

Essex County Herald.

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ISLAND POND, VT., FRIDAY, JUNE 23, 1899.

NO. 9.

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Notary Public with Seal
Herald Office, Island Pond, Vt.

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Physician and Surgeon
Office at S. Sweeney's, Island Pond, Vt.

L. W. STEVENS,
Deputy Sheriff
Office at Store, East Charleston, Vt.

A. H. WILKIE,
Tonsorial Artist
Post Office Block, Island Pond, Vt.

G. E. CLARKE,
Undertaker Funeral Supplies
Office over Post Office, Island Pond, Vt.

J. S. SWEENEY,
Licensed Auctioneer
Island Pond, Vt.

SHOEMAKER.
I make a specialty of
Repairs in Leather and Rubber
Satisfaction guaranteed.
Ed. Davis, Derby St. Island Pond
Orders left with S. J. Marjory will receive prompt attention. TERMS CASH.

F. A. ELKINS,
BOOT AND SHOE MAKER,
Cross Street, ISLAND POND, VT.
All kinds of repairing done in a neat and durable style.

L. T. WILLIAMS,
LAND SURVEYOR,
and Timber Land Explorer.
Twenty-five years experience in New Brunswick, Maine, New Hampshire and Vermont. Can give accurate estimates by methods not known to others. Compass surveys a specialty. Post office Coos No. 8.

S. P. MAXIM & SON,
—MANUFACTURERS AND DEALERS IN—
Doors, Windows, Blinds,
Mouldings, Stair Rail, Balusters, Newell Posts, Ash and Pine Sheathing, Window and Door Frames, Brackets, Pickets, Etc. Outside Windows made to order. Regular sizes in stock. All goods at Portland wholesale prices. SOUTH PARIS, MAINE.

O. H. HENDERSON,
TICKET AGENT
Boston and Maine Railway,
ST. JOHNSBURY, VT.
Tickets via the first class routes to points west and south and via transatlantic lines to and from European points. Passage checked through. Securing car accommodations secured in advance.

HASKELL & JONES,
Fashionable Tailors,
—AND—
Importers of Fine Woolsens,
470 CONGRESS STREET,
(OPPOSITE PUBLIC HOUSE)
PORTLAND, - MAINE.

We keep nothing but the
FINEST GOODS,
which are made up by practical and experienced workmen, and trimmed in the most approved style. 25¢ Orders from a distance promptly attended to.
When in Portland call and see us.
Respectfully,
HASKELL & JONES.

Colebrook Marble and Granite Works.
Phil J. Hartley, Prop.
Retail dealers in all kinds of cemetery work, in all kinds of marble and granite.
Scotch Granite a specialty.
Designs furnished on application.

Essex District Probate Court.
Sessions of said Court will be held at Brighton the second Tuesday of October and April, at Canaan the second Tuesday of October and April, at West Concord the second Tuesday of December and June, at Lunenburg the second Tuesday of January and July.
Special sessions will be held at any place in the District by agreement.
ROBERT CHASE, Judge.

GRAND TRUNK RAILWAY SYSTEM

Winter Time Table
In effect October 2, 1898.
Passenger Service at Island Pond.

East bound leave:
Mail and Passenger 6:00 a. m.; mixed 6:20 a. m.; express 1:18 p. m.; mixed 4:50 p. m. night express at 2:40 a. m.

West bound leave:
For Colchester and Beecher Falls at 9:20 a. m.; passenger and mail 6:00 a. m.; express 1:57 p. m.
Arrive from east:
Night express 12:20 a. m.; mixed 3:00 p. m.; express 1:32 p. m.; mail and passenger 8:05 p. m.

Arrive from west:
Night Express 2:20 a. m.; express 12:53 p. m.; passenger 10 p. m.
The trains designated as "night express" run daily the other days except Sunday.

W. E. DAVIS, G. P. & T. A.
CHAS. M. HAYS, Gen. Man.

Maine Central R. R.
To and from Quebec, Colebrook, North Stratford, Lancaster, North Conway, Boston, Portland, and all points in the State of Maine and Maritime Provinces.
In effect November 27, 1898.

