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\$4.00

ADVERTISING RATES ON APPLICATION.

Twelve Months, .

KINSTON. N. C., November 4, 1902.

DEMOCRATIC NOMINEES.

This is the Democratic State ticket to be voted on November 4th., 1902. Familiarize yourself with each name

and look out for bogus tickets. There is reason to fear that bogus tickets will be circulated on election day. There is no Democratic State ticket

without each of the following names on

For Chief Justice of the Supreme Court WALTER CLARK, of Wake. For Associate Justice of the Supreme Court from the East, HENRY GROVES CONNOR, of Wilson. For Associate Justice of the Suprem Court from the West, PLATT D. WALKER, of Mecklenburg. For Corporation Commissioner, EUGENE C. BEDDINGFIELD, of Wake. For Superintendent of Public Instruction. JAMES Y. JOYNER, of Guilford. For Senators from the Eighth Senatorial Distric DR. JOHN A. POLLOCK, of Lenoir, THOS. D. WARREN, of Jones. For Congress from Second Congressional District, CLAUDE KITCHIN, of Hallfax. For Solicitor of the Fifth Judicial District

RODOLPH DUFFY, of Onslow.

Judge of the Superior Court of the Second Judicial District: ROBERT B. PEEBLES, Northsupton County. Judge of the Superior Court of the Fourth Judicial District: CHABLES M. COOKE, Franklin County.

Judge of the Superior Court of the Sixth Judicial District:

Work of The Hague Tribund. The verdict of The Hague court of arbitration in the plous fund case is not only gratifying because it upholds the contention of this country, but for the fact that this long standing issue has

been duly presented to an international court and that the United States and Mexico have the honor of first committing a case to this permanent tribunal. The United States, acting in behalf of Roman Catholic interests formerly under the jurisdiction of Mexico. sought to recover from the latter state moneys alleged to be due under the terms of administration of the plous fund, founded in 1697 for the support of Roman Catholic missions among the Indians of California, then a part of Mexico. The interest of this country in the matter dates from the cession to it of upper California, when the Roman Catholic Interests therein gained a new protector. Some time after the refusal of Mexico to pay over a share of the fund to the Roman Catholic au thorities in California a commission appointed in 1868 after seven years gave a decision that the interest of the fund should be equally. Livided between the church in Mexico and in California and that Mexico should set

aside half of the annual interest. The verdict affirms this decision, awarding the accumulation of interest up to Feb. 2 of this year, amounting to about \$1.-500.000.

More important than the verdict itself is the fact that a precedent has been established for the settlement of international disputes by a permanent tribunal composed of eminent jurists and statesmen from all the leading nations. That this precedent is to be followed seems to be assured in the fact that another important case is soon to be brought before The Hague court. It is sufficient to say that on one side is Japan and on the other are Great Britain, France and Germany. Here within a few weeks are six nations willingly submitting matters for adjudication in a spirit which shows that they intend to abide by the decision. Opponents of the court rejected the suggestion that great powers would ever dream of submitting matters involving national sovereignty to an international court. That is doubtless true; but it is a triumph for civilization to get them to submit anything.

The French Coal Miners' Strike. The great anthracite coal strike in this country, which has at last been submitted to an arbitration commission, is likely to be followed by a long continued tie up of the French coal mines. Following the refusal of the operators to grant their demands for an eight hour day, an increase of wages and old age pensions, threequarters of all the coal miners in France went on strike. The region affected is almost exclusively in the north. Although the French strike does not involve a third as many men as did that in Pennsylvania, its political importance is greater. Its chief storm center is close to the great iron and steel works of Creusot, which are almost as important to France as are the Krupp works at Essen to Germany. If the 17.000 men at Creusot become involved, government supplies for the army and navy will be crippled. The striking miners ask M. Combes. the French premier, to intervene with the operating companies and, this failing, to place the demands of the employees before the chamber of deputies. They warn the premier that if he does not do these things he will lose his important Socialist support, and that, they say, may quickly lead to his complete overthrow.

HIGHWAY BUILDING. UNCLE SAM'S ROADS. NEW SHORT STORIES

AMERICA BEHIND OTHER NATIONS IN

HIGHWAY IMPROVEMENT.

In Some of Our States.

IMPROVING EARTH ROADS WITH CLAY AND SAND.

How to Mix and Apply Them to Secure the Best Results-The Use of Road Machines In Building These Highways.

