Durham Citizens Sued to Pay for Paving Sidewalks

Southern Railway Calls on Lee to Make Good the Stolen Money. Recent Gifts to Elon College.

Durham, N. C., March 6 .- Special .- It robbery of the Southern Railway ticket office last Sunday afternoon. This is

a new turn in the robbery affair. The Southern road has made demand upon Mr. J. E. Lee, the agent who was robbed, for payment of the amount taken from the safe. Mr. Lee has refused payment and gone to Atlanta to take

to the honding company.

ing sidewalks in front of their property, close friend of Mr. Palmer, is now at as provided by law. Before the suits Elon.

come up in the magistrate's court within it was quite completed.

taken ill while there.

at the Southern office, has arrived and submerged steam saws at the required entered upon his duties. He came her from Concord.

Judge R. W. Winston has returned The Southern claims that Agent Lee from a business trip to Norfolk, where the water so men can work in the bothad been instructed not to leave more he went on business. He said that the tom. The sides will cave in continuousthan \$20 in the small safe in the ticket strike situation was very serious and ly, quicksand will enter like water office over night, but that he should put that the hurrying of soldiers along the through the smallest crevice in the linall money in the large combination safe streets looked very much like war. Trav- ing, and tons of it will flow from a in the freight office every afternoon. el is greatly congested on account of long distance underground, so as to This direct instruction as to how the the tie-up in the street car service, and cause depressions in the surface at refunds should be taken care of was vio- late in the afternoon when the people mote places. lated by Mr. Lee, they claim, and that he and his bondsmen are responsible to the road for the loss. Mr. Lee denies this responsibility and has refused spent last night in the city. Speaking to pay. The road will send the claim of the great good that will result from the recent donations to Elon by Hon. Should the bonding company refuse to F. A. Palmer of New York, Professor pay the claim there will be litigation, Lawrence said that the gifts resulted in and if the claim is paid there may be the raising of fifty thousand dollarslitigation on the other side-brought by thirty thousand given by Mr. Palmer rock at Iron Mountain, Mich., a few the bonding people. The amount taken and twenty thousand by other friends of the college. Continuing, he said that it The city has started a number of suits was thought that Mr. Palmer was conagainst property owners who have re-fused to pay one-half the cost of mak- inasmuch as Rev. Frank S. Child, a

FEATS DONE BY

About the newest of all great engineering structures is, to most people, the they gradually settled a few inches a pipe, which served as the suction main commonest, the modern railroad bridge, existed fifty years ago. Now almost ev- times by buckets with valves in the bot- that time about one degree in tempera- druggists. ery one of the bridges earliest built has tom. Recently large pier foundations for ture. As it absorbed the heat from the been found inadequate for the enotmous railroad bridges have been made with queksand and water thin coatings of ice increase of traffic and the weight of two or three brick cylinders twelve to formed around the outside of the S-inch locomotive, and has been replaced by fifteen feet in diameter, shod with circus pipes and gradually increased in thick- a shoe that is both comfortable and

Each span is made according to drawings, with hundreds of beams, girders, the brick-work. bars, rods and columns, riveted and forged and bored in distant shops, but never fitted together until they arrive by roz ens of carloads at the site, and are or fifty feet below the river bed. The shaft could be excavated through it as awfully unlucky?" "Well, Jack priced quickly assembled to make a slender, friction on the sides of the pier became in rock. The material had indeed to be self-supporting framework with the rigid at last so great that the weight of the blasted and resembled sand-stone. pieces which weigh thousands of pounds brickwork built high above the surface fited accurately and swiftly in place like of the ground would not sink it, and the walls hung from the top and packed as diamonds."—Brooklyn Life. the machanism of a watch.

This is hard enough to do across a storm-swept bay, over an almost bottomless river, where there is a fierce current or high tides, or where, as in the Niagara gorge, the height is so great that no support can be built up from the bottom. and the span has to support itself during construction; but all these difficulties are small to the bridge builder, compared over \$30,000,000. It taps the Chicago to the requirement, often met, that an River some distance above its mouth and old bridge, of perhaps many spans must causes its foul waters, mixed with a be replaced by a new one, in exactly the same place, of the same dimensions and supported on the very same piers, without interrupting apperciably the almost constant traffic which demands passage nearly every hour in the twenty-four for long freight trains or rushing expresses. Such was the case with the Florence ly 300 feet wide on top and required the bridge across the Tennessee River in excavation of over 280,000,000 cubic Alabama. There were twelve spans of yards of earth, which had to be dug up, about 120 feet each, which carried a lifted out and piled in great hills, often single track railroad on top and a high- hundreds of feet away from the edge way between the trusses.

