THE JOURNAL.

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DEVELOPMENT.

The late centennial celebration gave evidence of wonderful progress, but we cannot be content with present attainments. However high may be our national elevation, there is a lamentable want of material and individual development in all sections of our common country.

Take the State of North Carolina. Heaven has wonderfully blessed our State. She has a climate soft and balmy as that of Italy, and a soil as rich as any in the valley of the Nile. Her mountains are storehouses of mineral wealth, and her eastern shore is the native home of delicious fruits and luscious grapes. Whatever has been accomplished in the past is nothing in comparison with future developments.

Suppose the agricultural resources of North Carolina were fully developed, what a spectacle it would present! Our barns would overflow, and our surplus become tributary to distant communities.

Then consider the result of our mineral development. The treasures that are hid in our mountain fastnesses are enough to pay all the expenses of government and bring comfort and luxury to every home.

What shall we say of individual development? We have men of wisdom, men of learning—men renowned in all the walks of life—yet not one of them has experienced the full development of his powers.

Then consider the vast multitude of unwise and unlettered men, and the mighty hosts in absolute ignorance.

It is useless to dream of material development as long as there is an absence of individual development. There must be mind to work on matter—and the development of one is the necessary precursor of the development of the other.

If there is one thing more demanded in North Carolina than any other it is education. We do not mean alone the training of the schools—but that training of all the powers as will make them subserve the highest interests of society and accomplish the greatest good to country, home and friends.

There is very much of true education that every one must acquire of himself. There are aids, assistants, all along, but every man must be a teacher to himself, and so impress upon himself the lessons of experience, as to make the wise unlettered man more respected than the learned collegiate who knows nothing of practical life—its blessings and the means by which they are acquired.

Dentistry in Japan.

In Japan dentists travel from town to town, and their instruments of torture consist of small mallets and wedges. When a man wants a tooth extracted, the dentist pries open his mouth, and with his mallet drives a wedge under the aching molar until it is forced from its socket and can be removed with the fingers. The next time the victim wants a tooth extracted, he doesn't visit a dentist. He either doesn't have it extracted, or else explodes a dynamite cartridge in his mouth. The latter alternative takes the head off with the tooth, but the operation is less painful.

A Railway Tunnel Between the United States and Canada.

Preparations are now being made on both sides of the river to commence work on the transcontinental tunnel under the St. Clair River at Port Huron. Early last year considerable preliminary work was done and $125,000 was expended; but, after two or three months, work was suspended, and has remained in that condition ever since. It was found that the sinking of shafts on the land of the river on either side presented a great many difficulties, and finally the Grand Trunk Railway Company took the work out of the hands of Booy Smith & Co., of New York, the contractors, and decided to take charge of the project itself.

Now, after locking the ground over, the company has decided to go back from the river some distance and commence work on the tunnel proper. The work of excavation on the American side will begin about 2,500 feet back from the river, and from this point there will be a steady decline till the necessary depth under the bottom of the river, about 50 feet, is reached. The drift for the tunnel proper will be 22 feet in diameter, and the distance from one river bank to the other is 2,200 feet. The tunnel will have a drop of 90 feet to the mile, the lowest end being on the Canadian side.

The work of excavating in the tunnel will be done with large steel "shields," 22 feet in diameter. These shields will be driven into the earth with 24 hydraulic jacks, each with a pushing force 125,000 pounds. A large hydraulic engine will be used to work the jack. Five railway tracks for small trucks will be laid in the bottom of the tunnel, and as fast as the earth is excavated it will be loaded on these trucks, which are each capable of holding two cubic yards. A cable running from a large hoist engine through the tunnel to the cars will pull them up to the surface, where the dirt will be loaded into other cars to be carried away.

As the earth in the tunnel is removed a gang of men will follow with the lining of the tunnel, which is cast iron. The tunnel will thus be completed as the work progresses. A monster blower engine is suitably situated to force air into the tunnel through a 24 inch pipe. A large electric light engine will furnish 300 lights, and it is proposed to make the interior of the tunnel as light as day. A force of 125 men will be employed on each side of the river, and the work will be pushed night and day.

