

SARGE PLUNKETT.

Wheat Harvest Not What it Use to Be.

Atlanta Constitution.

Wheat harvest has been upon us for a week, but harvest time does not mean what it used to—by a jug full.

Even negroes used to welcome the coming of harvest as a time of feasting and fun. No man would have pretended to cut his own wheat in Georgia before the war.

They don't cut wheat in this way now, but if they did whiskey as it used to be would not be in it—there would have to be several kinds of things to take the place of the old wheat harvest jug.

The truth is that the commercial idea that has sway to-day can never produce the same affectionate regard between neighbors as did the customs of fore the war.

But in looking back at old-time harvest occasions there are other things that impress me favorably when compared with some of the occasions so precious now.

How delightful it used to be to see the gradles swing in an old-time harvest field. There used to be fun and trials of strength at log-rolling, chopping, and these I think were more sensible than any of the present fads for the development of manhood.

As the blades were being whetted and the jug was passing round a merry time was had by the wrestlers, the jumpers, or, maybe, the dancers.

After a little "wetting of their whistles" and a rest, all full of fun, the gradles would start again and to the first corner they would take it easy—somewhat like a sensible race horse in his first quarter.

profit as well as excitement. If a few lessons in cutting stove wood or working the garden was dished out to the boys who must have exercise, it would make it easier on many a cook and fully as profitable as some fads now on, but I have nothing to do with this and did not start out to make any enemies if I can possibly help it.

But the cutting is about over of the best wheat I ever saw in Georgia, and now will come the threshers. After them we will go to mill and have some wheat bread that you can smell the wheat in when you break a hot biscuit to receive the butter.

Sarge Plunkett.

New York June 25.—Suffering merely from shock and a ruptured tympanum, Philip Krantz, 30 years old, an engineer, is a prisoner in the Hudson Street Hospital, charged with attempted suicide, having dropped from the Brooklyn Bridge in the afternoon.

When asked why he had done so he calmly told the men who pulled him out of the river that he just happened to think he could make the leap in safety and he tried it.

Thereupon the police set down the man as a daredevil, but there is good reason to believe that he is ailing mentally and really did not realize what he was doing at the time.

For more than a dozen years he had been the engineer of a big office building in Broadway near Houston street. His feet and limbs began to trouble him and then he complained of pains in his head and had to give up his place last winter.

Yesterday afternoon he left the house, saying he would take a walk and perhaps be able to hear of some position that he could fill. The next his wife heard from him was when she and her mother returned from a walk and were informed that he was a prisoner at the hospital.

About 5 o'clock Henry James, who is employed on pier No. 20, East River, saw a man's body shoot down the Brooklyn bridge near the highest part of the spar-like plummet, strike the water and disappear.

To his astonishment the man rose to the surface and began to swim sturdily toward the Manhattan shore. James ran to the Oak street station and told the police to call an ambulance.

To the ambulance surgeon he gave his name, age and address, and said he was married. Acting Captain Fenelly of the Oak street station, who had run to the pier also, said to the man: "Whatever did you do that for?"

Krantz smiled in a half-puzzled way and then said slowly: "Why, I just wanted to see if I could do it, and I did, didn't I?"

He had a gold watch and a few dollars in his pockets, and when his clothes were removed his surgeons declared that they could find no visible evidence of any injuries except that the drum of his left ear had been ruptured and he was suffering from the shock of his plunge into the water from a height of 135 feet.

CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of J. C. Watson.

The Locomotive 70 Years Ago.

In a recent number of the Sun you gave an interesting description of the locomotive engine of to-day weighing 226,000 pounds, and with its tender, 360,000 pounds, or 180 tons. The locomotive that was advertised for in 1831 by the Baltimore and Ohio Railroad Company when the first section of that road was completed was not to exceed three and a half tons, the engine to carry both water and coal.

The second engine constructed in this country was by the same parties, for the same road. The third, also constructed by the West Point Company, was placed on the Mohawk and Hudson, now a part of the New York Central Railroad, in 1831, and weighed three tons.