The old wooden spans could not even built on the top edges of the old bridge,

Above these towers, nearly twenty-five porary span of wood and iron as long as the longest span of the old bridge w built. A new, permanent span was asunder side of it, clear of the trains which once, and do it on an average of once passed uninterruptedly through it and a minute or oftener all day long. In one under the temporary span,

top of it the under side was lashed to the 10 feet wide and 14 feet deep at each upper side of the old span, and it was trip.
additionally suspended from the over- Each bucketful of a ton or more of bearing on top of the temporary span.

A suitable interval between trains was the bottom of the canal. selected, the ends of the old span choppel away, the lashings between the new | the slope and in turn overlapped the end engine at each end, and both spans were at each end. Each of the three belts lowered smoothly and safely together, was supported on rollers hollowed a lit- But it did not work just as expected. old one dropping down almost to the made it sufficiently concave to retain of his wheel He was not wheel the water's edge and the new one following the clay, like a trough, to occupy its former place and rest on

ers rested above the next piers, another bridge floor and pile up on the ground span was replaced, and so on, until the underneath. whole superstructure had been replaced. It took th rty-four men only eighty days to rebuild the bridge.

solid foundations for a bridge where and the process was kept up continuousthe water is very deep or swift or the ly. Many of the chunks of clay were bottom unstable are very great. In soft as large as a man's head, and it was soils the utmost effort is made to prevent any danger of settlement or of until they began the ascent of the steep undermining by floods and swift current, bank, and then begin to roll and tumble and where piles are not used it is gen and start down with an evident detererally necessary to carry the masonry mination not to go up that slope under down to solid rock or to a safe distance any circumstances. in earth and sand.

This is always very difficult on account of the tremendous pressure of the earth for them to fall quite as fast as the belt | Calais, Me., Feb. 26.-Daniel Pike, and water at a great depth, and the travelled, and it would keep picking them farmer, set a wire cage_trap in his barn danger of working there ven when it is up again and again, each time lifting to catch rats. The first morning after

by its stickiness. For many years they have built hollow cylindrical brick plers from 20 to 100 feet deep which hold same material overhead is sometimes strange filling and emptying of the trap occurred, and Pike determined to keep and money, but when it is necessary to watch to see how the thing was done.

heavy loads chiefly by the friction on

Originally these hollow piers, a few feet in diameter, were built up on woodweek as the tops were built on high of the circulating pump.

above the surface of the ground.

top of the piers, and undermining the ness of ten feet. last of the descent was accomplished by around with hay. A water-tight joint loading the top of the finished pier with was made with the rock, the refrigerahundreds of thousands of pounds of rails tion was stopped and the ground allowed

several miles through the prairie is near- stores.

of the canal bank. As the average price paid for excavatsupport the new steel ones during erec- ing, lifting and removing the earth was tion, although the masonry piers had about one cent a cubic foot, only a frac- locality, for the reason that the strucample strength. Wooden towers were tion of what is usually paid for ordinary ture had no counterpart on the earth's quantities of excavation, the contractors surface, and was erected under the peroutside the track, above two adjacent were obliged to invent cheap methods, sonal supervision of an amateur inventor and the great principle of success was who believed he solved the probblem of found to be in handling the earth in large feet over the track, a complete new tem | quantities and keeping it continuously moving.

Most of it was dug by steam shovels working in the bottom of the trench, sembled together, suspended from the which could scoop up a wagon load at place the steam shovel worked back and Whn it was finished and track laid on forth across the canal, cutting a section

head temporary span by four vertical 31/2 hard sticky clay was dumped by the inch steel screw rods, about 30 feet long, shovel into the hopper of a grinding maone at each corner, which had nuts chine, which delivered it on top of an endless, wide rubber belt extended across

A second belt reached up to the top of and temporary spans removed, and then of a third, which was carried along the the nuts on the great screws were slack- floor of a 200-foot bridge elevated 30 ed off by gears operated by a steam feet above the ground on rolling towers about 22 feet, in less than an hour; the tle in the centre, like dice boxes, which

