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R.W. TOWNSEND, Manager W. F HARLLEE Editor

The Supreme Court of Arkansas has decided that husband and wife cannot tarry on a business co-partnership.

! I or don journal estimates that s deant wire is busy six hours a day can make \$5000 a year by extracting teeth at twenty-five cents each and filling them for #1 each.

For aportainen New Zealand seems to possess decided advantages. It offers, we are told, some of the best trout fishing in the world. Moreover, deer are inreasing so fast in some of the open mountainous country that we shall soon add deer stalking. Wild pigs abound, but they frequent such rough ground that they must be hunted on foot, which scems to dampen the ar lor of most English sportsmen. Quail shooting is good and plentiful, and duck and phessant shooting is good in certain parts. There are many districts with their packs of harriers, and in some of the better settle ! districts hunting is indulged in with much zest. Horseffesh and horsekeep being cheap, whatever sport there is can be enjoyed at a much less cost than simb lar recreations in the eld country.

In Wall street, according to the Atlanta Constitution, no cash passes. Checks take the place of money. The rich men of New York do not carry money. The highwayman who "held up" Jay Gould or any of the millionaires would be secured. If \$100 lasts Mr.

contlis, as it does, the rob-· a pretty accurate knowl-Fairs to know when to confront him with the hope of getting over ten or twenty dollars. The leading milltonaires are men, without exception, of plain ways and few requirements. They do not use intoxicants or tobacco, and there are few things they need in oues for. The average man who works for his daily bread has more nough in his pocket than the average millionaire. The millionaires, too, are as methodical in their personal as in their business affairs. They keep strict account of what they draw for their expenses and want they pay out. Mr. Gould carries his cash in an old-fashioned wallet in an maide pocket. Days at a time pass without his | tion" of the younger man "down fine. opening the wallet.

Horse flesh for tool has referred won lerfully in producity in France, states the Boston Transcript. At Paris, the first horse butcarry was opened on July 9, 1866, and in that year 9-12 horses were slaugatered. Through seventeen years the business ate viviy increase I, an I the count show 'hat 203,537 solipeds were consumed in the city. On January al, 1889, the horse butcheries numbered 132. In other cities of Scance the out put of the horse butcheries is enor nous. Hippophagy is also in great favor at Rotterdam. Horse meat is used there at human food to an extent that is unknown in Denmark, Sweden and Switzerland. as well as in parts of Italy. It is exten sively used in Milan, while it is scorned in Turin. In the latter city only fifty. five horses were slaughtered in 1888. and the flesh was used exclusively for feeding the animals of a menagery. A is not adopted in Spain, where it would benefit numerous poor laborers, to whom ordinary meat is an article of luxury on account of its high price. In Paris, the price of horse meat is about half that of beef for corresponding cuts.

The official summary of the accidents and casualties which occurred in 1891 upon the railroads of the United Kingdom has just been issued. From this it appears that of Soil, 000, 000 passengers carried during the year only five were killed-in accidents, the smallest actual number and proportion recorded since ber of passengers injured in accidents during the year was 875.

Of men employed by the railway companies twelve were killed and 159 injured in accidents, a much higher proportion. The list of passengers killed and injured by trains (otherwise than in secidents) is much heavier, including ninety-eight dead, 737, injured. Of these sixteen were killed by falling between carriages and platforms, fourteen by falling on the platforms or the line, and fifteen by failing out of carriages during the traveling of trains. Crossing the line at stations was fatal to twentythree, and ninety-eight were injured by the closing of carriage doors. Causes other than train accidents killed no fewer than 537 of the servants of companies were injured. The greatest loss of life occurred among the men who were walking, crossing or standing on the line of duty. The deaths from these causes were 146, while 115 were killed while walking on the permasent way or in sidings. Shunting operations killed ninety-four. Forty-two lost their lives while walking on the line.

BROKEN MEASURES.

Life is full of broken measures. Objects unattained: Sorrows in entained with pleasures; Losses of our matters treasures. Ere the heights by gained.

Every soul has aspiration Still canatisticd; Memories that wake vibration Of the heart in quick pulsation, At the gifts denied.