TRAINS EAST NORTH STRATFORD as follows:
For Colebrook and Beecher Falls at 9:20 a. m.; 2:36 and 7:34 p. m.
For Colebrook, Dudwell Junction and Line Road at 2:36 p. m.
For Quebec and all points on the Quebec Central R. R. at 2:36 p. m.
For Lancaster 6:20 a. m. and 2:33 p. m.
For Quebec Junction, Portland and Eastport at 2:33 p. m.
For Boston, via Portland, 2:33 p. m.

GEO. F. EVANS,
Vice President and Gen. Manager.
P. E. BOOTHBY, G. P. & T. A.
PORTLAND, ME.

Boston & Maine R. R.
Time Table.

Trains leave Newport
For St. Johnsbury at 12:10 and 7:00 a. m.; 1:05 and 10:40 p. m. Return at 7:20-8:15 a. m. 3:15-4:27 and 7:51 p. m.
For Wells River at 12:10-7:00 a. m., 1:05 and 10:40 p. m. Return at 1:35-2:25 a. m., 2:35-3:30 and 7:05 p. m.
For Manchester at 12:10-7:00 a. m. and 10:40 p. m. Return, 12:55 a. m., 1:45-4:20 p. m.
For Plymouth at 12:10-7:00 a. m., 1:05 p. m. Return at 12:15-11:20 a. m., 11:53 p. m.
For Concord at 12:10-7:00 a. m., 1:05-10:40 p. m. Return at 11:15-11:20 a. m., 1:35-10:40 p. m.
For Manchester, N. H., at 12:10-7:00 a. m., 1:05-10:40 p. m. Return at 10:30 a. m., 1:00-2:45-9:10 and 9:35 p. m.
For Lowell at 12:10-7:00 a. m., 1:05-10:40 p. m. Return at 11:40 a. m., 12:00-1:40-8:15-10:40 p. m.
For Springfield, Mass., at 7:00 a. m. and 10:40 p. m. Return at 9:15 a. m., 12:15 and 8:00 p. m.
For Nashua, N. H., at 12:10-7:00 a. m., 1:05 and 10:40 p. m. Return at 10:08 a. m., 12:32-10:5-8:38 and 9:06 p. m.
For Boston at 12:10-7:00 a. m., 1:05-10:40 p. m. Return at 9:11-30 a. m., 1:7-30:8-9:09 p. m.
Trains leave Groveton for
Lancaster at 7:10 a. m., 12:20-6:50 p. m.
Return at 6:15-11:37 a. m., and 8:35-9 p. m.
Lancaster at 7:10 a. m., 12:20-6:50 p. m.
Return at 10:44 a. m. and 4:31 p. m.
Wells River at 7:10 a. m., 12:20-6:50 p. m.
Return at 9:55 a. m., 3:30 p. m.
Plymouth at 7:10 a. m., 12:20-6:50 p. m.
Return at 10:40 a. m., 4:15 p. m.
Concord at 7:10 a. m., 12:20-6:50 p. m.
Return at 6:10 and 11:30 a. m., 12:20-6:50 p. m.
Manchester at 7:10 a. m., 12:20-6:50 p. m.
Return at 10:08 a. m.
Springfield at 7:10 a. m., 6:50 p. m. Return at 10 a. m.
Lowell at 7:10 a. m., 12:20-6:50 p. m. Return at 9:00 a. m.

DAN J. FLANDERS,
Gen. Pass. & Ticket Agt.

RUTLAND RAILROAD.

Time table corrected to May 15, 1899.
Leave in a. m. (p. m.) m. p. m. (p. m.)
Rutland 8:30 12:05 1:45 5:30 10:00
Arrive at
Rutland, Vt. 11:05 2:00 6:15 8:00 12:10
St. Johnsbury 11:05 2:10 6:25 8:10 12:15
Troy, N. Y. 2:10 4:45
Albany, N. Y. 2:10 4:45
New York 7:00 10:00
Bellevue, N. Y. 7:00 10:00
Hudson, N. Y. 7:00 10:00
Haworth, Mass. 5:40 7:25
Providence, R. I. 7:25 11:35
Worcester, Mass. 7:00 7:40
Springfield, 4:05 6:18
Daily. Daily except Sunday.
Wagner Park Cars to Boston and N. Y.
Wagner Sleeping Cars to Boston and New York.
For detailed time tables consult folders.
C. L. PIERCE, H. A. HODGE,
General Superintendent, Traffic Manager.
R. T. McKeever, Gen. Pass. Agent.