They were driven at a speed of about masonry seats which were prepared seven feet a second and ceaselessly carried the clay away from the shovel up A few minutes later trains were run- the canal slope, on top of the bridge and ning across the new span, the old one over it to a variable point, where a was removed at leisure, and the over- | diagonal scraper was set across it, and head span was rolled along until its tow- pushed the load off, to fall through the

When the steam shovel completed a cut across the canal, which perhaps required two days, its tracks, the belts and The difficulty and expense of building the bridge were all moved ten feet ahead.

amusing to watch them ride quietly along

They would hurry and scramble as fast as possible, but it was not steep enough

Blasting a tunnel through the solid of the captives would attract others, he extends to a great depth and is saturated comparatively safe task; excavating it hour or two, and went away. When he with water and will flow like mud, they in solid clay with a good depth of the came back the trap was empty. make it support heavy foundations partly same material overhead is sometimes The next day and the next a like the option of the insured.

near the river bottom in deep water, been caught he concealed himself in the the task is one of the most difficult, barn loft and waited. dangerous and costly that can be at-

ter of ten feet was recently built in a gin a sort of cross-examination of the very novel manner. A huge concrete prisoners. Then, after satisfying him-

will test the matter. The charter gives thirty miles to place, sunk, between rows door through which his young friends the city the right to make such side of guide piles driven on both sides of it, and relatives had fallen. walks as the commissioners may deem necessary and provides that half of the cost of doing such work shall be paid The most remarkable feature of the they scampered, the old rat bringing by the property owners. There are some work was that a storm arose and threat- up the rear and all squeaking joyously. twelve or fifteen suits of this kind to ened to injure the floating tunnel before

Durham, N. C., March 6.—Special.—It the next week.

looks now as if there will be litigation to determine the responsibility for the count of the illness of his child. Mrs.

Large valves week it was allowed to fill and sink to a depth below the storm action. When it was to calm again the water was pumped out of the people to form a correct judg-Reid and child went to Sanford a short and the great pipe rose to the surface, while ago on a visit and the child was was completed, and again sunk, this time permanently seating itself on the B. C. Hartsell, the new ticket agent foundation of piles cut off accurately by level, far below the surface of the river.

In sinking deep shafts through quicksand it is often impossible to keep out

Recently the expedient of freezing the quicksand far below the surface was adopted, and after that was accomplished, the shaft could be excavated easily. The freezing is accomplished by the use of the modern refrigerating machine. A shaft about 15 feet square and 100 feet deep was sunk in this manner through water and quicksand to solid pipes were arranged about three feet apart on the sides of a rectangle enclos-

ing the shaft and sunk vertically to rock by a water jet and steam hammer. An 8-inch pipe, closed at the bottom, was lowered inside each 10-inch pipe and the latter withdrawn. A 11/2-inch pipe, open at the bottom, was lowered inside each 8-inch pipe, reaching nearly to its bottom and extending through its cap

The tops of the inner pipes were connected to a pressure pipe, through which en rings laid on the ground in the bot- brine from the refrigerating machine tom of pits dug down to water level. was pumped at a temperature of about A native diver went inside and dug up 17 degrees Fahrenheit, and, rising the bottom with an adze-like tool, labor- through the 8-inch pipes, escaped from iously undermining the walls, so that their tops into a connecting horizontal

The cold brine thus moved around and ar iron girders having sharp, cutting ness until in ten days those on adjacent stylish." Salesman-"Very sorry, madedges, and a horizontal shelf to receive pipes united and formed a solid wall of am, but the age of miracles is past."frozen water and quicksand, which, after Judge. Steam dredging machines were set on forty days' freezing, at ained a thick-

piled on in overhanging crossed layers. | to thaw, which it did so slowly that it One of the most important, interesting was fifty days before the water began and remarkable engineering feats on this to enter the shaft. The outer edge of continent was the construction of the the frozen mass was supposed to be a Chicago drainage canal, a canal twenty- cylindrical surface 54 feet in diameter.