We are better for the longing. Stronger for the pain: . uls at ease are nature wronging-Through the harrowed soil come thronging Scools, in sun and rain.

Broken measures, fine completeness In the perfect whole; Life is but a day in fleetness Bicher in all strength and sweetness, Grows the striving soul. New England Magazine.

A CRISIS.

BY THOMAS WINTHROP RALL.

It was known all over the post withis alf an hour after the occurrence. Officers, soldiers, civilians, servants, troop laundresses, e.cn the Apaches in the camp down the river, I fancy, knew about it, and they all had more or less to say about it, the general verdict being that it was a shame that the Colonel not warn her not to. How serious it al. fine-t fellow in the world, any way. It was a singular thing that two such poputh Cavalry, and the Lieutenant-Colonel of that same regiment, familiarly known (behind his back as "the old man," but would profit little. Only a few dollars | drawing his pay under the name and title of Licutenant Colonel Theodore Brown, not know. He supposed not. Both of them were adored, by the offiers and men of the regiment, and (shall say it a by a good many of the women

The one was a rollicking young lieutenant tall, hand ome, talented, and brave to recklessness, just as a cavalry lieutenant should be. The other was one's beau ideal of a field-officer of cavalry, still a stron . hearty man, although he had seen much hard service during the war and on the plains; a man who never shirked a duty, and what was more, never permitted any one else to; a hard worker and a just though severe post commander, In a word, the kind of a man the authorities usually sent to dangerous posts - and such a post was Arache. It had all come about some years be-

fore, at West Point, Lake had been a cadet at the military academy while Colonel Brown was the commander of eadets, and the elder man had, to use a little W . + Paint lang, "got the equa-In other words he had "sized him up" and concluded, rather rashly it must be admitted, that Lake was utterly worthless except for the purpose of raising the deuce whenever he so desired. This, it must be admitted. he could do to perfection. It was not Lake's fault, however, that they could not get along to gether. Oh, no! Lake-could get along with any one, and he could not see for the life him why the colonel did not enjoy his pranks just as much as he and apparently every one else did. But the olonel did not, and the result was that Lake was undergoing punishment most of the time he was a cadet at the acad-

It was said that Lake was really in love with the colonel's daughter. It was not improbable. Most of the cadets were. Indeed, few who had ever me Miss Hym inth Brown were not in love with her But she a was queer girl, after all (Poor girl' she had been a half orphun from her early girlhood - and perhaps she inherited some of the obstinacy of her father.) Strange as it may seem, she loved this same scrapegrace, Lake. It is more than probable that the discovery or this fact, coupled with what he know of the vormester's character for thought he knew cwas but added fuel to the fire Spanish writter regrets that hippophagy It was hard to tell, though, for the colonel had always been hard on Lake and remained so. He did but one thing in regard to it. He forbade Lake's call ing on his daughter and he insisted that she leave him entirely alone. Well, every one knows more or less about hu man nature. The interference of the father merely made the young man more determined to make love to the daughter

The young lieutenant made matters all the worse when he graduated and received his commission by voluntarily joining the calvary regiment of which Hymeuth - lather was the lieutenant colonel. Mest youngsters would have hesitated at such a step. It is no agreeable thing to have a superior officer of one's own regiment down on some. But 1873, when six were killed. The num- it was precisely Lake's style. If he were to join another regiment he might at well as good bye to the girl, and he held the slightest intention of doing

and the young lady but the more anxious

to receive that love

It was just Lake's luck to be assigned to a company that was stationed at a post commanded by the father of h sweetheart toold link, he thought it Il his framis thought it, because it kept! hum in the power of his unreasonable enemy. Forbidden ber father's house constantly under her tather's eyes what ould be see of her any way! Did he ever see her any way. Well by war

