, Boston, Mr. Warner, Conn., Hon. D. E. J. M. Fuller Editor.

THE ADIRONDACK COTTAGE SANITARIUM.

Was open for patients Feb. 1, 1895, with accomodations for nine persons, but has room enough for eighty. The idea of the place is to be of a main building around which are grouped eighteen small cottages and open air pavilion built for the purpose of affording pleasure and recreation to patients during the stormy weather. The cottages are so built as to give perfect ventilation and even to allow each inmate the quietness of a room alone and the hardwood finish of the interior permits of thorough disinfection as often as deemed necessary. D. E. was glad to hear of this as it is very hard to put such an idea in the heads of contractors and builders for they are perfectly satisfied to do but little in this line without regard to health as well as comfort, and the only house of its kind that did see the necessity at the right time. This cottage plan avoids the evil effects which sometimes result from an idea of two many patients in one building, which is not wise as it proves discontent and two short walks and quiet when needed. The object of the Adrondack Sanitarium is in offering persons of first stages of lung disease, who could not otherwise afford the expense of a sojourn in these mountains, the benefits to be of a change of climate, a well regulated out of door life, a nourishment diet and the latest and most approved method of medical treatment. Experience has shown that nowhere can the necessary daily regulations of patient life, and habits, be so carefully carried out as in a Sanitarium, and that the most favorable results in controling the disease have been attended in the Institution devoted to this special purpose. There is no doubt, in the history of most cases of consumption a time when restoration to health might take place if the patient could for awhile give up his occupation and care and obtain a change of climate. The Sanitarium offers such a chance at a most moderate cost, $5 a week, which barely covers the necessary expenses for baths.

In winter carriage or sleigh rides are furnished as often as can be free of cost. The general expense of the Institution is made up by the donations and subscriptions.

Doctors have residents in or near the Institution. They even direct treatment and enforce the regulations for cleanness and disenfection which are strictly carried out in the Institution.

ADMISSION,

All applications for Admission from a distance must be examined by one of the examining doctors and highly recommended by the physician in charge, who ever he may be, or they will not be admitted.

Cost to patients. Five dollars per week for board and lodging. Fifty cents per dozen for washing. No extra charge except in severe cases where a nurse is required, which the patient pays the nurse.

Visitors and friends cannot remain longer than a week and will be charged $1 a day. As to medicine, it can be procured at village drug store at a discount. Most of them however are kept at Sanitarium and furnish at cost of patient.

This is quite an idea and very much needed at this place for there seems to be so many sick who have but a short time possible to live and as far as I have seen or heard it should be well supported.

We can look on this Institution as a very central point upon a very projected hillside, several hundred feet above the valley of the Saranac river and even some two thousand feet above the sea level, a mile and a half from Saranac Lake villiage. It is reached without change of cars in thirteen hours from New York and Hudson R. R. and Adrondack and St. Lawrence R. R. direct to Saranac Lake villiage, or Hudson River R. R., and Delaware and Hudson to Platsburgh, thense to Chalengay R. R. to the same place.

The progress and idea of this Institution from the general Board of Directors that comes within hearing to D. E. ears by a letter of general information which is as follows:

The president's report to Board of directors.

Gentlemen:—For the eleventh time it is my duty to you, the purpose of the work for which we are organized. The past year has been an eventful one for the place. For the first time in all these years death has been very busy in our midst, and the labors of four of our members are ended forever. I feel that no words which can be uttered are necessary to impress upon you the magnitude of the loss the Sanitarium has sustained or a deep conviction of how well done has been the work of Alfred L. Loomis, George C. Cooper, W. I. Riddle and Samuel Inslee.

During the past year the usual annual expense for maintainance have been met and many valuable improvements to the plant of the Institution have been carried out.

An attempt to place on a firmer financial basis this work which for the past eleven years has been entirely dependent each year on voluntary subscriptions has been organized. Thus far a generous response has been given to this appeal from those who from the first have ever been ready to hold up our hands.

