

ARTIFICIAL RAIN-MAKERS.

THEY MEET WITH WONDERFUL SUCCESS IN TEXAS.

How the Laws of Nature are Proposed to be Overcome—Showers of Rain to be Produced—This is Surely an Age of Progress.

MIDLAND, Tex., Aug. 26.—Heavy and refreshing rains fell here Monday, thus saving the growing crops from the effects of a withering drought.

And strange as it may seem, the rain was not produced by natural causes.

It was caused by the government rain-producing experiments which have been practiced here by Colonel Dryden and his assistants.

And they have achieved wonderful success. Verily it is a great triumph of science over the laws of nature. This is the second time within the past week that they have manufactured heavy rains, besides several light showers, and deserve much credit for the judgment exercised in making these experiments.

They began operations here a little more than a week ago, and have been diligently at work at the scheme, but some of the most powerful apparatuses have not been used. They have, however, exploded large quantities of giant powder, hydrogen gas, rackarock mixture and dynamite in balloons and in kites. The reports of the weather bureau at Washington clearly show that the experiments here have had a great effect upon the meteorological conditions.

The series of explosions, which lasted all last week produced light broken clouds on Monday night. The artificial clouds floated overhead, hiding the moon from view. A large quantity of rackarock mixture was then exploded and in less than a minute a drenching rain was falling.

The experiment was watched by three score or more people, who pronounced it a success.

The experiment was successfully repeated four times during the evening. Whenever a cloud floated overhead a quantity of rackarock would be exploded by Colonel Dryden, and in less than a minute a heavy rain would be falling.

Tuesday the explosions were continued all day, and about night the rain began falling in torrents, drenching the earth.

A much more effective and powerful apparatus will be used soon by the rain-makers, and wonderful results are expected.

The thirsty prairies will be watered, and parched vegetation will take a new lease on life.

WASHINGTON, Aug. 26.—Acting Secretary Willets believes as Col. Dryden does, and has no hesitancy in saying so. He said:

"Those rainfalls where our party has been working were no coincidences. The previous condition of the weather, it would seem to me, would take the coincidence theory from the mind of the skeptic. They had had no rain down there. The rain producers, as the newspapers called them, went at it and there was rain. But, of course, it will take more than has been done to convince the general public."

"Do you think they will be convinced this season?"

"That I cannot tell," was the reply. "It depends upon two things. One is whether the prevalence of high winds may not so handicap the working party as to prevent them attaining the best results, and the other and in it is contained, I think, the greatest difficulty, is the question of money. You see these experiments are necessarily very costly. The appropriation for the work was only \$9,000; of that sum \$2,000 was spent last year in getting ready, getting together the necessary material and preparing the paraphernalia. That left \$7,000, which has been eaten into already to a healthy extent."

It was Senator Farwell who secured the appropriation for the work. Everybody laughed at him. It now looks as if he might before long be able to do some laughing himself.

ANNISTON'S BROKEN BANK.

Serious Charges Made Against Officers by Receiver Agee.

ANNISTON, Ala., August 26.—Receiver Agee has filed a bill against the directors of the late Anniston Savings and Safe Deposit company, charging them with neglecting their official duties. The gentlemen thus accused are W. S. Larned, J. L. Winkle, E. G. Roberts, J. C. Sprall, George Noble, J. C. Roberts and E. D. Willist.

The bill shows that managing director Larned sold to the bank a business block for \$30,000. On the building was a mortgage for \$6,000 which was not satisfied. After this Larned mortgaged the building for \$6,000, making it cost the bank \$42,000. The bill also charges that John B. Reese, while president of the bank overdraw \$3,750 for which he gave unsecured notes to run three years. Roberts, cashier, also overdraw \$1,000. The bill shows that upon the day of the failure Larned drew out \$3,000 and Roberts \$1,000. It is said that only two meetings of the directors were ever held.

The Suevia Again Heard From.

NEW YORK, Aug. 26.—The Hamburg American line steamer Suevia from Hamburg for New York, spoken at sea by steamship Servia as announced yesterday, was again spoken on the morning of the 24th instant, by the pilot boat Lawrence No. 4.

The Suevia was then 450 miles from Sandy Hook proceeding for New York at a speed of about six knots per hour. A pilot was placed on board by the Lawrence.

A Train Robber Confesses.