Board wanted
For the Summer.

HOW TO FILL YOUR HOUSE.

Some folks think that things obtained free are no value. But advertisers in The

Brooklyn Daily Eagle

who receive the FREE SERVICE of the Eagle's Summer Resort Information Bureau

are of a different opinion. To Hotel and Boarding House proprietors, making application, a listing blank will be sent, which, when filled out and sent back, will be placed on file for consultation by the public of Brooklyn and Manhattan.

The chief aim of the Bureau, however, is to assist the Eagle's advertisers to secure splendid results. It will pay you, therefore, to advertise liberally in the Brooklyn Eagle.

Rates of Advertising
Are as follows (average of 7 words to the line and no advertisement taken for less than the cost of 5 lines):
Single insertions (week day or Sunday) 15c. per line
7 times, or more, daily 12c. per line per day
14 times, or more, daily 10c. per line per day
21 times, or more, daily 8c. per line per day
1 month, daily (30 times) 6c. per line per day
Write for Listing Blank, Adv. Rate Card and picture of Bureau. Address
INFORMATION BUREAU,
BROOKLYN DAILY EAGLE,
BROOKLYN-NEW YORK.

Money to patent good ideas may be secured by our aid. The Patent Record, Baltimore, Md.

EXAMPLE TO FOLLOW

STORY OF A TOWN THAT NEVER LOST ITS NERVE.

Although Wichita, Kan., Experienced Dire Disaster, Yet It Never Lost Sincerely - Inhabitant's Noble Last Faith in the Town's Future.

As an example of what local pride and a firm belief in a great future can do for a town Wichita, Kan., is a shining example. The citizens are ever on the alert and always looking ahead to discover some way to advance the prosperity of their beloved city.

Wichita is a typical "boom" town. Twelve years ago it had a population of 40,000. Today it has perhaps 25,000, which is a considerable recovery from low tide in 1885, when it had less than 10,000, according to estimates based upon the number of names in the directory. In 1886-88, before the boom broke, Wichita real estate was selling at New York prices, and they point out lots on the main street that sold for \$2,500 a front foot for which the owners would not be glad to get \$300 or \$400. The real estate exchanges in New York in good times will reach about \$32,000,000 a year. In Chicago in 1892, just before the World's fair, the transfers as shown by the recorder's books were about \$30,000,000, but at Wichita during the five months preceding the collapse in 1888 more than \$35,000,000 in town lots changed hands.

When the boom burst, it is said that 2,000 houses were torn down and the material used for firewood. Town lots that once were sowed and sidewalks laid and piped for gas and sold for hundreds of thousands of dollars are now cultivated as cornfields.

But everybody in Wichita still believes that it will yet be a great city—the metropolis of the plains. That is the confident expectation of the entire population, and, as I have already said, the local pride surpasses anything that can be found elsewhere.

That is what keeps up the place. That is what the people are here for, and every man, woman and child is working for Wichita with a zeal and confidence that is amusing. They are, however, extremely sensitive on this subject, and there is an impression that all the rest of mankind are watching Wichita with jealous eyes and throwing obstacles in the way of her progress when they ought to be helping her along.

Wichita is jealous of Topeka and Kansas City and Minneapolis and Chicago and London and New York, and her people believe that the capital and the energy that are now being expended in the development of South Africa and the Siberian railway properly ought to have been invested here. Some malign influence has been exerted to prevent Wichita from having the trade which goes to New York. But the people are so self confident that they are capable of getting along without it, and they are so patriotic that they will put up their last dollar to promote or protect the interests of their town.

During the hard times they heard that a packing house was to be erected at the rival town of Hutchinson. That would take trade from Wichita and therefore could not be tolerated. The people held public meetings every night for a week and appointed a committee to run down the men and bring them to Wichita on any terms, and to change their location if they were given a liberal bonus, and so the committee reported. Everybody in Wichita was "broke," so the people could not offer any money, but they had an abundance of town lots and subscribed them to the extent of several millions—at their own valuation. The packers did not care for that sort of bonus and declined. That did not discourage the Wichitans. They never were "quitters" and they never will be, so their committee hunted around until it found the agent of an English investment company with the nerve to loan \$150,000 upon several million dollars' worth of town lots. The packers got the money, Hutchinson lost a packing house, and Wichita found one. The Englishmen have collected their interest regularly so far, and everybody hopes they will be equally fortunate in the future.