The subject of the endowment fund however will be reported upon at a later date, as much remains to be done before success in this direction is attained and I again would call your attention to the urgent need of combined efforts in this direction by all who have the best interests of the Sanitarium at heart.

The great demand for an abundant water supply for our growing needs has been most generously met during the past year by the costly gift by the late Samuel Inslee to the Institution of a complete water system on a scale calculated to cover all possible requirements of future growth and which affords fire protection as well.

A contract withe the town water board has been entered and a six inch pipe laid in several places through solid rock and depth of several feet, which supplies to a conveniently disposed system an almost unlimited amount of water equal to forty pounds, and affords ample fire protection to every building in the grounds.

As to electric light, it has also been brought from the town plant on wires owned by the Sanitarium the hundred or more lamps thus far in use have become a thing of the past, and all the buildings are now lighted by electricity at a very moderate cost, thus improving the quality of the air breathed by the patient indoors.

A desirable piece of land adjoining the Sanitarium grounds has also been bought; hot water heating has been put into one of the largest of our cottages and many minor improvements made.

During the past year, principally through efforts of Senator Cullum, I am told, says Editor, that the property has been exempted by a special act of the Legislature from all taxation hereafter.

The demands on the Sanitarium from all sides have greatly increased and every effort has been made to meet them. The records show that with a stated capacity of 74 beds, seventy three patients have been constantly under treatment for every day in the year.

The first free bed fund has continued to aid a proportion of the many in need of its help, and has given help to fourteen patients for periods extending from one to twelve months, averaging four months and six days for each patient.

This is the general idea of the work, gentlemen, and we thank your editor for the kind interest in placing the work in his paper of today.

SUNSET

PERSONALLY CONDUCTED TOURIST EXCURSIONS TO CALIFORNIA WITHOUT CHANGE OF CARS.

Leaving Washington, D. C., Saturday, November 14, and every Saturday thereafter, the Southern Railway (Piedmont Air-Line) and Sunset Route will operate Personally Conducted Tourist Excursions to San Francisco, Cal., without change of cars, conductors or porters. The route is through Atlanta, Montgomery, New Orleans, Houston, San Antonia, New Mexico, Arizona and Southern California. The cars are the very latest pattern of Pullman Tourist Sleeper, beds equal to those of any standard sleeper, lunch, lavatory (private apartment for ladies) and toilet facilities of the most approved style. Three and one-half days to New Mexico and Arizona, four days to Los Angeles and Southern Californi, and five days to San Francisco, Portland, Oregon, through the semi-tropical garden of the South, and via picturesque Mt. Shasta in seven days, with one change of cars. Tacoma and Seattle, Washington, the afternoon of the seventh day. Such service and facilities for transcontinental travel have never before been offered. The tourist car fare, $8.00, to San Francisco and intermediate points, and railroad fare the same as any other line, effecting a saving of $25.00 to $30.00. For further information and reservation inquire of any Southern Railway Agent or A. J. Poston, General Agent, 511 Pennsylvania. Washington, D. C.

SOUTHERN RAILWAY

(PIEDMONT AIR LINE)

In effect Nov. 15th, 1896.

Central time

Lv. Chattanooga		4 30am
" Knoxville		8 15am
" Morristown		9 39am
Ar. Hot Springs		11 30am
" Asheville		12 55pm
Lv. Asheville		1 25pm
" Round Knob		2 35pm
" Marion		3 12pm
" Morganton		3 56pm
Ar. Hickory		4 38pm
" Newton		4 58pm
" Statesville		5 45pm
Ar. Salisbury		6 40pm
(Eastern time)		
Lv. Salisbury	9 38am	8 10pm
" Greensboro	10 50pm	9 52pm
Ar. Danville	12 00 p m	11 25pm
" Lynchburg	1 58am	
" Charlottesville	2 35am	
" Washington	6 42am	
" Baltimore	8 00am	
" Philadelphia	10 15am	
" New York	12 43pm	
" Richmond		6 00am
" Durham		5 25am
" Raleigh		7 10am
" Goldsboro		1 45pm