In an interesting address delivered at the Greenville (Mich.) good roads convention Frank F. Rogers, C. E., had the following to say regarding the improvement of earth roads:

If you must always have an earth road and cannot get gravel or stone at a reasonable cost, put clay on the sand and sand on the clay. When these become suitably mixed, they will form a sort of hardpan, making a very good road surface at most seasons of the year. Of course, the clay is good when hard and dry and the sand quite passable when the weather is so wet that nobody wants to travel, but to secure a medium earth road, good the greatest number of days in the year, that it is possible to make it, this is the best method that we can prescribe.

It should be borne in mind that neither improvement is very good until suitably mixed, and clay should be applied to sand in a manner to secure that mixture as speedily as possible and vice versa.

Decide on the width of a given road between ditches-say twenty to twenty-four feet, not much narrower and not much wider. These are economical widths, and the lack of uniformity in this particular is one of the greatest evils of our lack of system in road building all over this country. Bring the road to a suitable crown from twelve to eighteen inches above the side gutters. This, however, will have to be varied to meet the special needs of drainage for the locality, and should a large ditch be required on a narrow road it should be entirely outside the regular gutter, which will protect the vehicles from the danger of tipping over.

To prepare the bed it may have to be plowed toward the center, but, if so, do not disturb the old roadbed unless absolutely necessary. After plowing, harrow thoroughly, take a road machine and shape the whole bed to a perfectly rounded shape and roll till no more compacting is possible with a roller weighing four tons or more. A farm roller is of little use for this purpose

After the bed is properly shaped and rolled as described take a road machine and crowd enough earth to each side of a central strip of such width as it may be desirable to cover with clay or gravel. This being done, clay should be applied on sand to the depth of five or six inches where no gravel is used and to the depth of three or four inches where a dressing of as much gravel can be placed upon the clay. After the clay is applied, it may be leveled with a road machine if well pulverized, or, if lumpy, it may be leveled by first rolling to crush the lumps, then harrowing till smooth, but in each case it must be rolled till hard after a smooth surface has been secured.

At a London entertainment recency

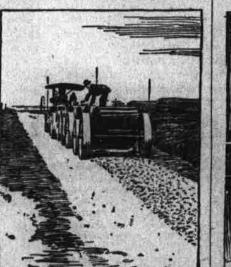
Annual Expenditures Here and In European Countries For Good Roads-Cost of Building Highways

The United States does not begin to spend the amount of money upon its public highways that it costs to construct and maintain the public roado of England and European countries. While this country leads the world in its railroads and street railways, it is far behind most countries across the Atlantic in its system of public highways. England and Wales spend annually \$20,000,000 on their roads, Ireland \$3,000,000, France \$37,500,000. while the United States, the pioneer of all nations in public improvements, the leader of the world in devising and perfecting plans to add to the comfort and welfare of mankind, lags in the race with the disgraceful record of spending \$40,000 upon its federal plan of public road improvement. This does not include, of course, the annual expenditures of the various

states of the Union, says the Buffalo Express. If these sums were included. the comparison would not be so unfavorable, for there will be expended this year close on to \$10,000,000 throughout the country for the betterment of public highways. Moreover, the outlook for the future is exceedingly bright. The possibilities are that by the end of another decade the combined expenditures of the federal government and the various states will equal \$50,000,-000 a year for the construction and maintenance of public highways.

There are fully 200 good roads organizations, national, state and county, in the United States. The association that is doing the most work for the betterment of highways through out the country is that known as the American Roadmakers. The membership of this association is limited to ten influential men in each state, one of the provisions of its constitution being that there shall not be more than ten members from each state.

When New Jersey, which was the pioneer state in the good roads movement, first began to improve its roads, it cost \$10,000 per mile. They are now



Doubles.

Sir Frank Burnand, the celebrates, English humorist and editor of Punch. and Robert Noble Acutt, who is well known in South Africa, had a rather awkward experience. The latter, It appears, arrived first and soon became

embarrassed by people whom he never saw before smiling and bowing. The South African returned the nods. But matters went too far when an elderly lady rushed up to him and almost folded him in her capacious arans, with the remark: "How do you do. Sir Frank? Delighted to see you." When Mr. Acutt realized that he was being taken for the editor of Punch, he was perplexed. In the midst of his embarrassment he saw the real Burnand coming and resolved to ask his advice. He walked up to him and said, "Sir Frank Burnand, I believe?" The distinguished author started and said in an affected sepuichral tone, "Yes." "You'll excuse me. Sir Frank, but the fact is I wanted your advice, if you will kindly give it to a stranger. Ever since came into this affair I have been taken for you, and"- "I don't wonder." intersupted Sir Frank. "I thought you were myself!" This was too much for Mr. Acutt, and as a result of the merriment Sir Frank and his double are now personally acquainted.

