Worthington Advance

—AT—

Worthington, Nobles County, Minn.

TERMS:—Two dollars a year. One dollar for six months. Fifty cents for three months.

The Old, Established, Office County Paper.

SOMERBY BROWNE, Editor and Proprietor.

The Worthington Advance.

FREE THOUGHT, FREE SPEECH AND A FREE PRESS.

VOL. XX. WORTHINGTON, NOBLES COUNTY, MINNESOTA THURSDAY, FEBRUARY 11, 1892. NO. 26.

THE ADVANCE

Newspaper in Nobles County,

AND THE BEST ADVERTISING MEDIUM IN THE COUNTY.

Job Printing of all kinds, executed with Neatness and Dispatch.

PRICES LOW, TO SUIT THE TIMES.

WORTHINGTON, MINN., FEBRUARY 11, 1892.

The exciting event of the week has been the published declination of Mr. James G. Blaine to be considered a candidate for the presidency. All signs have pointed to this for several months. Notwithstanding the decision of James G. Blaine not to accept a nomination fills the hearts of his admirers, who are a vast multitude, with bitter disappointment. No man in this country, has so many enthusiastic admirers, and while opponents and rivals regard him with fear, no public man has so few personal enemies. As to a personal following no man has ever had its equal. Gen. Jackson and Henry Clay were exceedingly popular in their day, but neither of them had such a brilliant record as statesmen. They had not the opportunity to be, as Mr. Blaine's eventful years were more momentous ones than theirs. Mr. Blaine's successes are not due to accident, nor to opportunity of high position. His are the triumphs of a superior and patriotic statesmanship. He has the mental ability combined with the needed courage to fill the requirements of any occasion. He has made few mistakes. At a critical time the country will ever turn to him, as long as he lives, and has strength to think. His statesmanship is respected and admired by all nations, and his record will brighten as it is studied by future generations.

TEACHERS' MEETING.

The following is the program for the fifth teachers' meeting to be held in the High School building, Adrian Feb. 27, 1892.

10:30. Opening exercises.

10:45. Physiology, W. M. Finley.

11:15. Outlines in Gen. History, Miss Maud Graves.

1:30. Theory and Practice (punishment) A. W. Trieney,

2:00 Pyschology, Thomas B. Maguire.

3:15. How to begin a School, V. S. Owen.

This meeting should be held before this date, but owing to the sickness and death of my wife, my plans have been somewhat disarranged. I sincerely hope that this meeting will be well attended.

THOMAS B. MAGUIRE,
County Sup't.

COUNTY NEWS.

BUSHMORE SCREAMINGS.

Our former correspondent seems to have got the "grip" so we will try and give you a few items from our little business town in the future.

Weather has been very pleasant of late.

B. W. Moberly, our county treasurer, was in town one day last week.

We are glad to see our friend Mr. C. M. Chesebro out on the streets again.

Mr. Brownley, who has been buying hay for Joslyn & Co., returned to St. Paul, last Friday morning.

It is rumored that we are soon to have another wedding sometime in the near future.

Miss Tillie Dahlberg, of Worthington, spent Sunday with friends and relatives.

Mrs. H. C. Constable returned home last Saturday after a pleasant visit with friends and relatives in Indiana. We notice Mr. C. wears a smile on his face. "APPLE BLOSSOM."

DEWALD.

There seems but little to write of interest to the readers.

Some improvements are being made.

Mr. Boddy has built an addition to his barn.

Mr. and Mrs. Terry visited in our town one day last week.

Will Lefker has built a barn on his and his mother's farm west of Mr. Schinkel's. They expect to build a house in the spring and occupy their own farm.

Louie Maxwell has came home from Worthington where he has been attending school, most of our farmers are preparing to put in a large acreage of grain this spring, feeling encouraged by the good crops last year.

The snow of last Saturday night and Sunday was a good thing for the roads, and perhaps for the land too.

The school in 42 under the charge of Miss Ramage seem to be progressing very finely.

Frank Wilson, living on the old Tom Wilson farm, was called to Wisconsin this week by the death of his mother.

There will be an Alliance meeting in the Fellow's school house in Elk next Friday night, the 12th. Mr. W. O. Lester, of the Adrian Citizen, is expected to be there. SEC. 12.

WORTHINGTON TWP.

The ADVANCE notes the death and burial of Mr. H. H. Anderson, this township extends its heartfelt sympathy to the bereaved family of our deceased friend. Mr. Anderson improved one of the first farms in district 49, and paid more taxes to build the first school house than all the rest of the district together. Beautiful evergreen and other trees and flowers are on the farm still to remind us of the one who loved to beautify the earth.