Lakes you know For a very grave offense. Hyacinthal father was a man who would not have gone out of his way to do Lake an in jury. On the contrary, if Lake had not always offered the occasion the Colone would have left him alone. Even the Colonel recognized the voungster's gooqualities. There was that time in the or contractors, while more than 3.00 Geronimo campaign when he made a ride on duty, unaccompanied of eighty miles duty as a soldier, he had never been sumed either that the divining bottle through hostile country in less than twenty hours And there was the occ sion when he risked his own life to save that of a wounded corporal in the fight down in the San Sameone valley 15 general efficiency in the field, his willing ness to perform duty no matter how here it was, were all in his table. But a he there was no serious duty to use on

punishment for doing the same thing.

usual impudence, he had entered the to get him to do something for her. She presence of the colonel one morning as puts her arms around his neck and kisses he marched off duty as officer of the day him. This was what she did. and reported that he had not inspected "I was just going to say something, the preceding night between "midnight papa. I want you to read this." Sh and broad daylight." Be it known that held before him a paper the same that every officer of the day is required to had been given her by Sergeant Connor. perform this duty between these hours, and if he does not he is, as they say it read the following the army, "on honor" to report himself for his failure to do so. So he did noth ing more than was required of him. Bu I am sure it was. He has helped me out be offered absolutely no explanation o' before, and I am sure it was to sheld me his conduct, even after he was questioned again that he stayed away from the

by the colonel. Arrest meant with the colonel, charge, and a court martial. They meant more than that. They meant sure punishmen that the colonel himself was a triffe for me, while, if he didn't inspect th

Hyacinth's love for Lake was the only thing that had ever threatened the per fect love of father and daughter in the colonel's small household. He had never -poken to fier about it. He merely quessed it. She had never told him When he had forbidden Lake's calling or her he had informed his daughter of the fact that was all. He did not believe she would ever see him again, but he did night to let him off, and that he was the was to her he did not know. She was not the kind of girl to mope and ery Indeed she was too proud a girl to pro lar men as Jack Lake of the dear-old test. The matter had simply been dropped by them during the remaining years the academyand the few years at Anache and whether even Lake himself still helon to the old attachment the colonel did

> Hyacinth had a visitor of a class she did the regiment and was one of Lake's especial favorites. He was a young Irish man, and, like almost all Irishmen, a splendid soldier in the field and a hard be respected in the matter. We will set one to handle in the garrison. Lake had the wedding for mouth after next." pulled him out of the fire many and many a time. He had been Sergeant-ofthe guard the previous day and had just had time to "march off," as they say when the old guard is relieved by the new guard, get over to his barracks. change his clothes, and fix himself up a bit. He waited at the door of the kitchknew at once that something was wrong Leslie's Weekly. when notified of her unusul visitor. That it was something about Lake she did not doubt. She tried to be calm, however, It does not do to let the men know too much about the private affairs of the

"You wish to see me?" said Hyacinth. trying to look unconcerned.

"Yes, miss," answered the young serreant, looking painfully embarrassed. What is it - you are Sergeant Connor,

think! "Yes, miss - and it's about Lieutenant Lake."

She blushed -she couldn't help it. She wanted to reproach the man for his intrusion, but she could not. It was an affair of Lake's. He was probably in trouble again, and she must know what the trouble was.

"Well," she continued, "what is the matter. It seems a little strange to me that you should come to me about an affair of Lieutenant Lake's

"I came because I thought you loved him," said the hot-blooded young Irishman, unable to appreciate the girl's attempt at unconcern.

She did not answer, and he was about to move away, angry in earnest, when she said, almost under her breath; "What is it, sergeant?"

"He's in arrest, miss. "In arrest?" she repeated. "What for And who put him in arrest?"

"The Colonel, miss, put him in arrest this morning. He didn't inspect the guard last night, and it was all my fault. miss, and I want to help him out, and the only way I could do it was to come and give you this and ask you to read it and yet the Colonel to read it. I know it was all my fault, miss, and I supposed you would do everything you could for Lieutenant Lake, Most of us would."

He handed her a paper on which were written a few words in pencil. She recognized the Sergeant's handwriting and she read it immediately. There was a little tear in her eye when she looked up to thank the Sergeant, but he was gone.