The Dessons Were Provided For. At a church function in which Bish op Potter recently took part, says the Brooklyn Eagle, several deagons happened to be present. One of them called the bishop's attention to that passage in the liturgy which reads, "O all ye priests of the Lord, bless ye the Lord," and complained that there was 'no mention of us deacons."

"Yes, indeed there is," replied the bishop. "Don't you remember, 'O all ye green things upon the earth, bless ve the Lord.'

Visitors at the Chatesu.

George Ade is repeating a story he heard recently and which, according to the irrepressible and entertaining "Biff" Hall, runs as follows: Mr. and Mrs. Wilton Lackaye last

summer visited the suburban home of Henry E. Dixey at Mount Vernon, N. Y., where the comedian has a bijou cottage of five rooms. Mr. Dixey had carefully rehearsed the village hack-



FRILLS OF FASHION.

Crepe de chine grows constantly in favor for evening wear.

Transparent collars are still worn with fancy waists and evening tollets. Blue in a number of beautiful shades rivals the green and brown dyes of the

Some very pretty iridescent mohairs are shown for day costumes for gener-al uses. These durable materials shed dust easily and do not change color in the least.

Fur coats are shown in every imaginable design, from the short Lton, the double breasted jacket and three-quarter box style to the luxurious garments that reach the skirt been

French made passementerles with openwork points or scallogs inished with a narrow h ading are used on walking or traveling costumes of zibeline, mohair, serge, camel's hair and cheviot.

Dull finished silks and crepes de chine, lusterless zibeline, hernani, india crape cloth, henrietta cloth, drap royal and double faced cashimere are among the fabrics that fashionable dressmakers will use this fall in preparing mourning outfits.-New York Post.

PEN, CHISEL AND BRUSH.

A. O. Revenaugh, the Louisville (Ky.) artist, will paint the portraits of all the chief executives of his state.

Roy Farrell Greene of Arkansas City, Mo., is one of but few American poets who devote all their time to their art. He is only twenty-eight years of age. Frederick Wellington Ruckstuhl has been appointed chief of sculpture of the world's fair. He will have the active direction of the modeling of all sculptural effects at the exposition.

The late Mark Antokolski, the famous Russian sculptor, was the son of a poor Jew at Wilna, where he was born in 1840. His first great success was his portrait figure of Ivan the Terrible, which in 1872 created a sensation in St. Petersburg similar to that of the realistic battle scenes of Vereschagin in later years.

Sienkiewicz, the Polish author, has had more than the usual share of the world's good luck. Not only has he received a magnificent property from his compatriots as a national present in recognition of his genius, but on that property has been found a ferruginous spring for which a firm in Warsaw has already offered him nearly \$5,000.

THE ROYAL BOX.

The sultan of Turkey is an excellent planist and spends five hours every day practicing. He devotes a couple of hours daily to teaching his daughter how to play.

Victor Emmanuel, king of Italy, bas but one extravagant taste. He is an ardent collector of ancient coins, of which he has one of the largest and most valuable aggregations in Europe. All the English princesses resemble Victoria's side of the house and show uniform lack of good looks, though Queen Alexandra was a remarkably attractive woman in her youth and is

WILLIAM R. ALLEN Wayne County. Judge of the Superior Court of the Eighth Judicial District: WALTER H. NEAL, Scotland County. Judge of the Superior Court of the Tenth Judicial District: BENJAMIN F. LONG, Iredell County.

"Judge' of the Superior Court of the Eleventh Judicial District: EBAS TUS B. JONES, Forsyth Couuty.

Juage of the Superior Court of the Thirteenth Judicial District: WILLIAM B. COUNCILL,

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Catawba Cousty. Judge of the Superior Court of Fourteenth Judicial District: MICHAEL H. JUSTICE, **Rutherford** County.

Judge of the Superior Court of the Fifteenth Judicial District: FREDERICK MOORE, Buncombe County.

Judge of the Superior Court of Sizteenth Judicial District: GARLAND S. FEBGUSON, Haywood County

COUNTY NOMINEES.