We take pleasure this week in extending the hand of welcome to a large number of newcomers who have recently arrived, and started their new homes among us, nowhere could they find better people than in Nobles county.

Mr. John Stout has purchased the farm known as the Hawk place, and will buy more in the near future.

Some of our farmers who refused 84 cents last fall are glad to get 70 cents now for their wheat.

A Mr. Taylor will lease Mr. E. J. Wolven's farm. Mr. Peterson will move to Olney township.

Mrs. S. V. Wyckoff will please pardon the one who unintentionally left her name out of the list of officers mentioned in these items last week.

Mr. John R. Newton went to Minneapolis about a week ago to engage in the hay business.

Henry Barnard is erecting a large barn.

Mr. Ulrick is finishing the upper part of his fine dwelling house getting ready for the plasterers.

Different arrangements have changed Mr. Walker's plans. He will move on the farm he has leased.

Mr. J. C. Clark is cutting wood of the timber lot on his farm.

GOOD ROADS.

(From the "Gospel of Good Roads.")

X.

I have heard American farmers say that they were opposed to having the public roads put in charge of civil engineers; that they had no desire to be "scientific" and were opposed to "scientific" management of the public roads. I think I have heard you say this. Let me tell you in the most friendly way in the world that you could not, to save your soul, help being scientific. You are scientific when you paint your house, put tallow on your boots, grease on your wagon-axle, hone your razor, smoke your hennery, or take peppermint for the stomach ache. The patent incubator of yours is a marvel of science. It is not wise to think a man is more scientific than you are simply because he may know a thing or two in his particular line of business which you do not. He may object to your knowledge for the same reason, for in many things your superior wisdom makes you more scientific than he is. Besides, your average civil engineer is likely to be one of the best fellows in the world; and if he is worth his salt you will find him wide-awake, practical and interesting; democratic in his ways, plain in his dress, and with a head full of good sense. He is always looking for ideas and will concede your superior knowledge of farming and be glad to learn of any valuable thing that you may tell him. He may not know the difference between timothy and mullen stalks but he can show you how to build a road as good as the world and one that will last for forty generations. He will tell you that it needs something besides horse power, axle-grease and profanity to move a loaded wagon from farm to market; that the harder and smoother your road is made the shorter your distance becomes from farm to town, and the less power will be required to haul your produce.

Did you ever wonder why it is that the great railroads of the country are constantly improving their roadbeds, adopting improved rails and employing "section gang" to constantly keep their tracks in the best condition? I will tell you why it is. Years ago it was found that the cost of running a great railroad line was decreased by every improvement which tended to lessen the grades and make the track smooth and hard; and the best engineering talent in the world has been employed to bring these railroads to their present condition of excellence. Twenty-five years ago, before the general adoption of the long, solid-faced steel rails, the power required to move the rolling stock was considerably greater than at present. In 1870 it cost the New York Central Railroad company about one and one-sixth cents to move each ton of freight over one mile of railroad. This seems a very small sum, but as small as it may appear it was reduced in 1889 to about five mills. Other railroad lines show a corresponding decrease in running expenses, all due to the improvement of the tracks or roadbed.

The practical conclusion is this: a good roadbed pays; it saves power, shortens distance and time, increases speed, insures comfort and safety, and is, in whatever way you state it, a good investment. Now, the wagon by which you haul your loads to market bears the same relation to the road that the railroad car bears the same relation to the road that the railroad car bears to the steel track; the car and the wagon are both vehicles, and in the earlier days of railway traffic railway cars were drawn by horses just as wagons are drawn upon the common road, and just as street cars are now drawn in the cities. The ordinary street car, drawn by two horses, weighs 5,000 pounds; the open car used in summer will seat fifty passengers, weighing 7,000 pounds; total, 12,000 pounds, or six net tons, and this load is drawn by a team at the rate of six miles an hour without difficulty. The wheels of your wagon are made round and true; they turn upon axles as smooth and well lubricated as those of a car; your horses are as good as those employed in the street car service, and you have every facility for moving large loads quickly and cheaply, except the single requirement of a good road. Of course I do not intend to argue that wagon loads can be hauled upon a high-class road as cheaply as upon the steel railroad track, but I have shown you enough to convince you that the ordinary dirt road is not fitted for your business and that a wonderful contrast exists between such a road and the well-made highways of other countries.