The colonel knew that the Lake affair had reached his daughter's cars the moment he entered the house that afternoon. He knew her temperament very well, and thing about it. She was a very brave little girl and she had never protested or complained against anything he had ever done. However, he knew that she had been crying and her very silence on the subject, accustomed as he was to her because it kept him nearer her; bad buck nature and her ways, made him all the more uneasy. He had really come to the conclusion that Hyacinth had a given Lake up forever. He knew now that he

Dinner passed in silence. The colonel grew more uncomfortable every moment He had done nothing but his duty in it. And he may put under arrest for what I all. He had done nothing but his duty when he told Lake to coase calling at his house. Lake was a voting scapegrace and would sooner or later get into serious trouble. He was no man to make his daughter happy as her husband. And yet he was forced to admit that there was something about Lake that he himself was compelled to admire. And he knew that while Lake sometimes failed in his known to fail in his duty as a man.

After supper the colonel tried to read that it, was utterly uninteresting. He tried to enjoy his evening eight. The brand had suddenly become a worthless one. call on him. It seemed strange that none er company discipline, Lake and the trying to cheer up the young man, if. New York Commercial Advertiser.

Colonel could never agree. He was al indeed, he needed it. His daughter was ways breaking regulations and post in the roors. He turned to her almost orders himself, and always trying to petulantly and asked her why she was shield men in his company from just so silent. She rose from her seat and went to him. There is but one thing s He was put in arrest because, with his daughter does to a father when she wants

The colonel wiped his eyeglasses and

'It is all my fault that Lieutenant Lake didn't inspect the guard last night guard. I had been drinking, and he knew that I was under the influence of liquor where I marched on in charge. was drinking all day, too. He knew tha of a severe description. And so every if he inspected the guard he would have one on the post but the colonel himself to put me in arrest and court-martial me was sorely grieved-and who knows bu | That would mean dismissal and prison guard, the punishment would be a great deal lighter for him. I feel sure tha this was the reason that he didn't inspecthe guard, for my sentinel on Number told me that he was awake and watching the guard from his window all night. want to stand the punishment myself and I want to put Licutenant Lake right with the colonel.

"JAMES CONNOR.

"Sergeant Troop E, -th U. S. Cav And Sergeant Connor carried his point although he was not punished himsel (it was said about the post that Sergeant Connor promised all sorts of reforms), and; singularis nough, a great change took place in colonel at the same time, and even a greater one in Lieuten ant Lake himself, for it was not an hour after his release from arrest that Lieutenant Lake was making a long call on the colonel. The wife of the post ad jutant happened to be passing the not often meet. He came to the back colonel's quarters as the two men were door and asked permission to see her in conversing on the piazza, at the end of the kitchen. It was Sergeant Coppor of the call, and she was positive, she after Lake's troop. He was one of the bravest | wards said, that she heard the following and best non commissioned officers in fragment of conversation between them The Colonel Well, my boy, vot have waited a long time, and I suppose that your wishes and Hyacinth's should

> The Licutenant-Thank you, Colo The Colonel-"And now that I have learned to like you, my boy, you in your

turn must learn to like me. The Lieutenaut-"I have always liked you, sir. You are the father of the girl I love, and the characteristics I love it if Yor Miss Hyacinth to appear. She her must also exist in you."- Frank

RELIABLE RECIPES.

HAM TOAST. Mix with one table spoonful of finely chopped ham, the families of the officers. They usually beaten up welk of an egg and a little know it all; however, so it might save a cream and pepper; heat over the fire and good deal of trouble to notify them at then spread the mixture on hot buttered toast. Serve very hot.

DAINTY SANDWICHES. - Dainty sand wiches are always acceptable on the home tea table. The daintiest sandwiches are those made of potted meats and other pastes spread upon wafer like slices of bread, delicately buttered. An egg-and anchovy sandwich is a novelty of this kind which will be generally appreciated. Boil six eggs for fifteen minutes. Remove the whites from five, reserving them to decorate a salad, or for any purpose you desire. Chop the six volks and the one white remaining, and pound them to a paste, adding a teasponful of butter and about a teaspoonful of an chovy paste or more if you like the fla vor strong. Pound the mixture again thoroughly, and spread it on slices of bread and butter. To make an egg and anchovy toast, spread this same mixture to which a little cayenne and a larger proportion of anchovy has been added on thin slices of hot buttered toast. Send the teast to the table on one of those convenient hot water plates, which will insure its being kept hot when served. If you wish for variety, a little smoked cod's roe or caviare may be substituted for the anchovy.