What's Your Face Worth?

causes its foul waters, mixed with a Sometimes a fortune, but never, if large quantity drawn from the lake, to you have a sallow complexion, a jaunflow a short distance up stream and then diced look, moth patches and blotches through the canal into the Desplaines on the skin-all signs of Liver Trouble. The canal is cut to a depth of twenty-two feet below the water level, and for plexion. Only 25 cents, at all drug Beauty of Heborn

Wedel and His Windmill

(Chicago Record-Herald.) The wrecking of an old mill at Hurley Northern Early Rose. the other day in order that the material might be used for other purposes was of unusual interest to the people of that utilizing the high winds of this part of the country for the operations of machinery in lieu of steam or other power. "Wind power" was the hobby of Cornelius Wedel, a member of the colony of Russian Mennonites living in the western part of Turner county, and the mill was erected to test his theory. Wedel was a man of some ingenuity, who claimed to have discover a new style of wheel and attachment which would completely revolutionize the modern systems of motive power. The flour mill was built in the fall of 1893 by himself and another Russian named William Semur.

Wedel was very anxious to put his theory to a test. He invested all the money he had in the mill and induced Semur to sell his valuable farm and invest the proceeds therefrom in the mill. Then Wedel, still not having enough money to carry the project through, borrowed all he could, and finally got the mill finished and in running order. off his wheel. He was not whoolly discouraged, however, and proceeded to repair it and put it in running order once more. But the wind took the fans off again. He could get no more funds to repair the mill, and the disappointed inventor was forced to abandon the structure to his numerous creditors.

mark, and for years had been a popular target for amateur photographers, a wonderful playhouse for boys and a rendezyous for thousands of birds.

You Know What You Are Taking When you take Groves' Tasteless Chill Tonic because the formula is plainly printed on every bottle showing that it

This Heary Old Rat Emptled the

Farmer's Prison danger of working there ven when it is possible to exclude the water. In this country cribs or caissons are often sunk by mechanical processes or by men working pneumatic pressure and then top.

up again and again, each time lifting to catch rats. The first morning after the trap had been set, he went to the barn and found it nearly full of half-grown rats, but not an old rat in the collection. Thinking that the presence

tunnel through soft mud and silt very When the next batch of young rate had

When he had been on watch about half an hour he saw a hoary old rat Such a tunnel with an in side diame- approach the trap and, apparently, be-225 feet long, lined inside and self as to the exact condition of things, are settled it will be a test of the con-stitutionality of the authority given the city under the charter. Some of those who have refused to pay say that they mass was launched like a ship, toward weight that kept in place the little trap

Large valves were hastily opened and Mr. Tilden's 66,000 Letters to Friends

ment on any question submitted to them that led to his final trouble. "I have spent over \$2,000 for postage in this campaign." he said to a young man after 1874. "Do you mean to say that you sent out 66,000 letters?" asked his astonished visitor.

"That's about the number," answered Mr. Tilden.

"But where did you get the names?" "My long connection with the Democratic State Committee had familiarized me with the chairman of the County Committee in almost every county in New York. To him I therefore sent for a list of names of men in every village in his county. "And did you send printed letters to

"Better than that," Mr. Tilden said, while his gray eyes twinkled. "I sent each of my correspondents a lithographed facsimile of my own handwrit-

'And how did it work?" "Splendidly," he answered, in conclu-

"After I was elected and had gone to Albany occasionally I'd have a call from a citizen who would introduce himself to me by means of one of my leters to him, and who would say: 'I didn't think you knew me, Mr. Tilden, until I got this."

White Man Turned Yellow

Great consternation was felt by the riends of M. A. Hogarty of Lexington, Ky., when they saw he was turning yel-low. His skin slowly changed color, also his eyes, and he suffered terribly. His malady was Yellow Jaundice. He was treated by the best doctors, but without Then he was advised to try Electric Bitters, the wonderful Stomach and Liver remedy, and he writes: "After taking two bottles I was wholly and it is hard to realize that nothing at all like it, even for highway purposes, all like it, even for highway purposes it highway purposes it has higher than high like it, even for highway purposes it hig

A Disappointment.-Shopper-"I want

Jack's Point of View .- "But, my shoes, allowed the piers to settle forty This excluded the water, so that the dear. Don't you know that opals are a lot of different stones and he says

Seed Potatoes

through the canal into the Desplaines on the skin-all signs of Liver Trouble. River, and thence to the Gulf of Mexico. But Dr. King's New Life Pills give Houlton's Early Rose, and

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