WEST BOUND (DAILY) No. 11 and 78

Lv. Goldsboro	2 10 p m	
" Raleigh	2 00 p m	
" Durham	3 50 p m	
" Richmond	2 00 p m	
Lv. New York		4 30pm
" Philadelphia		6 55pm
" Baltimore		9 20pm
" Washington		10 43pm
" Charlottesville		1 55am
" Lynchburg		3 45am
" Danville	6 40am	5 50am
" Greensboro	8 35am	7 05am
Ar. Salisbury	10 15am	8 17am
(Central time)		
Lv. Salisbury		9 25am
Ar. Statesville		10 11am
" Newton		10 56am
Lv. Hickory		11 15am
Ar. Morganton		11 53am
" Marion		12 33am
" Round Knob		1 10pm
" Asheville		2 05pm
Lv. Asheville		2 55pm
" Hot Springs		4 21pm
Ar. Paint Rock		4 26pm
" Morristown		6 05pm
" Knoxville		7 25pm
Chattanooga		11 30pm

A & S. R. R. (DAILY) No. 14

(Central time)	
Lv. Asheville	7 20am
(Eastern time)	
Lv. Asheville	8 20am
" Biltmore	8 28am
" Henders'nv'e	9 23am
" Tryon	10 31am
" Spartanburg	11 28am
Ar. Union	12 55pm
Lv. Alston	2 55pm
Ar. Columbia	3 40pm
(Central time)	
Ar. Savannah	4 52am
" Jacksonville	9 00am

DAILY No. 13

Lv. Jacksonville	6 50pm
" Savannah	11 25pm
(Eastern time)	
Lv. Columbia	11 25am
" Alston	11 59pm
" Union	1 35pm
" Spartanburg	3 10pm
" Tryon	5 00pm
" Henders'nv'e	6 03pm
" Biltmore	6 52pm
Ar. Asheville	7 00pm
Central time	
Ar. Asheville	6 00pm

MURPHY BRANCH.

	No. 67 A. M.	No. 17 P. M.
Lv. Asheville	7 00	4 00
Canton	8 15	4 55
Waynesville	9 20	5 25
Dillsboro	11 40	7 04
Bryson City	† 1 25	8 00
Andrews	~~4 55~~	P. M.
Tomotla	5 35	
Ar. Murphy	6 00	
	P. M.	P. M.

	No. 18. A. M.	No. 66 A. M.
Lv. Murphy		7 00
Tomotla		7 20
Andrews		7 55
Bryson City	8 30	10 50
Dillsboro	9 17	11 45
Waynesville	10 20	3 35
Canton	11 00	4 25
Ar. Asheville	12 01	6 00
	P. M.	P. M.

† Dinner stop.

No. 67 mixed except Sunday; No. 17 passenger daily; No. 18 mixed daily; No. 66 passenger except Sun.

MIXED TRAINS

NO 64	NO 65
Central time	
Lv. Asheville	3 00am
Ar. Asheville	6 35pm
Eastern time	
Ar. Spartanburg	11 03am
Lv. Spartanburg	12 01pm

NO 62	NO 63
Central time	
Lv. Asheville	5 20am
Ar. Asheville	7 00pm
Ar. Salisbury	6 45pm
Lv. Salisbury	5 30am

NO 66	NO 65
Lv. Morristown	9 30am
Ar. Morristown	11 30pm
" Asheville	6 35pm
Lv. Asheville	5 00am

SLEEPING CAR SERVICE.

Nos. 11 and 12 Sleeping Cars between Hot Springs, Asheville, Washington and Jersey city, south bound, between Washington, Asheville and Hot Springs.

Trains Nos. 11 and 12, 9 and 10 Pullman sleepers between Cincinnati, Asheville, Columbia, Savannah and Jacksonville.

J. M. CULP, Traffic Manager, Washington, D. C.

W. A. TURK, Gen. Pas. Agt., Washington, D. C.

S. H. HARDWICK, A. G. P. A., Atlanta, Ga.

C. A. BENSCOTER, A. G. P. A. Knoxville, Tenn.

F. R. DARBY, City P. & T. agent, Asheville, N. C.

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