A sandwich of posted cheese is also delicious. Pound together half a pound of cheese and five tablespoonfuls of butter. Add a little light French wine, so as to make a thick paste; spread this very delicately on Boston crackers which have been split and toasted, on thin slices of bread and butter, or on crisp slices of hot

A Divining Bottle.

In connection with the subject of curiosities of patent offices, a well-known technical and scientific writer mentions a peculiar patent that was taken out in England by an American in 1889. The object of the invention was to enable precious metal to be discovered by a process "commonly known as divinawhich has a strong attraction and affinity for gold and silver, the attraction resembling somewhat that of magnetism." The composition, which was made upl of gold, silver, quick-silver and copper, was placed in a small viul or flask, with a quantity of dilute nitrie or tartaric acid or pure alcohol, and to the neck of the flask was attached a cord about twenty inches in length. The wording of the patent proceeds: "In using my gold and silver finder the instrument is held, preferably by the thumb and forefuger of the right hand and stendied with his left hand. It should be held steady, but not cramped. Then if there are any precious metals in the immediate neighborhood the flask will be attracted by such metals and will move toward them at first and will then vibrate thus indicating presence of the metal sought for " As the name of the Texas farmer who took out the patent is not in the recently published list of the millionaires of the country it may fairly be asbelied the faith of it-inventor, or that he was wanting in discrimination in the his latest Kansas City paper. He found selection of his hunting grounds. But the idea is not hew. The bottle with its hanging string is suggestive of the divining pendulum, of which the Latin his-He wished that some of the officers would torians of fifteen hundred years ago spoke reverently, and the divining rod is used of them did. He wondered if they were to-day in certain hands with great success all around at Lieutenant Lake's quarters in the the location of mineral lodes -

POPULAR SCIENC. NOTES.

Prof. Rogers says that every pound of coal contains a dynamic force equal to the amount of work a man will do in a

It has been computed, as an illustration of the cheapening of ocean freights, that a half note-sheet will develop sufficient power, when burned in connection with the triple-expansion engine, to carry a ton a mile in an Atlantic steamer.

In many out-of-the-way places it has been found necessary to manufacture nitro-glycerine on the spot in order to avoid the very high rate charged by transportation companies. Such has been the advance in methods of making this explosive that, with ordinary precaution, thorough washing, and careful watching of the various changes of color, it can be made without fear of serious accident,

STEAM IN NAVIGATION .- Until about 1830, according to Prof. Henry Dyer, the boiler pressure in ogean steamships seldom exceeded 3 lbs. on the square inch above that of the atmosphere. In 1845 the average pressure had increased to 10 lbs. per square inch, by 1850 it had reached 15 lbs., and in 1856 a few compound engines used 30 lbs. As compound engines became common, pressur s suddenly rose to 60, 80 and 100 lbs., and the average has now passed 150 lbs, for triple expansion engines and 200 lbs. for quadruple expansion. The earliest marine engines consumed about 10 lbs. of coal per indicated horse power per hour. The side-lever engines used about 7 lbs., and for the engines in use before the general introduction of the compound type the average was 4 lbs. to 41 lbs. The first compound engines burned from 24 lbs. to 3 lbs. In 1872 the average had been reduced to 2.11 lbs., in 1881 to 1.83 lbs., while at present the consumption of some triple and quadruple expansions is as low as 1 tor 1 ths.