It may be here remembered that although the experiment on the Stockton and Darlington Railway seemed to be conclusive as to the practicability of using steam upon railroads, a commission, composed of distinguished English engineers, appointed so late as 1829 to consider the comparative merits of transportation by locomotive or stationary power, made a report in favor of the latter, for which they proposed the erection of stationary engines at points within three miles of each other—the trains to be drawn by an endless rope or chain.—Henry V. Poor in New York Sun.

On the 4th of July, 1828, its construction was begun, the first act being performed by the venerable Charles Carroll, of Carrollton, the only surviving signer of the Declaration of Independence. At the close of the ceremony of breaking ground Mr. Carroll said "I consider this among the most important acts of my life, second to signing the Declaration of Independence, if even second to that."

Mr. Roy says that when he reached the Johnson home on Tuesday he found his fiancée in the happiest mood. Wednesday morning he went with her to the cow lot to milk the cows, and offered to help her, but she told him she did not need his aid.

Although the locomotive engine had obtained some use in England, this road continued for some time after its opening to be operated by horse power. An ingenious but unsuccessful attempt was made to propel the trains by the use of sails. As some more effective power than that of horses seemed indispensable, the company, on the 4th of January, 1831, invited proposals for the construction of a steam engine for its use, "which, when in operation, must not exceed three and a half tons in weight, and must, on a level road, be capable of drawing, day by day, fifteen tons, inclusive of the weight of the wagons, fifteen miles per hour."

In the annual report of the company for 1831 its president, Philip E. Thomas, stated that "by many improvements made in the application of working power, an immense reduction in the cost of transportation and an increase of velocity has been effected. Among the most valuable of these improvements is the combined cylindrical and conical car wheels, invented by the chief engineer of the company, Mr. Jonathan Knight, which have been found of the utmost importance by the facility they afford of turning curves. By the aid of this highly valuable improvement every doubt is removed of our ability to employ locomotive engines upon the Baltimore and Ohio Railroad. This discovery is the more important inasmuch as from the surface of the country over which our route must be constructed numerous curves in the tracks will be unavoidable; and the great advantage of this form of wheel consists in their so readily accommodating themselves to the degrees of curvature upon the road that there scarcely appears to be any perceptible obstacle to the passage of the cars over them greater than on a straight line."

The first locomotive ever used in the United States was one imported from England in 1829, constructed by Foster, Rastriek & Co., at Stourbridge and called the Stourbridge Lion. This engine was imported for use upon the Concord and Honesdale Railroad, belonging to the Delaware and Hudson Canal Com-

pany, and extending from the canal toward the mines. The first experimental trip was made by it on the 8th of August, 1829. It was found too heavy for the track, and its use consequently had to be abandoned. The first locomotive built in this country, and the second ever in use in it, was made at the West Point Foundry Works in New York in 1830. It was called The 1st Friend of Charleston, having been built for use on the South Carolina Railroad, then in progress of construction. It reached Charleston on October 23, 1830, and was placed on the road November 2, 1830.

Death Rather Than Wed. Birmingham, Ala., June 28.—The Rev. E. L. Roy, pastor of the Southern Methodist church, at Gamble Mines, Walker county, is in a hospital here suffering from nervous exhaustion. He reached here last night from Diamond, Marshall county, where he was to have married Miss Lulu Johnson, daughter of a planter, last Wednesday evening. The marriage did not take place owing to the mysterious disappearance of the bride-elect.

pany, and extending from the canal toward the mines. The first experimental trip was made by it on the 8th of August, 1829. It was found too heavy for the track, and its use consequently had to be abandoned. The first locomotive built in this country, and the second ever in use in it, was made at the West Point Foundry Works in New York in 1830. It was called The 1st Friend of Charleston, having been built for use on the South Carolina Railroad, then in progress of construction. It reached Charleston on October 23, 1830, and was placed on the road November 2, 1830.

It may be here remembered that although the experiment on the Stockton and Darlington Railway seemed to be conclusive as to the practicability of using steam upon railroads, a commission, composed of distinguished English engineers, appointed so late as 1829 to consider the comparative merits of transportation by locomotive or stationary power, made a report in favor of the latter, for which they proposed the erection of stationary engines at points within three miles of each other—the trains to be drawn by an endless rope or chain.—Henry V. Poor in New York Sun.