It is expected that the workmen from each side will come together about 700 feet from the Canadian side. The approach to the river is nearly a mile longer on the Canadian side than on the American, as the up grade is all on the land side in Canada. The approaches will not be tunneled until the tunnel under the river is completed. The tunnel, as finished, will consist of 2,500 feet on the American side, 2,200 under the river, and 4,000 feet on the Canadian side. There are now at work 125 men on the Canadian side and 60 on the American side. Another large addition was made to the working force January 2, when active operations were begun, and they will be vigorously pushed henceforth, it is asserted.

It is estimated that the work will cost $2,500,000, although well-informed men predict that it will cost nearer $5,000,000. President Sir Henry Tyler and Manager Hickson have been heard to remark that it will be completed if it costs $10,000,000.

On Time.

Stage drivers, especially in the lower parts of the country, are commonly men of abundant nerve and of an independent spirit. Such a man was the "famous John," Hank Monk, whose route was over the Sierra Nevada Mountains. Once, and only once, he is said to have had the honor of counting Horace Greeley among his passengers. The editor was to lecture that evening in Placerville.

As the horses climbed slowly up the eastern side, Mr. Greeley feared he should be late. Twice he urged the driver forward, but the reticent Monk paid but the slightest heed.

Finally, they reached the summit and began to descend. Then cracked the long idle whip, and the horses at full run tore along beside the precipices where a single stone or misstep would send coach, driver and passenger to swift destruction.

Tossed about in the bounding vehicle, Mr. Greeley assured the driver that such haste was quite unnecessary; that half an hour sooner or later would make no material difference.

"Keep your seat, Mr. Greeley," replied the imperturbale Monk, with a fresh crack of his whip; "keep your seat. I'll get you to Placerville in time."

Through that overruling Providence which cares for the careless, the journey was accomplished in safety, and the story so pleased the Californians that they presented Monk with a handsome gold watch, bearing the inscription, "Keep your seat, Mr. Greeley, I'll get you to Placerville in time."

One night afterward when Monk's coach was late, he drove very hard, to the terror of a self-important judge, who vainly urged Monk again and again to drive carefully. At last, with pompous gravity, he thundered:

"I will have you discharged before the week is out! Do you know who I am, sir?"

"Oh yes," replied Monk, "I know perfectly well. But I'm going to take this coach into Carson City on time if it kills every one-horse judge in the State of California!"

The Verdict Unanimous.

W. D. Salt, Druggist, Hyrum, Ind., testifies: "I can recommend Electric Bitters as the very best remedy. Every bottle sold has given relief in every case. One man took six bottles and was cured of Rheumatism of 10 years' standing." Abraham Hare, druggist, Bellville, Ohio, affirms: "The best selling medicine I ever handled in my 20 years' experience is Electric Bitters." Thousands of others have added their testimony, so that the verdict is unanimous that Electric Bitters do cure all diseases of the Liver, Kidneys or Blood. Only a half dollar a bottle at R. R. Duffy's wholesale and retail drug store. Large size, $8.00 per dozen, wholesale.

Sea Birds Still the Troubled Seas.

"Oil on troubled waters" has proved to be so efficacious in smoothing rough seas, that mariners have begun to provide their ships with cans of fish oil and oakum bags to be used in times of great storms against the buffeting of the waves. Science might have learned lessons from Dame Nature centuries ago, and utilized oil for the safety of all men who "go down the sea in ships." Lieut. Gibbons, of the navy, referring to the use of oil at sea, said a few days ago: "To close observers of sea-birds on their own element during bad weather it must have been shown that however rough the ocean may be where there are birds resting on the sea there is scarcely a ripple to disturb them. All fish eating birds, cape-pigeons, petrels, etc., eject oil from the mouth when captured; and, doubtless, they adopt a similar expedient to aid them in stilling the waves when searching for food in the sea. In the South Atlantic and the South Pacific oceans I have frequently witnessed sea-birds floating in spaces of seemingly quiet waters, when the sea around was rough. The unusual smoothness of the water where the birds floated was evidently induced by the quantities of oil deposited by them upon the water, either voluntarily or involuntarily.—N. Y. Tribune.

A True Tonic.

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F. A. Shepherd, Norfolk, Va., August 10th, 1888, writes: "I depend on B. B. B. for the preservation of my health. I have had it in my family now nearly two years, and in all that time have not had to have a doctor."

Thos. Faulk, Alapaha, Ga., writes: "I suffered terribly from dyspepsia. The use of B. B. B. has made me feel like a new man. I would not take a thousand dollars for the good it has done me."

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