COLUMBUS AND THE EGG -Prof. E. J. Houston, in his recent lecture before the Brooklyn Institute of Arts and Sciences, in referring to the incident of balancing an egg on end, gives the usual explanation that Columbus accomplished it by cracking the shell. We are not prepared to controvert this idea authoritatively. but for many years have regarded it with suspicion. Patriotism inspires in our breast such a high regard for the one who discovered the land upon which we live as to forbid our attributing to him any such disreputable trick. We believe that others cracked eggs before Columbus, as they have since, and stood them on end, too, but, as there is another way of balancing an egg without resorting to such unfair means, we submit this explanation as probably the true one of Columbus's feat. If a freshly-laid hen's egg be violently shaken so as to thoroughly mix the voke and white, and also to fracture the air sack and allow the contained air to rise, it is simply a question of manual dexterity, within the reach of all, to balance an egg, without cracking it, on a perfectly smooth surface.

TELEGRAPHING WITHOUT WIRES. The problem of a "telegraph without wires" has often been broached, but, so far as I know, even the theoretical real ization of this project has never been seriously attempted until recently, when Mr. Edison gave forth his views regarding the matter. It would seem that Mr. Edison has actually patented "means for transmitting signals electrically without the interposition of connecting wires." What he has to say regarding this subject is well worth our attention. He begins with the announcement of his discovery that, if a sufficient elevation be obtained to overcome the curvature of the earth, and to reduce as far as may be the earth's absorption, electrical signaling may be carried on by induction with out the use of wires connecting the dis-

tant points of signaling stations. For signaling across oceans, says Mr. Edison, this method will be very serviceable, inasmuch as it does away with the use of submarine cebles; while for communication between vessels at sea, or between vessels at sea and points on land, the invention would be equally important. There is also no obstacle to its employment between distant points, on land, but in the latter case it is necessary to increase the degree of elevation or height from which the signaling operations are conducted, because of the induction absorbing of houses, trees and

Mr. Edison states that at sea he can communicate electricity to a great distance from a height of 100 feet. This height could be procured from the mast of a ship, so that signal could be sent from ship to ship, and communication be established in this way even over oceans themselves.

Eye Measurements.

A good mechanical eye is an almost exsential requisite to a good mechanic. No one can ever attain distinction as a mechanic unless he is able to detect ordinary imperfections at sight, so that he can see if things are out of plumb, out of level, out of square, and out of proper shape, and unless he can also detect disproportioned or ill-shaped patterns. This is a great mechanical attainment, and one which can readily be attained by any prdinary person. Of course there are defective eyes, as there are other defective organs: the speech, for instance, is sometimes defective, but the eye is susceptible of the same training as any organ. The muscles, the voice, the sense of hearing, all require training. Consider how the artist must train the organ of might in order to detect the slightest imperfection in shade, color, proportion, shape, expression, etc. Not one blacksmith in five ever attains the art of hammering square, vet it is very essential in his occupation. It is simply because he allows himself to get into careless habits; a little training and care is all that is necessary for success. - Manufacturers'

Nevada " Diamonds."

Some months ago Bob Logan of Bruns. wick found a stone in Pine Nut which he thought might be a diamond. He took it to San Francisco and a lapidary where pronounced it a white topaz weighing twenty-six carats. The stone was divided in half and one-half cut into a brilliant and set in a ring. It is a very attractive stone, flashing fire in the sunfight, and valued by its owner at \$100 -[Carson (Ner.) Appeal.

THE VALUE OF GOOD ROADS!

IMPORTANCE TO FARMERS.

Hard Times Partly Due to the Condition of Rural Highways-Strong Plea for Better Thoroughfares.

TO economic question is of more importance to the American farmer than that of good roads, writes William M. King in the American Agriculturist. No branch of public work is so neglected, although as an investment there is none that pays the people at large so well as the maintenance of as perfect a roadway as possible. Both State and National aid are desirable, but the idea of State aid seems to meet with the greatest favor. The people most interested must take energetic measures to awaken enthusias m on this vital subject. It is only by the earnest discussion of the economic bearings of aroused from their apparent lack of interest to enthusiastic action. Without the presentation of facts and figures the enthusiasm, which is so essential to progress, cannot be aroused.