COLLIER STATION, Ga., Aug. 26.—Jim Thornton, one of the men who robbed an express train several nights ago has been arrested and has confessed to the crime. He returned \$980 of the money taken. Thornton says his two associates were recently discharged employes of the road.

The Suevia Arrives.

NEW YORK, Aug. 27.—The steamship Suevia, reported spoken at sea with the loss of three blades of her propeller, arrived in Sandy Hook this morning.

AN ARMY DEFEATED.

Balmaceda's Forces Win a Great Battle.

WASHINGTON, August 27.—Lenaor Lacaus, the Chilean minister, today received a cablegram dated Valparaiso, August 26, from M. M. Aldunate, minister of foreign affairs, saying that on the 25th the insurgent army was completely defeated in Vina Del Mar.

A division of the Chilean government army cut off their retreat to the ships and obliged them to surrender unconditionally. All the country, the dispatch adds, applauds the valor and skill of the government army.

SAN FRANCISCO, Aug. 27.—Antonio Varres, envoy of the Chilean insurgents, yesterday received a cablegram from Valparaiso via Washington, D. C., that fighting had been renewed that morning and that Balmaceda was losing.

PANIC IN A CHURCH.

Lightning Killed Three Women—Hunters Paralyzed.

VIENNA, Aug. 27.—A terrible thunder storm swept over the Trieste district yesterday causing several fatalities. Lightning struck a church at Tualis on the Italian frontier while the building was crowded with women. A fearful scene of panic followed, the women and children shrieking and praying or else rushing wildly for the church doors. The priest, celebrating the mass, acted in a most praiseworthy and courageous manner and, vigorously reassuring the terrified women, succeeded in restoring order. Subsequently it was found that three women had been killed by the lightning which struck the church.

JOHNSON RAN.

Later He Was Arrested and Will Have to Answer.

NASHVILLE, August 27.—Two weeks ago Miss Jennie Schimler entered suit against Silas Johnson, a wealthy farmer of this county, for \$25,000 damages for ruining her under a false promise of marriage, and the mother of the girl swore out a warrant for his arrest, charging him with abduction. The brother of the young lady met Johnson and emptied the contents of a double-barrelled shotgun at him, wounding him in the arm. Johnson broke and ran, and had not been heard of until today, when he was arrested, after being trailed by a social detective for several weeks.

SIXTY-TWO BODIES FOUND.

The Work of Searching the Ruins Not Yet Finished.

NEW YORK, Aug. 26.—Up to 10 o'clock this morning the total number of bodies removed from the ruins of the fallen building had reached sixty-two.

Shortly before 11 o'clock a search for bodies in the cellars of Nos. 68 and 70 was abandoned. All the debris had not by any means been removed, but it was stated that what remained there had been thoroughly examined and that no more bodies remained in it. Work was then concentrated on cellars of Nos. 72 and 74.

STARVING TO DEATH.

Forced to Follow the Example of Nebuchadnezzar.

LONDON, Aug. 22.—A clergyman residing at present in the Province of Kazan, Russia, has written a letter to the Pall Mall Gazette, in which he gives a harrowing description of the sufferings of the unfortunate peasants of that Province, brought on by the failure of the crops. Large numbers of them, he says, are in an absolute state of starvation. Many have been unable to obtain bread for weeks, and in their efforts to sustain life they have been compelled to eat grass and leaves.

100,000 NEGROES.

Will Oklahoma Ever See That Many in One Colony?

KANSAS CITY, August 27.—Fifty-two well-to-do colored men, under the leadership of R. H. Waterford, of Memphis, Tenn., left here yesterday for Oklahoma, where they will await opportunity to go on Indian lands soon to be thrown open for settlement. These negroes are from various parts of the south and Waterford says agents are at work in all the southern states soliciting adherents to the plan of forming a negro colony and he expects it will ultimately number 100,000 members.

FOR A THIRD PARTY.

The Missouri Alliance Squints That Way Just Now.

WARRENSBURG, Mo., Aug. 27.—Missouri will have a third party. That was settled yesterday when the Farmers' Alliance in state convention deposed U. S. Hall from the presidency and elected Leverett Leonard who represents that radical element of the alliance which favors a third party movement and the sub-treasury scheme.

Fighting Alliance Factions.

DURANT, Miss., August 27.—In a personal encounter between Lecturer McAllister and Editor McCune, representing two alliance factions, McAllister severely punished McCune. The trouble grew out of alliance matters. McCune asserted that McAllister had sold the alliance to Wall street, and that he had lied about another matter in connection with McCune's personal conduct.