Another thing which your engineer will teach you is that work to be done cheaply must be done in a systematic way; that the cheapest way to care for a road and to keep it in repair is to place it in charge of some person who will be held responsible for its condition throughout the entire year. In your township the roads are mended or "worked" once, or at the most twice a year, and for the balance of the season neglected. Even when the warm weather of spring has dried up a considerable portion of the road so as to make it fairly passable, great mud holes are found here and there in which the farmers frequently become stuck with heavy loads, causing no end of delay and trouble. Here is a picture taken on one of the busiest farm roads in this country, showing just the kind of mud hole I am writing about. This picture was taken long after the frost had left the ground and it simply shows the kind of neglect which exists all over this country and which grows out of the inefficient shiftless and irresponsible methods by which our country roads are cared for. A chain is no stronger than its weakest link and a road is little better than its deepest mud-hole.

Twenty minutes' work with a pick and shovel would have drained that water from the road, and yet it had stood there for several days.

You might me able to haul a ton of hay over that dirt road for a mile on either side of this mud-hole and yet your team would be stuck at this point with a load of half that size.

And so you see that this is, after all, an important question and one which most of all concerns the farmer. Look at it in another way. Suppose that you and half a dozen of your clear-headed neighbors should form a kind of partnership and make a contract with all the other farmers in your county by which you should be required for a period of ten years to do all the hauling of farm produce between country and town. You would find that under present conditions you would have to feed and care for ten thousand horses every day; that you would have five thousand wagons to keep in repair, besides an immense number of harnesses; that you would be required to employ a great number of drivers; that your bills for horse feed, harnesses, repairs, blacksmithing, etc., etc., would be a constant and enormous drain upon your resources, and that several months in each year your work would be done at an enormous loss. Suppose that you should sit down with your copartners for the purpose of devising a way of curtailing expenses and making the business profitable. Clearly enough the first suggestion in order would be that of reducing the number of horses and hired help and devising some way by which more and quicker trips could be made and larger loads hauled between farm and market. There is one way in which this could be done and which stands prominently above all others, and I will leave you to consider what that is. Every state is a kind of partnership, a kind of corporation, in which we all hold more or less stock, and in which, as intelligent citizens, it is our duty to devise means for carrying on the state business with as little loss and as much gain as possible.

Cleanse Your Blood

With Ayer's Sarsaparilla. Druggists supply it, physicians recommend it, and the public prefer it to any other. We reason for—because, tested chemically, Ayer's Sarsaparilla proves to be the most scientific remedy of its class; tested medically, it is recognized as a standard preparation; tested by individuals and whole neighborhoods, it is demonstrated in actual use to be the strongest and most effective, and therefore the most economical and desirable blood purifier. Don't fail to get AYER'S; and be sure that every bottle has upon its wrapper, buckles with name, place of manufacture, LOWELL, MASS.

With Ayer's

"As a standard blood purifier, Ayer's Sarsaparilla had always maintained a first-class position in the trade and helped all the others. It certainly merits the confidence it enjoys in every other respect."—J. D. Lee, Apothecary, 22 Main St., Hartford, Conn.

"I have always recommended Ayer's Sarsaparilla as superior to any other preparation of the kind, and find it highly efficacious in the treatment of all diseases of the blood. It sells well in my store."—R. R. Rogers, M. D., Third and Diamond sts., Philadelphia, Pa.

"There been in the drug business in Lowell for twenty years and sell many of your and of other Sarsaparillas. It is clearly the best blood purifier known to me, and I can recommend it to my customers with perfect confidence that they will be benefited by its use."—[illegible], Pelham St., Lowell, Mass.

"I have sold Ayer's Sarsaparilla for many years, and find it the best blood purifier before the public. I have no hesitation in recommending it to my customers as the best blood purifier in the market."—[illegible], Pittsfield, Mass.

"Ayer's Sarsaparilla, for purifying the blood, Ayer's Sarsaparilla leads all in point of merit. With the best drugs and appliances, and long experience, J. C. Ayer & Co. supply, in their Sarsaparilla, a fine alterative medicine. All our customers say it does its work well."—William Lambert, Druggist, 827 Market st., Newark, N. J.

"There is no better blood medicine than Ayer's Sarsaparilla. We sell more of it than all others together."—Lyman Crawford, Pharmacist, cor. Main and Union streets, Springfield, Mass.

"The formula of Ayer's Sarsaparilla is the best, for chronic diseases of almost every kind, known to the medical world."—D. M. Wilson, M. D., Wiggs, Ark.

"In my practice, I invariably prescribe Ayer's Sarsaparilla for chronic diseases of the blood."—W. F. Wright, M. D., Paw Paw Ford, Tenn.

"For years my blood was in an unhealthy condition. After having tried other medicines without success, I have lately been taking Ayer's Sarsaparilla. The results have been all that could be desired. It is a wonderful blood-purifier."—Richard W. Philippe, 1333 North Second street, Philadelphia, Pa.