The very general complaint of hard

times arises in part from the existing condition of our public highways. When the roads are well nigh impassable, then it is that the prevailing scarcity in the leading city markets forces up the prices, and for the lack of good roads the farmen is unable to supply the market. Roads, to be of the greatest value to the farmer, must be kept in such condition that he can market his crops during those seasons of the year when he has the most leisure from pressing farm work, or when the highest prices prevail. The loss which frequently results when the farmer by the open, wet winter into almost impassable morasses exceeds, in many cases, the amount of his annual taxes. There never has been so much need of well directed co-operative effort, on the part of the people of the townships and of the towns and cities, as now. It will be easier to secure the passage of a macadam law now, than it will be in ten years. Capital is on the lookout for localities in which toll turnpikes can be built. Why pay six or seven per cent., annually, in tolls for the use of a pike, and three per cent., or more, in addition for keeping it in repair, merely because we cannot agree to work together and build our own roads on some equitable co-opera-

Professor Lewis M. Haupt, who is at the head of the engineering corps of the University of Pennsylvania, recently made the following graphic statement of the relative progress we have made in common road-making as compared with the results attained in the construction of our great railway lines: "While we have built our magnificent roads of steel | year. across and up and down the continent, over which we ride at the rate of a thousand miles or more a day, and transport millions of tons of freight, the common roads at our doors, leading to our railroads, remain much as they were a century ago, and the farmer still plods along, his wagon nearly hub deep in the mud, between the farm and the station, taking half a day to make the trip that should be made in half an hour."

It has been well stated that the excessive wear and tear of wagons and teams destroys rearly all the profit that otherwise might be derived from a crop, and the delay and vexation attending such wretched modes of transportation are extremely trying to the temper and patience of the cultivators of the soil, We complain of the high prices charged by the railway corporations, while in point of fact the greatest expense is that required to convey our produce over bad roads to the nearest station. Poor roads cost the husbandman altogether too much. It requires three or four horses to haul to the nearest market what two could easily haul on any good road. The fact is, we are supporting thousands of horses to drag loads through holes that ought to be drained and filled. We have the unremitting inconvenience of bad roads, and actually pay a premium for them. Poor roads are invariably expensive, and good ones a sure source of

It costs less to properly care for a mile of good macada-ized road each year than it does to keep a horse. If the keeping of a borse costs one dollar per week, and the services of the animal can be dispensed with by the building and subsequent care of a good road, there is a clear saving of this amount annually which, if used in road construction and repairs, would cut down expenses in other directions, enhance the value of our farms and aid to the attractiveness and comforts of our homes There are no public works whose benefits are more evenly distributed among the masses of the people than good roads, and yet there are none in this country for which the taxes are more gru lgingly The most common, crooked, un worked

roads in the most obscure localities are, pevertheless, the arteries through which a large per cent, of our agricultural products finds its tedious way to the market. Their interiority is a reflection upon the wisdom of State and National legislation. Road making has beresofore received so little attention that road engineers are by far too uncommon. Good reads, that is, the best for the cost, may, can and should be built without unnecessary delay. There is no question as to the resulting profit. They are a necessary. The meandering offit road, uppainted houses and dilapidated fences are inseparably connected. Carelesspess in this direction runs through a whole neighborhood like an epidemic. It is contagious. But, as soon as a turapike with its smooth and comparatively straight roadway is built, there comes a change for the better. The house is repainted, the tences repaired, and neatness in the home surroundings at once takes place. Smooth, hard reads are a financial blessing, and tend to promote the educational and social advantages of the com-

munity. Cutomaters or farms would reck AN ECONOMIC QUESTION OF GREAT such pleasing neighborhoods, and lands would sell quickly and at higher prices; education and reducement, in connection with the increase in the attractions of home, would give a higher position to life in the country, and a greater number of our most enterprising young men and young women would prefer a reflued agricultural home to the turnoil and anxiety incident to town or city life. Good roads tend to nurture sociability and friendly, profitable intercourse between neighbors and neighborhoods. When the roads are poor, a farmers' club or grange is always at a disadvantage, and a full attendance is the exception, instead of being, as it should be, the rule. Good roads are needed far more than costly country buildings. Good roads are due every American citizen, and each should work and vote for good public roads, and, if needs be, demand that they be built and properly cared for. It will pay to be libe & the subject that the skeptical can be in the expenditure requisite for ge & public roads. Good roads are a permanent advertisement of the character and enterprise of the people. No better legacy in material or lasting form can be bequeathed to posterity than good public highways. If they are properly built, and properly kept in order by the present generation, they will stand as a perpetual object lesson, showing to succeeding generations the good sense and good taste which characterized preceding ones. Good roads are intimately connected with our prosperity as a Nation.