Too Bad.

ATLANTA, Ga., Aug. 27.—The house of representatives has refused, by a vote of 94 to 62, to accept for the state the Confederate Veterans' Home, erected by popular subscription in the movement inaugurated by the late Henry W. Grady.

The principal opposition to the acceptance came from the Farmers' Alliance.

The Cold Shoulder.

KIEL, Aug. 27.—The authorities at this port have received instructions from the imperial government in regard to the Chilean warship President Pinto and have taken measures to prevent that vessel from shipping arms, ammunition or a crew in these waters.

LATEST FROM THE WRECK

A CORRECTED LIST OF DEAD AND INJURED.

A Coroner's Jury Making an Investigation—The Railway Company Still Think a Rail Was Removed, But It is Declared There Were Rotten Ties.

STATESVILLE, N. C., Aug. 27.—[Special]—There are no braver set of men on the face of the earth than the brotherhood of locomotive engineers, and their nerves never quiver without cause, but George Clarke, as intertid as any man that ever opened a throttle valve, could not find the courage to make his schedule time from Asheville to Statesville this afternoon. The start from Asheville was nearly an hour late, but our destination was not reached until 9 o'clock over two hours late.

It was a dismal afternoon. The rain fell steadily, and at Cooper's the first wail of distress went up as the news of the horrible wreck was given out from our train.

Mayor Hinton, W. T. Reynolds, J. A. Comant, J. H. Loughran, J. B. Rich, Edward McDowell and Father J. B. White, were among those on board the train. Father White had learned that some of the passengers were among the unfortunate ones, and he was determined to be on hand and administer such spiritual consolation as lay in his power.

At the Wreck.

In passing the wreck tonight, the sight was a most ghastly one. In the dim light the distance to the crushed cars far down in the gorge seemed much farther than it really was, and the place was almost deserted.

A few faint lights in the hands of watchmen flitted about the sides of the heavy embankment, as the train slowly felt its way across the yawning gulf.

The people of Statesville deserve great credit for the heroic work they have done today. Since long before daylight this morning they have absolutely laid aside business, and devoted themselves to rescuing the dead from the sickening wreck and alleviating the sufferings of the injured.

Among those who have been most active may be mentioned Sheriff Allison, Drs. M. R. Adams, T. E. Anderson, M. W. Hill, Julius Hill, J. F. Long and J. F. Carlton, of Statesville, and Drs. Baker and Whitehead, of Salisbury. Of the citizens who may be named J. H. Hoffman, W. T. Murphy, P. C. Corlton, J. U. Lamprecht, Julius Strauss, Jacob Bortian, D. M. Howard, J. H. Stradley, L. C. Caldwell, A. J. Evans and others.

Heroes' Work.

Marshall Nix, J. P. Goodlake and Gus Guisard, of the Asheville boys, have been working like Turks, and are spoken of in terms of the highest praise.

Father White, of Asheville, was the only person who came on our train to offer spiritual consolation to the wounded and dying.

I shall make an examination of the scene of the wreck as soon as daylight will allow, and give a candid statement as to any evidence which may exist as to the cause of the accident.

There are persons who think that victims yet remain at the bottom of the wreck. J. P. K.

THE ASHEVILLE WOUNDED.

Getting Along Well—Cause of the Accident.

STATESVILLE, Aug. 28.—[Special]—The wreck is being moved as rapidly as possible, but it will take a day or two to get it all out. The heavy rains have swollen the creek so as to make the work difficult.

No new bodies have been found today, and if any remain in the wreck it is probable that they are at the bottom and possibly washed down the creek.

A coroner's jury has been at work yesterday and today but will hardly render a verdict for several days yet. The railroad authorities claim that the train was deliberately wrecked, the spikes and bolts having been drawn. The coroner's jury still take evidence on this point.

The Asheville Injured.

John Gaze, Marshall Nix and Will Bradford, of Asheville, are doing well. Bradford is the most seriously injured of the crowd, but the doctors say he will recover. Sam Carter, of Beaverdam, is improving and will recover.

A. L. Sink, the newly married man of Lexington, N. C., is not expected to live; his wife will recover. J. P. K.

List of the Dead.