For Clerk of the Superior Court PLA FO COLLINS.

For Sheriff DAL F. WOOTEN.

For Register of Deeds W. D. SUGG. For Treasure

JOS. B. TEMPLE.

For House of Representatives SHADE WOOTEN, Ss.

For Coroner DR. R. W. WOOTEN.

For Surveyor E. P. LOFTIN. For County Commissioners Dr. H. TULL,

GEO. WEST. W. P. GILBERT.

STRPREN W ISLEN ISLER & SHAW, ATTORNEYS-AT-LAW, KINSTON, W. C.

the constine of Least, Wayne, Oran ballon. Also in Superior and U

Shops 10113 No. 10 E. Blanne St. KINSTON, N. C. New Farm Carts for sale cheap for cash. Repairing of all kinds-from a Jewsharp to a log cart done with neatness und dispatch.

JAS. N. BELL

A Pennsylvania farmer wanted a horse chestnut to carry in his pocket as a safeguard against rheumatism and so climbed a tree to get it. A little later he fell and broke a leg-and an arm. It is not stated whether he secured the borse chestnut, but he is not likely to need it for several weeks to come.

In the nine months of 1902 the United States Steel corporation has earned \$101,142,153 and after making all allowances has on hand undivided profits of \$34,647.992. This is doing prettywell for an infant industry which has been organized less than two years.

The eminent Austrian meteorologist, Professor Ledochowski, says that the coming winter in Europe will be the coldest in fifty years. Any meteorologist who made a similar statement in this country would stand a chance of being mobbed.

The Difference.

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Where no gravel is used the clay must be covered with from one to two inches of sand by reversing the road machine and crowding a little of the surplus sand from the sides to the center. This will prevent the roads from becoming muddy at the first wet spell. If a top dressing of gravel is used, it should be applied to the thin coat of clay immediately after rolling, then be brought to a true surface by the use of a road machine and rolled till it is thoroughly compacted. If the weather is dry, the gravel should be kept sprinkled during the final rolling. When sand is used on clay, we usually secure as good results as by putting clay in sand, for it does not always prevent mud when the ground is extremely soft. A clay road should always be well piked with good side ditches, which must quickly take the water to its nearest natural outlet. which in turn must always be so well kept as to take the water at once away from the road allowance. Sand should be applied to clay after the picking is done, without forming any depression for its reception, as has been recommended for gravel. Sand should never be applied at a season of the year when a long dry spell is expected, but rather immediately before wet fall weather and winter sets in, so that by the next season it may become sufficiently mixed with clay to produce the condition already referred to. The same practice should be em-ployed when any considerable depth of loose gravel is applied to a clay soil with the expectation that travel will make it hard.

The application of sand and gravel to clay, as above described, can be done in layers, giving time for the first layer to pack before the second is app It is often advisable to wait till the next fall before the second layer is applied, thus giving time to watch resuits and use just the depth required to secure the best effect, as well as to mize material. After all this is ne, we have not secured a permanent road suited to heavy traffic, and we shall be obliged to look to the better grades of gravel and broken stone to produce any roads that may really be called permanent.

The Care of Earch Runds. Earth roads should be repaired, put ficularly in the spring and fall of it year, but the mistake of letting the made, the greatest need of the co-made. The greatest need of the co-mics road in this country is duily weekly care. A road receiving the attention will require to extensive a pairs and instead of becoming wor well gradually improve. It is minu-and frequent isomorphilic treatment that the surth road mode.

100 SENATOR EARLE'S GOOD ROADS TRAIN. being constructed for \$2,000 to \$5,000 per mile, most of them costing only \$2,500. This is due to the greater knowledge and practical experience gained by the road builders as well as by the

use of improved machinery and meth-ods. In Michigan, Ohio and other western states roads are being constructed at a much less figure, some of them costing not more than \$1,000. As might be expected, these roads are not as durable as those upon which a greater amount of money is expended.