Death Rather Than Wed. Birmingham, Ala., June 28.—The Rev. E. L. Roy, pastor of the Southern Methodist church, at Gamble Mines, Walker county, is in a hospital here suffering from nervous exhaustion. He reached here last night from Diamond, Marshall county, where he was to have married Miss Lulu Johnson, daughter of a planter, last Wednesday evening. The marriage did not take place owing to the mysterious disappearance of the bride-elect.

Mr. Roy says that when he reached the Johnson home on Tuesday he found his fiancée in the happiest mood. Wednesday morning he went with her to the cow lot to milk the cows, and offered to help her, but she told him she did not need his aid.

Although the locomotive engine had obtained some use in England, this road continued for some time after its opening to be operated by horse power. An ingenious but unsuccessful attempt was made to propel the trains by the use of sails. As some more effective power than that of horses seemed indispensable, the company, on the 4th of January, 1831, invited proposals for the construction of a steam engine for its use, "which, when in operation, must not exceed three and a half tons in weight, and must, on a level road, be capable of drawing, day by day, fifteen tons, inclusive of the weight of the wagons, fifteen miles per hour."

In the annual report of the company for 1831 its president, Philip E. Thomas, stated that "by many improvements made in the application of working power, an immense reduction in the cost of transportation and an increase of velocity has been effected. Among the most valuable of these improvements is the combined cylindrical and conical car wheels, invented by the chief engineer of the company, Mr. Jonathan Knight, which have been found of the utmost importance by the facility they afford of turning curves. By the aid of this highly valuable improvement every doubt is removed of our ability to employ locomotive engines upon the Baltimore and Ohio Railroad. This discovery is the more important inasmuch as from the surface of the country over which our route must be constructed numerous curves in the tracks will be unavoidable; and the great advantage of this form of wheel consists in their so readily accommodating themselves to the degrees of curvature upon the road that there scarcely appears to be any perceptible obstacle to the passage of the cars over them greater than on a straight line."

The first locomotive ever used in the United States was one imported from England in 1829, constructed by Foster, Rastriek & Co., at Stourbridge and called the Stourbridge Lion. This engine was imported for use upon the Concord and Honesdale Railroad, belonging to the Delaware and Hudson Canal Com-

pany, and extending from the canal toward the mines. The first experimental trip was made by it on the 8th of August, 1829. It was found too heavy for the track, and its use consequently had to be abandoned. The first locomotive built in this country, and the second ever in use in it, was made at the West Point Foundry Works in New York in 1830. It was called The 1st Friend of Charleston, having been built for use on the South Carolina Railroad, then in progress of construction. It reached Charleston on October 23, 1830, and was placed on the road November 2, 1830.

It may be here remembered that although the experiment on the Stockton and Darlington Railway seemed to be conclusive as to the practicability of using steam upon railroads, a commission, composed of distinguished English engineers, appointed so late as 1829 to consider the comparative merits of transportation by locomotive or stationary power, made a report in favor of the latter, for which they proposed the erection of stationary engines at points within three miles of each other—the trains to be drawn by an endless rope or chain.—Henry V. Poor in New York Sun.

Would Hurry When The Lord Came.

"It is an awful good thing to obey the commands of the Lord," says a member of the recent Methodist general conference from Pennsylvania to a Washington Times man, "and whenever I think of this I am reminded of a story related of a pioneer Methodist named Valentine Cook, who was a power in his day, and who got off many odd sayings.

"Once there was a terrible upheaval of nature in the shape of an earthquake, and Dr. Cook woke up, finding his bed jostling and turning. He believed the end of the world near and made a bee line for the door. His good wife, in great agitation, called, 'Valentine, wait for me! Wait for me!'

"No, my dear," he answered, 'When the Lord comes I'll wait for nobody. Good bye,' and out of the door he shot."

Had to Keep His Word.

At a not distant school the other day a grave infraction of discipline was committed. The teacher was very angry and called upon the guilty party to confess. Not one in the class would tell, however, so the teacher said he would thrash every boy in the room and then he would be sure to find the right one.

This threat was carried out, the teacher starting with the first boy and thrashing every boy but one. Finally as he reached that last one his anger had cooled a little. Thinking to be lenient, he said:

"Now, tell me who did this and I won't thrash you."

"All right, sir," was the reply. "I did it."

And the school master had to keep his word.—Philadelphia Press.