WILLIAM A. WEST, engineer, Salisbury. WARREN FRY, fireman, Hickory. HUGH K. LINSTER, baggage master, Statesville. W. J. FISHER, Campobello, S. C. J. B. AUSTIN, Hickory. J. B. BRODNEY, New York. REV. JAMES M. SYKES, Clarkesville, Va. WILLIAM HOUSTON, merchant, Greensboro. PERRY BARNETT, Asheville. SAMUEL L. GORMAN, Asheville. CHARLES BARNETT, Asheville. W. E. WINSLOW, Asheville. MRS. POOLE, Williamston, N. C. JULIUS PHIBER, drummer. DOCK WELLS, colored, porter. —CLEMMENT. A. DAVIS, Statesville.

UNKNOWN WHITE MAN.

UNKN-WN NEGRO. CHARLES G. WEBBER, Carson City. J. C. BRODIE, Chicago. MISS OPHELIA MOORE, Helena, Arkansas.

MRS. MCCORMICK, Alexander, N. C. LADY, with linen marked M. M. R. The Injured. PATRICK E. RANSOM, son of Senator Ransom, Northampton county; not dangerously.

G. W. SANDERLIN, state auditor; painfully, but not dangerously. OTTO RAMSEY, Norfolk, Va. WORTH ELLIOTT, Hickory. GEO. BOWLEY, Atlanta. O. W. LAWSON, Louisville. MISS LUEMON POOLE, Williamston, N. C.

MRS. R. C. MOORE, Helena, Ark. A. S. SINK, (dying,) AND WIFE, Lexington, N. C. B. M. ESTES, jr., Memphis, Tenn. JOHN E. GAZE, Asheville, not seriously. W. C. BRADFORD, Asheville. MARSHALL NIX, Asheville. H. C. CLEPPER, sleeping car conductor. —SPAUGH, conductor. —SHOAF, flagman, Lexington, N. C. R. E. JOHNSON, newsboy.

Of the injured whose condition is not especially noted in the foregoing, the Statesville Landmark reports George Bowley, Atlanta, injured but walked to town. Conductor Spagh, hurt but will live. Sleeping Car Conductor H. C. Clepper, head cut, arm and ankle sprained. B. M. Estes, jr., Memphis, Tenn., hurt but will live. Flagman Shoaf, Lexington, N. C., hurt but will live.

A Swinging Charge.

From the Statesville Landmark, 27th.

The most horrible disaster in the history of railroading in North Carolina occurred at 2 o'clock Thursday morning at Boston's bridge over Third creek, two miles west of Statesville. At that hour west bound passenger train No. 9, which had passed Statesville on time, at 1:52 a. m., was hurled from the top of the bridge, a distance of 60 to 75 feet, the engine, tender, baggage and second class car, the first class coach, the Pullman sleeping car "Saluda" and the private car of Superintendent R. K. Bridgers, all going over board. The bridge was swept clear of iron from end to end.

George Bowley, traveling for the Atlanta rubber company, and one or two other passengers who made their way from the car alive, came on foot to town and gave the news of the accident. In a little while the town was aroused, citizens in vehicles hastening to the scene and the work of rescue began. Some of the passengers had crawled from the car and were perched, dazed, on their tops. Axes were put to work and the cars cut open, and so many of the passengers as could be found were dragged out—some dead, some alive.

By dawn great crowds of people were on the ground and nothing was left undone. The dead and wounded were brought to town—the wounded disposed of at the hotels and private houses, the dead laid side by side on the floor of the Farmers' tobacco warehouse and the bodies tagged.

The train fell from the north side of the track. The engine lies partly up the embankment on the west side of the creek. The first-class coach lies on top of the second-class and Superintendent Bridge's car partly covers the sleeper.

Rotten Ties?

It is supposed that as the engine, which was making 25 to 30 miles an hour on a down grade, struck the bridge the track spread. Why it should have done so is accounted for by the fact that the ends of the ties at the approach to the bridge were found to be rotten.

Engineer West was found pinioned under his cab. Within arms-reach of him were the bodies of two of the unknown female passengers—how their bodies got from the first-class coach to the engine will never be known.

Miss Luellen Pool held the head of her mother out of the water until her strength was exhausted when the head dropped and the mother drowned.

Parts of the sleeper and of the first-class coach are in the water.

A car load of convicts arrived from Newton early in the morning and the wreck is being cleared. The bridge is not damaged in the least and trains will soon be running over it.