Five trunk lines of railway furnish transportation facilities for this town, but they are not half enough, and Wichita will never be satisfied until this future great city has more railroads than Chicago.

Wichita is picking up rapidly. The city has settled down to a business basis and is more prosperous and rich than it ever was. There hasn't been an empty house in town for a year, and \$300,000 worth of residences and store buildings are now under construction. There is no finer town in Kansas, nor in the entire west for that matter, and both the residence and business sections of the city are being taken on a polished and permanent air. The commercial transactions last year were larger than ever before, and the increase thus far this season surpasses all records.

The Power of Advertising.
"Properly applied," observed the old advertising man, "advertising is a force which has no peer in strength over the public mind. It is the greatest scientific triumph of the century." It suggests what we shall eat, where we shall be clothed, and even what we shall pay for it. It creates a wish for things which the public never knew or imagined it wanted. It offers to supply a demand before the demand is made, while previous to the days of modern advertising methods the supply only followed a manifestation of the desire for its presence.—Profitable Advertising.

SELECTIONS

MARS AT CLOSE RANGE.

Easy to Study His Face When Only Thirty-five Million Miles Away.

All the monster glasses with which the late rapid advance has been made in knowledge of our celestial neighbors have come into being since the civil war, says Mrs. Mabel Loomis Todd in St. Nicholas. Until then, in this country, the Harvard telescope of 15 inches was the largest. About 1830 one of 18½ inches was ordered for the University of Mississippi, but with the breaking out of the war telescopes had to wait, and these lenses are now at the Northwestern University, in Evanston, Ill. It is only since 1870 that really huge instruments have multiplied, and are nightly turned upon the starry skies to ask the questions which seem to our impatience so slowly answered.

But many answers have come, after all, and some things are clear, which before could only be surmised. For instance, we feel quite sure now that Mars has an atmosphere, though not far better than none, as we can tell by looking at our bright though dead and desolate moon, from which air and water have long since disappeared. And if Mars has air the polar caps alone would seem to show that he has also ice and snow, and there appear to be, as well, areas of water or marsh, though less in extent than the land. The northern hemisphere looks brighter through the telescope, even showing tints of red and yellow, which astronomers are inclined to think are chiefly dry land, probably desert, while the southern is dark, the "seas" brown or dull gray, quite as water might appear. These spots were first called seas, like the smooth regions of the moon, and the name continues in both, whatever they may be.

In 1877 Mars was at his nearest to us, that is, from an astronomer's point of view, though really at the point of greatest distance of 35,000,000 miles. Yet a great deal was learned about this neighbor in the sky—among other things that he is attended by two tiny satellites, or moons, never seen before. And the same year an Italian astronomer, Signor Schiaparelli pronounced "skia-pa-ree-lee," made careful studies and drawings of the strange markings on Mars, comparing, with the fine telescope at Milan, a series of elaborate sketches afterward combined into an accurate detail map.

Again, in 1892, the earth and Mars came near each other in their flight through space, though somewhat farther than during the year 1877. And within the last few months we have been once more in a good position to observe each other. But we are favorably placed because only under those conditions can we see the north pole of Mars, and so much more is known about his north pole that there is, of course, a strong attraction in the mysterious north regions. Only at this great distance is the north pole gradually tilted toward us, so he has been constantly watched this spring, and so he will be again in a little over two years. Eight years, however, will pass before the Martian south pole can again be studied to good advantage. In September of 1898, too, all observers will be on the eager lookout for news from this fascinating planet.

Bridges Sold by the Pound.
City Bridge Engineer Munster is getting ready to ask for bids on 1,500,000 pounds of bridge to be placed at the south end of the present structure on South Wabasha street. The city does not buy its bridges in the same manner that it would a new city hall or a market building, by submitting plans to contractors and asking them what they will take to erect a structure in accordance with the design presented. The engineer figures out how much the steel will weigh and asks for bids on that amount of bridge at pound rates. It is immaterial to the contractor whether the bridge is to be high, low, wide or narrow, beautiful or ugly, improperly constructed. They furnish the necessary number of pounds of steel of requisite quality and place it into position according to specifications and plans prepared by the city.—St. Paul Pioneer Press.