New York pays about \$5,000 to \$7,000 a mile and builds a very thoroughly constructed road out of crushed stone under the direction of the state engineer and in accordance with the state aid plan, which provides that the state shall pay 50 per cent of the cost of construction of the roads, 35 per cent is paid by the county and 15 per cent by the town in which the road is improv-ed. Connecticut and Massachusetts both have admirable methods for im-

both have admirable methods for im-proving their highways and have long been recognized as among the most progressive states of the Union in this regard, each expending \$500,000 a year on the improvement of its roads. The state of Georgia is, perhaps, the most progressive among the southern states. For a number of years it has employed a large amount of prison is-ber in the construction of its roads, using prisoners, both black and white, in crushing stone and in constructing the roads. The system of employing prison labor has been so successfully carried out that it has been adopted in other states.

carried out that it has been adopted in other states. A most interesting good roads cam-paign is being conducted in the state of Michigan by Senator Earle. The sen-ator has equipped a good roads train, consisting of a traction engine, five small cars for carrying stone and a stone crushing plant, all of which is drawn by the traction engine, which is also converted into a road roller and is employed in finishing the road.

New Jersey's Good Rossis. During the past tweive months \$450. 000 was spent in macadamining pub-lic roads in New Jersey, and for this comparatively small sum the state now has 140 miles of the finest rural thor-oughfares in the country. Altogether New Jersey has 641 miles of these fine highways

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"MY LOBD, THE CARRIAGE WAITS." man, who wore a long linen duster and a wisp of whisker on his chin. and when the guests alighted from the train and were welcomed by their host the hackman stepped up and said:

"My lord, the carriage waits." And Mr. Dixey replied, "'Tis welt, Gousabo," He then led the way to the town back, and when "Gonzabo" got on the box he turned deferentially and asked:

"Where to, your grace?" And Mr. Dixey said, "To the chateau." And Mr. Lackaye fell out of the back.

Laughed at His Tragedy.

When the fretful critic Cumbe said of a performance of "The Scho For Scandal" that he was surprise that it provoked such immoderat laughter, as it did not make him eve laughter, as it did not make mits even smile. Sheridan, the wit, orator and playwright is said to have remarked, "Cumberland is truly ungrateful, for I saw a tragedy of his played a for"-night before at Covent Garden, and I laughed from beginning to end."

Had Guly Himself to Blame. In his book. "The Outspan." J. P. Fitspatrick tells this story? "A[®]person of my acquaintance was once referred to in an up country newspaper as 'Mr. Chimmage.' He wrote to the editor, ex-plaining that his name was not 'Chimmage,' but 'Shimmelovitch.' The edito has only himself to blame for the fact

Bonded by Statue. Before Pitt died early last century more than \$15,000 was subscribed by his admirers toward the crection of a statue in his honor. Then the Joke be-came current that he was bound over in this sum for his good behavior dur-ing the rest of his life.

Will Try to Californie Bambe Bamboo is the very mulustay of Ja an, and it is a material which would all many uses in this country if it do of exet so inner to import. The agri-ultural department is therefore tryin tradices fits emigration bers, it re-moders fits emigration bers, it re-m s het elimets, with planty of more to the roots and it will not fract. It is believed that it will the on the waste fracts of the

even now quite good looking.

The shah of Persia is probably the best chess player of royal blood in the world. Even when in Paris he found time to indulge in the game now and then, but he says that Europeans cannot play it. "It is a royal game, a divine game," he is reported to have said the other day, "but if is a game that was not made for Christians."

RAILWAY TIES.

Ohlo has a trolley line which has introduced sleeping cars on its long runs. The railroad companies in the northwest which handle ore are increasing their stock facilities.

The New York Central Twentieth Century express recently made the 147 mile run from Syracuse to Albany in 120 minutes.

So great is the need of locomotives on the Virginia roads that the Norfolk and Western has arranged to crect u two hundred and fifty thousand dollar locomotive shop to build its own en-

Chicago is watching with interest the building of the new union station for the Lake Shore and Michigan Southern and Rock Island ratifords. The train d is to be 580 feet long and 220 fe

SISTERLY CITIES.

The National Postmasters' associa tion will hold its next convention in Boston, where mon of letters are al-ways assured a hearty but dignified walcome.-Deover Post.

Chicago is to have another twenty story building. It is a long distance between Chicago and beaven, and the whitteets of the lake city believe in ting the space to some useful and aftable purpose.-Kansas City Star. Philadelphia has lost its boundary e, and a state commission is looking for it. With the company she's keep-ing of late Philadelphia ought to know mough to usli down her boundary linor else take it in nights.-New Tork Telegram.

POLITICAL POINTERS.

The wise man never judges a poll-cal situation by the length of the orehlight procession - Washington

efficient who has any depro-will deny that the women is to the the electric

Folitical contracts when rodes, Folitical contracts when rodes, hear found quarky dis up found in a more found a structure to you the p to turk put of each the matterness