Telegram From Mr. Cameron and Dr. Sanderlin.

STATESVILLE, 10:30 a. m. Hon. Thos. M. Holt: Thank God I am safe from the Boston bridge wreck and that I saved Auditor Sanderlin. Many killed.

Benehan Cameron. STATESVILLE, Aug. 27. Mrs. G. W. Sanderlin: On wreck last night but safe. Badly but not seriously hurt. Don't be alarmed. G. W. Sanderlin.

Lucky Whisk Raisers.

From the New York Sun. There can be no doubt that the London Daily News is correct when it says that the American farmers are the masters of the situation, and can fix their own prices for the great crop now being harvested.

Had a Weak Point.

From Judge. Spatts—That man seemed to be pleased when you called him "Old Sport." Is he much of a sporting man? Bloombumper—No; he's secretary of the Young Men's Christian association.

Perfectly sure, perfectly pure, perfectly harmless is Simmon's Liver Regulator.

VESSELS IN COLLISION.

TWENTY-SIX PERSONS WERE DROWNED.

Two Steamers Come Together and a Great Panic and Loss of Life Follow—There Seems to Have Been no Cause for the Disaster.

LONDON, Aug. 28.—A despatch from Melbourne states that a collision occurred at one o'clock this morning inside port Phillip Heads between the steamers Gambier and Easley.

The Gambier was bound from Sydney, N. S. W., for Melbourne and was just clearing the Heads when she met the Easley bound out. It was impossible for the vessels to clear each other, and the Easley struck the Gambier amidships crushing deep in her side.

A scene of terrible confusion and excitement followed. Most of the passengers were in their berths asleep. They rushed frantically for the boats, but there was no time to lower them. The Easley remained alongside the Gambier and rescued many of the latter's passengers and crew.

Seven minutes after the collision the Gambier sank carrying with her five saloon passengers, fifteen steerage passengers and six of the crew.

No explanation is given for the collision. The sea was calm and the night clear and it is stated that proper look-outs were not kept on either of the steamers.

ALL DEAD NOW.

A Man Kills Himself and Family in New York.

NEW YORK, August 28.—Tenants in the four story tenement house, 321 East 106th street last night heard pistol shots in a room occupied by a family named Baxter.

This morning three policemen forced the door and there found John Baxter, painter, 30 years old, his wife M. ry, aged 28 years, and their children Katie, six years old and John four years old, all lying dead with bullet holes in their heads. Beside the body of the husband and father lay a revolver with cartridges discharged.

It is supposed the husband killed his wife and children and shot himself. On the table was a letter written by him to his mother in which he told of his intention to kill his family and himself.

THIRTEEN BLACK COFFINS

Last Victim of the New York Calamity Identified.

NEW YORK, Aug. 28.—A long row of black coffins stood in front of the morgue this morning. On each was a plate with the inscription, "Died Aug. 22, 1891." The last identification was made Thursday night. Mrs. Kate Barry identified No. 29 as that of her husband, Wm. Barry, 35 years old.

Shortly after 10:30 o'clock thirteen hearses drove up, and the last remnants of the catastrophe were taken to Evergreens to be buried there in a grove at the city's expense.

TERRIBLY AFFLICTED.

Typho-Malaria's Fatal Work in One Family.

RALEIGH, N. C., August 26.—In Duplin county typho-malarial fever attacked the family of Horace Brock. He died Saturday, one child died yesterday, today his wife died, and the five children remaining are at the point of death—Richmond Dispatch.

Will Not Lose a Cent.

WASHINGTON, August 27.—Bank Examiner Campbell, in a report to Acting Controller Nixon, says the present indications are that the Farley National bank, of Montgomery, Ala., which closed its doors a few days ago, will resume business, and the depositors and stockholders, he thinks, will not lose a cent.

President Harrison's Movements.

ST. ALBAN, Vt., August 27.—President Harrison left here this morning in a special train for Montpelier. He will be joined at Essex by ex-Governor Dillingham, Secretary Proctor, representative, H. H. Power and H. R. Start, accompanied him from here. Stops of five minutes will be made at Richmond and Waterbury.

Spain Objects to the Treaty.

MADRID, Aug. 26.—The Barcelona chamber of commerce has resolved to send a formal protest to the government and cortez against the new treaty with the United States, on the ground that the treaty inflicts grave injury on the trade of Spain with the Spanish West Indies.