Two Old Relics.
Spending of relics that are old reminds a friend of The News that Mr. Andy Jones, near Freedom, has a couple that can give the average old relic several years' antecedence and that they do then easily walk away with the bakery. He has a cedar churn that he claims has been in continuous use for a century and a half and which is still doing good service. He also has a trace chain which has been in use 150 years, and during all that time only one link has been broken. Both churn and chain have been in the Jones family all these years, having been carefully preserved as handed down from one generation to another.—Columbia (Ky.) News.

A Curious Newspaper.
A copy of a curious newspaper has been found in the French national archives, says Literature. It is dated Jan. 4, 1808, and is called L'Atchene des Dames. The articles are evidently written by women, and the object of the paper seems to have been an attempt to place women on an equal footing with men. The feminine pioneers of 1808 were evidently nearly a hundred years ahead of their times. La Fronde, the Parisian newspaper written, printed and published by women, is now in its third year and appears to be successful, while only one copy of L'Atchene des Dames is to be found.

WOMEN AND SANITATION.

Splendid Work Done For the Conservation of Public Health.

The organized movement among women against nuisances menacing public health was started by a manure heap, says the Denver News. A handful of New York women, who found, when the weathercock pointed in a certain direction, that unbearable odors were borne on the breeze in the vicinity of their homes, investigated the matter and had the owner of the nuisance indicted. After the complete success of this venture they secured a charter from the state of New York and became an organization for the purpose of sanitary improvement of the city, under the name of the Ladies' Health Protective association. The abolishing of nuisances that is the result of this organization justifies the proverb, "It is an ill wind that blows nobody good." The garbage question was a most formidable one. But the association had become a mighty combination of several hundred determined women, and it gave the street cleaning department no peace until proper arrangements existed for quickly and completely removing refuse from the streets.

In Philadelphia, Pittsburg and Brooklyn there are branches of the health association, which was incorporated under a national charter in 1891. Their achievements and aims are similar to those of their New York sisters, though naturally each has work peculiar to itself and to local conditions. The Indianapolis Sanitary association, which is the pioneer in the middle west, has standing committees on schoolhouses, clean sidewalks and clean streets, on market houses, parks, hospitals and dispensaries. In many New Jersey towns, notably Orange and Montclair, women's town improvement societies are performing sanitary work based on that of the Health Protective association. Every one of these has made the fur fly in regions of its activity. It is now the custom in Indianapolis for the inspector sent out by the city sanitarian (as the head of the health department is called), in response to a complaint of the Woman's Sanitary association, to report directly to the association, which is practically a regular part of the city health department.

Of the work that has been done in small towns that of the Montclair (N. J.) Town Improvement association most merits notice. Montclair women have christened their work "the neighbor patriotism," and so effective has been their enthusiasm that they have revolutionized the methods of getting rid of the town's garbage, instigated a new sewerage system, and secured a supply of perfectly pure milk from their milk dealers. The last mentioned reform was accomplished by the women of the improvement association visiting every dairy in the neighborhood at regular intervals and blacklisting those in which the cows were given improper food or the bottles not well washed. The dairymen soon came to terms, and lest they go back to their former careless habits the association has made a map showing the location of every dairy that sends milk to the town. Copies of this are freely distributed, and when a housekeeper wants to know what kind of milk she is getting she can take her map, put on her bonnet and visit the dairy.

Defeating Scenery.
The Brooklyn Eagle recently published an editorial denouncing the practice so common nowadays of painting glaring advertisements on rocks, fences and barns in the country. These advertisements have become so common that most beholders are disgusted rather than attracted by the offensive display. The outgrowth of the advertising nuisance will be that a large and artistic society of boycotters will arise in the land and will resolve never under any circumstances to buy one penny's worth of merchandise from any man who is concerned in the spoiling of our scenery and the defacement of our streets.

Water Meters.
The superintendent of waterworks in Richmond, Va., has inaugurated a custom which overcomes many of the objections when change is made from flat to meter rate. He sets the meter one month before the change in rate is to be made and demonstrates to the consumer the amount of waste, and gives him an opportunity to stop it before he begins to charge for the water by measurement. Great saving in water is frequently made, and the consumer has timely notice, so that any complaints of overcharge are forestalled.