Sueflowers in Russia.

United States Consul-General J. M. Crawford, of St. Petersburg, has been investigating the culture of the sunflower in Russia, and reports that there are over 700,000 acres of land devoted to is cut off from all markets because the the sunflower culture in the Empire, alcommon dirt roads have been converted | though the first effort to grow this plant for mercantile purposes dates back no further than 1842.

The chief product is the seed, the average yield of which has been about 1350 pounds to the acre, this selling in Russia at an average price of one and one-half cents a pound. The yield to the farmer growing sunflowers is about \$20 an acre, against the usual return of about \$10 per acre of ordinary products, and the soil in which the sunflower is grown becomes very porous and better prepared for the rotation crops. The seeds of some species of sunflower is used in making oil which, in consequence of superior coler, flavor, and taste and its low price, has largely taken the place in Russia of the French table oil. In another species of sundower the seeds are sold to be eaten somewhat as pennuts are in this country. After the oil has been pressed out of the scou it is sold in a cake form as food for cattle, the exports of this from Russia to Germany, Denmark and Great Britain aggregating of late years nearly 100,000,000 pounds a

The sunflower stalks are gathered from the fields and dried in piles, and have very largely taken the place of firewood in the country districts. In fact, these stalks are preferred even to pine wood, producing a quick and hot flame fire. As about a ton of such firewood is gathered from an acre of land, this is looked upon as a decided advantage in those districts where wood is scarce. The ashes of the sunflower contain a high percentage of potassium, and are largely used as a fertilizer. Under the system of cultivation adopted, the stalks of the sundower are often three inches in diameter and about eight feet long, sometimes forming many heads, some of which are more than a toot in diameter and containing about 2009 seeds. In order to grow the plant profitably, it is necessary to have a fertile soil, which at the same time must be sufficiently deep and compact to sustain the stalk with its roots, - American

A Wonderful Lighthouse.

One of the most wonderful lighthouses

in the world is that at Minot's Ledge, near Boston. Its history has been one of romance. The greater part of its foundstion is under water at low tide. In 1847 a skelcton lighthouse of iron was erected there on iron piles placed in holes drilled into the rock. A furious burricane burst upon the coast in April, 1851, and anxious watchers from the Cobasset shore thought that the structure had been carried away. But, as the sun sank, out shope the light across the storm-tossed waters. At 10 P. M., the light was seen for the last time. At one hour after midnight the fog bell was heard above the roaring of wee breakers. At daybreak the ocean was a blank; the lighthouse was gone. Knowing that no help could reach them, the keepers had Habted their lamp as a warning to others, and a granite tower occupies the spot. So difficult was it to lay the foundation in the surf that only thirty hours' work could be done during the first year, but the tower stands to-day as enduring as the ledge itself-an isolated pile of stone amid the waves, by the force of which it is swayed like a tree in wind. During the long winter months all communication with the land is shut off. In summer the occasional visitor is hoisted into the lighthouse from his boat by means of a chair, and from time to time a skiff re lowered by pulleys to cravey one or another of the "re keepers to the shore. The life tells on them frightfully. Beveral of them have been removed because they have gone insane, and more than one of them has attempted suicide,-Boston Transcript.

Oneer Facts About tieff.

A cubic inch of gold is worth, in round numbers, \$210; a cubic foot, \$362,380, and a cubic vard, \$9,797,762, this on the basis of \$18 per ounce. At the beginning of the Christian era there was \$427,000,000 of gold in the world, but at the time of the discovery of America the total of the world's gold supply had teen reduced to \$57,000,000. The amount of gold now in use is estimated as being worth \$10,000,000,000.