Call the Moon Down.

From the Indianapolis Journal. "There are times," said the professional thinker of thoughts, "when man is made to realize his limitations, and is filled with utter despair." "Yes," replied Jungoppe, "that's just the way I felt when my baby wanted me to give him the moon."

A LIBERAL PROPOSITION

Who has not heard of that paragon of family papers, the enterprising and popular Weekly Detroit Free Press? For a generation its name has become a household word and has become a synonym for all that is excellent, pure and elevating in journalism. It is delightfully entertaining, without resort to cheap sentimentalism, instructive without being prosy or pedantic. Combining the literary qualities of the expensive magazine with the bright, breezy characteristics of the newspaper, it leaves nothing to be desired by the average reader. It is looked upon as a welcome visitor by every family who reads it, while thousands regard it as indispensable and would on no account go without it. An enormous circulation of 125,000 copies per week attests its wonderful popularity. Recognizing the fact that there are those who are unfamiliar with its surpassing merits as a home paper, the publishers offer to send the Free Press to them the balance of this year (over five months) for only 30 cents—a club of four for \$1 or a club of ten for \$2.00. All of our readers should subscribe at once. Sample copies free.

Judgement

should be displayed in buying medicine above all things. In selecting a remedy for any disease, you should be positive that it contains nothing injurious to the health. Many remedies on the market leave the patient in a much worse condition, than before making them.

S. S. S.

is purely vegetable, and perfectly harmless; the most delicate child can take it with absolute safety. It contains no mercury or minerals of any kind, and yet it never fails to cure the disease. It is recommended for Book on Blood and Skin diseases from S. S. S. Co., Atlanta, Ga.

ADVICE TO WOMEN

If you would protect yourself from Painful, Profuse, Scanty Suppressed or Irregular Menstruation you must use

BRADFIELD'S FEMALE REGULATOR

PARIS, AVILLON, April 20, 1885. This will certify that members of my family have suffered for years from irregularity, being treated by the best physicians, were at length completely cured by one bottle of Bradfield's Female Regulator. Its effect is truly wonderful. W. STRAUSS.

Book on Women's Diseases FREE, which contains valuable information on all female diseases. BRADFIELD'S FEMALE REGULATOR CO., ATLANTA, GA. SOLD EVERYWHERE BY ALL DRUGGISTS.

\$2 for a Pair of PANTS (Custom-Made) from Men's Remnants. Satisfaction guaranteed or money refunded. SEND YOUR ADDRESS FOR SAMPLES And Instructions for Self-Measurement. PIEDMONT PANTS COMPANY WINSTON N. C.

OPIUM

Wholesale and Retail Dealers in Opium. 1485 N. Y. Ave. WASHINGTON, D. C.

DEBMAN, N. C., June 2nd, 1891. Mr. JOHN N. WARR, Washington, D. C. Dear Sir—I have known the Electropoise used in a number of different cases for various complaints. In no instance have I known it fail to benefit or cure the person who used it. I am not in any way interested in it. My object is to benefit humanity, and I unhesitatingly say that, from my long personal acquaintance with you, as well as from the wonderful cures it has wrought under my own observation, on various persons afflicted with various ailments, I am prepared to believe the testimony offered in proof of the wonderful cures produced by the persistent, intelligent use of the Electropoise, and commend it to invalids. Yours truly, ALEX. WALKER.

For information Address as above, or 222 KING ST., CHARLESTON, S. C.

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GUARANTEED PERFECT. UNRIVALLED FOR ACCURACY, DURABILITY, WORKMANSHIP, SAFETY AND CONVENIENCE IN LOADING. Beware of cheap imitations. Send for Illustrated Catalogue and Price List to SMITH & WESSON, Springfield, Mass.

FOUTZ'S HORSE AND CATTLE POWDERS

No Horse or Cattle ever died, Bred or Lure Fed with Foutz's Powders. Used in all the best of the South. Foutz's Powders are made of the finest quality of milk and cream twenty per cent, and make the butter firm and sweet. Foutz's Powders will cure or prevent almost every disease in which Horses and Cattle are subject. Foutz's Powders will give satisfaction. Sold everywhere.

DAVID E. FOUTZ, Proprietor, BALTIMORE, MD. FOR SALE BY T. C. Smith & Co., Druggists, Asheville, N. C. nov27 wlv

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