Persistent Advertising.
As incessant drops of water
With persistent tiny blows
Beat down the rugged mountains
And dissolve the deepest snows;
As when thread to thread is added
Larger still the fabric grows,
And the most persistent knitter
Wears the longest, warmest hose;
As the dog, by dogged gnawing,
Tastes the marrow of the bone,
And repeated mallet tapping
Brings the statue from the stone;
As the most untrusting printer,
With incessant "click, click, click,"
Marches beyond verbal armies,
By divisions of his stick;
As letter to letter added
Makes complete the longest page,
And minutes oft recounted
Tell the sum of longest age;
As oft gained bits of wisdom
Make the store of knowledge great,
And man after man enlisted
Fills the armies of the state;
As rivets joining rivets
Swells the river over its banks,
And continued penny savings
Aggregate the wealth of banks;
So the constant advertiser,
By a law of common sense,
Builds his business enterprises
Into volumes most immense.
—Inland Printer.

LIQUID AIR.

Some of the Many Uses to Which It May Be Put.

It would seem that certain uses may be found for liquid air in which considerations of cost are not so important as is the ability to obtain the effects in view. In warfare, for example, the possession of highly concentrated energy stores under control is very important. Liquid air can be rapidly converted into compressed air at six tons per square inch. This would probably be useful in the projection of high explosives.

Compressed air is now used for propelling mobile torpedoes, or fish torpedoes, as they are called. Dirigible torpedoes either depend for power upon compressed air or the electric energy of a storage battery. Compressed air requires high pressures and very strong and heavy containing vessels.

Liquid air can be stored without pressure or at low pressures and can be evaporated at any desired pressure, while its bulk represents that of air under 800 atmospheres. A storage battery would properly be from five to ten times as heavy as liquefied air in a receptacle for equal available energy. But no storage battery could be discharged at an equivalent rate.

Submarine boats and flying machines may yet find use for liquid air. In the submarine boat it could be evaporated by the heat of the surrounding water, and after furnishing power it would ventilate the boat. Before the final discharge it could be ignited with oil in a fuel engine for further power. We may find use for it in the flying machine. For emergency work it could be evaporating cool the cylinders of a fuel engine and yield power as a result. Moreover, control of the submergence of a boat could be effected by the use of liquid air, so easily gasified, to add to the displacement.

The great feature of the application of such a power as liquid air would be its emergency value. By this is meant the ability to obtain at will a sudden output far beyond the normal. Animal power notably possesses this emergency value, and the success of electric trolley systems largely depends upon the fact that when needed the station can be called upon for a temporary delivery to any single car or train of a power greatly in excess of the rated output of the motors.—Engineering Magazine.

Taught the King to Ride.
Some years ago Lieutenant Lansdale, who was recently killed at Samoa, visited Korea on one of the American cruisers. He had a bicycle with him and when Chienju, who reached west shore for a ride. It was the first bicycle the ignorant and superstitious coolies had seen, and they fled at the first sight of the strange man gliding along on it.

The king heard of the wonderful machine, and Lansdale received a polite summons to come to Seoul and bring his wheel. He did so and taught the king to ride. The latter at once ordered a royal collection of wheels, and he and Lansdale took many rides together. They grew to be excellent friends, and the young officer was always a welcome guest at the court. The friendship endured to the end of the life of the officer.

They Put Him in a Cage.
A gentleman with a very singular episode in his life has just died in China. This was M. Piry, the "father" of the Chinese customs service, which he entered when it was first formed by the consuls at Shanghai in 1854. M. Piry was a Frenchman by birth, and in his boyhood went to sea. Being shipwrecked on the Korean coast, he was taken by the natives and dispatched to the king at Seoul as a great curiosity.

The king, strangely desiring to send a rare and present to his suzerain, and sent him overland to the Chinese capital to the emperor. The latter, after detaining him some time, sent him down to Shanghai to the foreign consuls, who gave him a post suited to his age in the newly established customs, and there he remained until his death.

Florida's New Senator.
James P. Taliaferro, the Democratic senator elect from Florida, is a native of Virginia, where his family was of considerable distinction. It was of Spanish descent, but the name is now pronounced Tolliver. The senator elect is 52 years old. He served as a private in the Confederate army and after the war settled in Tampa, Fla. He has been successful in business and is president of the First National bank of Tampa. He declares his adherence to the Chicago platform, free silver and all. He is a man of strong personality, who possesses to a high degree the faculty of making strong and lasting friendships. Men tie to him.—Pittsburg Dispatch.