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An old physician, retired from practice, having had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all Throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper. W. A. NOYES, 820 Powers' Block, Rochester, N. Y. 29y1

ONE MINUTE.

One minute often makes a great difference—a one minute remedy for Bronchitis, choking up of the throat, lungs, etc., of course is a great blessing. Cubeb Cough Cure is such a remedy, it will afford decided relief in one minute. No family will be without it after once trying it. Sold by Warren & Humiston. feb

COUNTY ALLIANCE.

There will be a meeting of the Nobles County Alliance at Bushmore on Friday the 26th day of February, at 10 o'clock a. m. It will also be a convention of the Peoples' party, each subordinate alliance will be entitled to three delegates, and each village in the county, and each township where there is no alliance, will be entitled to three delegates, that are in favor of the Peoples' party movement.

The purpose of the convention, is to organize the county for the Peoples' party in the campaign of 1892.

Let every farmer and laboring man, take an interest in this movement, for it is of more inferest to you than you are aware. The two old parties are as completely under the control of a monied aristocracy as were the Whig and Democratic parties forty years ago, under the control of the slave-holders.

While keeping the name and form of a republic, the government is not a republic in fact.

The rights of the masses have been trampled under foot by the rich classes, and corporations, until the people have no rights that monopolists, and corporations are bound to respect. In view of these facts, it behooves all good citizens who believe in a government of the people, by the people; and who wish to preserve a free government with equal rights to all, and special favors to none, for themselves and their children, to lay aside their party prejudices, and examine this new reform movement, and see if there is not more cause for alarm for the safety of our country, than the old party papers are willing to admit. So come out to the meeting at Bushmore the 26th, let us have a full delegation from every sub-alliance township and village in the ball rolling for the campaign of 1892. For God and humanity, equal rights to all, special privileges to none.

J. H. MAXWELL, Pres.
W. O. LESTER, Sec.

BABIES.

Every mother knows how disagreeable and annoying rash or any other skin eruption is to her babe during the winter months, when the child gets so little fresh air. Hot Springs Skin Salve is the thing for it. Sold by Warren & Humiston. feb

DR. PRICE'S Cream Baking Powder.

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Having sold your crops would you like a safe place to leave the cash until you need it? The Minnesota Loan & Investment Company receives deposits of any amount. On its Certificates of Deposit it allows interest at 5 per cent if funds are left three months, and gives privilege of withdrawing funds any day.

Do you want fire or tornado insurance? The Minnesota Loan & Investment Company has the agency of some of the best companies in the world.

Do you wish an abstract of title? The Minnesota Loan & Investment Company gets them up promptly, neatly and correctly.

Wouldn't you like to build a house in Worthington and get the benefit of our excellent school? The Minnesota Loan & Investment Company can sell you a lot and furnish money to build with, letting you pay in monthly instalments.

Whether you want to borrow money, buy a farm, or secure a home, call on

Minnesota Loan & Investment Co.,
Worthington, Nobles Co., Minn.

Geo. D. Dayton, President.
Geo. O. Moore, Secretary.

Do Not Be MISTAKEN.

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Oyster Bay
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Original Joe
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Is one and the same place, and the Original Joe is on deck to serve his old time friends and as many new ones as will give him the pleasure of doing so, with

MEALS and LUNCHES,

Oranges & Lemons, Sardines, Salmon, Lobsters, Crabs, Canned Fruit of all kinds. Fine Cheese a specialty for Lunches.

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Chewing and Smoking, all grades to the very finest, ask to see them, and use our cigars before and after eating. The celebrated "Tiger" Braud has no equal as a 5c. cigar.

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Is full, and we ask the very closest inspection as to quality and price.

When you want anything, see if we have it. Fruit and vegetables every day. Call and see us at the

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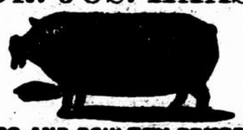

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PRICES: 25-lb pans, $12.50; $2.50, $1.25 and 50c. a package. Largest are cheapest.

Orders by mail receive prompt attention.

Write for circular. Send 2c. stamp for "Hogology," a 64-page pamphlet on swine. Mention this paper.

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All well posted travelers between the Twin Cities and Chicago take this line—particularly favoring the "Vestibule Limited," which carries the finest sleeping cars and coaches ever built, and also all classes of passengers, without extra fares. On the Lake Superior portion of the line, between Minneapolis, St. Paul & Duluth, and St. Paul & Ashland, Pullman sleepers are run on night trains, and parlor cars on day trains.

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A. H. HANDSCOMB, Gen'l Tkt. & Pass. Agt.
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IMPERFECT PAGE