Taking The Farmer Down.

A couple of individuals were recently gazing with admiration at a fine fat beast at a cattle show.

"I wonder what his weight might be?" observed one of them, who, as it happened, was a cockney without any special knowledge.

"It's easy enough to guess pretty nigh it," said the other man, a stalwart farmer, looking with some contempt at his companion.

"Oh, well," said the cockney, "I think I could guess as near as you can."

"Could ye now?" roared the farmer. "Well, I'll bet ye a sovereign ye can't."

"Done!" returned the cockney. "How much did you say?"

After a critical survey the farmer replied: "A hundred and seventeen stones."

"Well," said the cockney, "I'll say a hundred and seventeen stones, too, so hand over the money."

"What d'ye mean?"

"Well, I said I'd guess as near as you and I've done so. I've guessed exactly the same."

And the bystanders taking his part, the bumptious farmer had to give him the money.—Tid-Bits.

The Southern's Tracks.

The double tracking of the Southern Railway has been completed from Alexandria, Va., to Orange, Va., a distance of 85 miles. This greatly relieves the congestion of trains on that end of the main line and will enable the road to operate trains to a much better advantage and with much better regard for schedule time.

While no definite plans have been made for the extension of the double tracking further South, it is believed to be only a matter of a comparatively short time before this will be done and when it is, of course, the facilities of the road for handling the immense and growing traffic will be greatly improved and there will be much less cause for complaint than there has been in the past.

Double tracking does away with all necessity for taking a siding to allow a train coming from the opposite direction to pass and, in fact, trains can be run without regard to the movement of trains in the opposite direction, the only care being to avoid running into the rear of trains going in the same direction. It will be a fine thing for the South when it can have a double track railway and will greatly facilitate the movement of both passengers and freight traffic. It will result in a much quicker handling of freights and this, of course, will be much appreciated by shippers and consignees of freight.

They overcome Weakness, Irregularity and Omissions, increase vigor and banish "pains of womanhood, aiding development of organs and body. No known remedy for women equals them. Cannot do harm—life becomes a pleasure. \$1.00 PER BOX BY MAIL. Sold by druggists. DR. MOTT'S CHEMICAL CO., Cleveland, Ohio.

FOR SALE BY EVANS PHARMACY.

MOVED!

WE have moved our Shop and office below Peoples' Bank, in front of Mr. J. J. Fretwell's Stables. We respectfully ask all our friends that need any kind of Roofing, or any kind of Tin or Gravel Roofing to call on us, as we are prepared to do it promptly and in best manner. Soliciting your patronage, we are, Respectfully,

BORRIS & DIVVER.

\$10.00 WORTH FOR \$1.00! We will give you a Large Bottle of Gray's Sarsaparilla. For \$1.00 and will guarantee it to do you \$10.00 worth of good. At this season of the year you will find this medicine to be a great benefit to you. It will renew your blood, and thereby remove from your system all poisonous impurities that have been collecting for months. If these poisons remain you may have a spell of fever when the hot weather begins. Get a bottle to-day. ORR, GRAY & CO., Prescription Druggists.

PRIDE OF NORTH CAROLINA 5-YEAR OLD CORN WHISKEY. Direct From Distillery to Consumer. Express Prepaid. The public has been frequently misled by extravagant and untruthful claims of unscrupulous dealers who represent themselves as the most rigid exponents of our claim.

OLD DOMINION CEMENT, AND BEST LIME. JUST RECEIVED. O. D. ANDERSON.

REAL ESTATE FOR SALE. We offer for sale the following desirable property, situated in this and surrounding Counties. Nearly all of these places have good improvements on them. For full particulars as to terms, location, &c., call at my office.

JOS. J. FRETWELL, ANDERSON, S. C. CHINA. \$9.00 WILL BUY A FINE FRENCH CHINA TEA-SET. A VARIETY OF ODD PIECES AND NOVELTIES. JOHN M. HUBBARD, JEWELER, HOTEL BLOOR.

Oldest, Biggest, Cheapest, Best! FURNITURE. This Establishment has been Selling FURNITURE for more than forty years. During all that time competitors have come and gone, but we have remained right here. We have always sold Cheaper than any others, and during those long years we have not had one dissatisfied customer.