A Little Too Slow For Us.
If any one still wonders why cricket is not a popular sport in America a perusal of the report of the game between the Australians and the south of England team should enlighten him. After three full days' play, the account says, "time alone prevented the famous Australian from gaining a victory."—New York Tribune.

An Old Hill Lamp.
What is probably the oldest lull lamp up to date hangs in the hallway of Joseph Collins of Conshohocken, Pa. It is simply a circular aquarium in which is submerged a ten candle power incandescent light. The aquarium is suspended by chains which are completely covered with sea shells, and as the light is lit in a thick glass bulb the temperature of the water is not affected. Ever changing shadows are caused by the golden lull fish constantly passing the light, and the effect is beautiful in the extreme.

GOOD ROADS LOGIC.

IMPROVED HIGHWAYS CHEAPEN TRANSPORTATION.

Increase Property Values and Make Farm Products More Profitable. Cost of Repairs Lessened, and Animal Power Economized.

Many persons who see mentions of the "good roads movement" do not realize that in this there may be one of the great national issues of our politics at some time in the future, possibly within a comparatively short time. This movement was started by the wheelmen through their national organization, the League of American Wheelmen, and hundreds of thousands of dollars have been spent by it in the agitation.

The principle of the movement, as advocated by the wheelmen, is that the common roads of the country are as important as the railway systems. The statement being made by them and being easily understood that there is not an ounce of any commodity hauled over the railroads that is not first transported by wagons over country roads or city streets. It does not matter if the commodity is manufactured articles that are loaded on cars at the factory—the raw material has first to be hauled to the factory. But the greatest hauling is done in the farming districts, and there it is that good highways are most needed.

The subject has not been given the attention and support it deserves as yet, for the simple reason that private capital cannot become interested in the building of common roads, since there would be no income from the investment such as there is in railways. Municipal, county, state and the national governments have not had the issue brought directly before them in its full significance, because it is necessary to first educate the people to the necessities of the movement. This is what is being done by the wheelmen at the present time, and it must be said to their credit that they have enlisted the sympathy and support of all the prominent farmers' organizations in the movement. With the two classes working together it is only a question of time until the movement will be made a political issue, and then will come the desired improvements.

The argument offered in favor of the improved roads is that they lessen the cost of repairs, make it possible to haul the largest amount of goods with the smallest animal power, save time and increase property valuations. No railroad company would expect to do business if its tracks and roadbeds were in such condition as to make it either impossible, or to use the traffic at high seasons of the year, or in using them have to lose a great deal of time and have immense repairs to make, and yet that is what the farmers and others using the common roads are doing in a way every day in the year.

They make the most impracticable attempts at road building and repairing and then wonder why there is no profit in their products, which have been hauled over bad roads at the greatest expense. It has been estimated that in the states where the stone roads have been built the cost of transportation has been decreased to 20 per cent of the former figures, and that the roads pay for themselves within a few years. It has been further shown that the amount lost in the different ways mentioned will more than pay for the building and repairs of these roads on the annual assessments made for them, or that it costs no more each year to have good roads than it does to have bad ones.

LOSS BY BAD ROADS.
Part Falls on the Farmer and the Consumer Pays the Balance.

The extra cost of moving products is not the only loss by bad roads by any means. Farmers lose by not being able to get to market when the market is good, by the waste of products that cannot be marketed at all on account of bad roads, by not being encouraged to cultivate things that require a speedy market, and in a great many other ways. The actual money loss to the farmers of the United States by the bad roads of the country is not less than one-fourth of the total home value of all their products. The total home value of the annual products of the United States farms is about \$2,800,000,000 and the loss by bad roads is about \$900,000,000, so that the farmers lose, or they would lose if they could stand all that loss themselves, one-fourth the value of all their products by the extra cost of getting them to market.

They do not pretend to be able to stand all that loss themselves. They stagger under it as well as they can and bear all they can of it and the rest they saddle upon the consumer and the dealer. That is one reason why the people of the cities and towns are beginning to understand that they are interested in good roads.

A Stitch In Time.
The man who boasted of taking a bath regularly once a year, whether he needed it or not, was a brother to the wise men who repair their roads on the same principle. The time to repair a road is when it needs it.

