PUBLIC DAILY LEDGER

MAYSVILLE REPUBLICAN.

FOURTH YEAR. MAYSVILLE, KY., SATURDAY, FEBRUARY 2, 1895. ONE CENT.

SWORN CIRCULATION

LARGEST IN THE CITY.

Purely Business!

The columns of a newspaper represent a cash value. No publisher can afford to give advertising "notices" free any more than a merchant can toss over his counter free gifts of dry goods or shoes. A newspaper is a legitimate business concern. Its columns are its stock in trade, and advertisements should be paid for, no matter in what part of the paper they appear.

The Continued Calls

upon THE LEDGER for free notices have become so burdensome that we are forced to publish the following terms:

For Notices of Suppers,

excursions, fairs, or other public entertainments where a fee is charged, and for obituary notices, resolutions of respect, &c., THE LEDGER *will charge* FIVE CENTS A LINE, *and hereafter this will be the invariable rule.* This, however,

Does Not Include

notices of Lodge meetings or Church services, which must not exceed ten lines.

Avoidance of Disputes.

Misunderstandings are unpleasant. The rate for *Business Locals* in THE LEDGER is 10 cents a line for the first insertion and 5 cents a line for subsequent insertions. A customer orders a five-line local inserted in the paper. "I'll tell you when to take it out," he says to the bookkeeper. But he forgets all about it. The notice runs for two months—52 times;—the bill is $13 25. When he finds it out there is a "kick" and a controversy, followed probably by an icy feeling. Now, to obviate this trouble, *no "bill forbid" notices will be accepted hereafter.* Let's have a definite agreement at the outset and the termination will be pleasant all around.

☞ All matter for publication must be handed in before 9 o'clock in the morning of each day.

☞ *If you have friends visiting you, or if you are going away on a visit, please drop us a note to that effect.*

Mr. John Schnelle is in the city.

Mr. D. Hechinger of the Oddfellows' Mall Clothing House is in Baltimore.

Mr. Michael J. Donovan of this city was on 'Change at Cincinnati Thursday.

Mr. M. A. Oakerson of Marion, Ind., is visiting Mrs. T. F. Stephens and family of Walnut street.

Misses Nannie and Amanda Crawford are visiting their uncle, George Crawford of Lee street, and other relatives in this city.

Mrs. John Butler returned to her home at Richmond yesterday afternoon after spending a few days with relatives and friends.

Mrs. Ike Boughner and sister, Mrs. Winter of Springville, are the guests of their sister, Miss Ella McClanahan of West Third street.

Miss Evie Schatzmann of East Fifth street left on the 9 o'clock train this morning to visit friends and relatives at Ripley, Russellville, Winchester and other points in Ohio.

Cut prices on Picture Frames at J. T. Kackley & Co.

Mr. B. K. Tolle is very ill at his home on Cherry street.

Miss Clemie Tolle, who has been ill for several days, is improving.

Mr. and Mrs. J. H. Donaldson of Milldale will soon move to this city.

Mr. Walker Baughman has resigned his position as Acting Manager of the Winchester Opera-house and has accepted a position at the Rees House.

The Pastor's Union will meet in the study of Rev. Mr. Watts in the M. E. Church, South, on Monday at 3 p. m. A full attendance is requested.

Rev. T. W. Watts of this city, uncle of the groom, will go to Winchester Wednesday to officiate at the marriage of Mr. Samuel Bradley and Miss Annie Walden.

Mr. Augustus P. Showen of Cincinnati and Miss Anna L. Davis of Rectorville were married Thursday evening in this city. Rev. T. W. Watts of the M. E. Church, South, officiated.

Mr. Joshua B. Dudley, who has been blind for nearly fifty years, died yesterday at the residence of Mr. William Quaintance in this city, in the 93d year of his age. The remains will be taken to Flemingsburg this morning.

Mrs. Lawrence Schlitz died yesterday at Aberdeen, aged about 70. She was the mother of Mr. George W. Schlitz the well known carpenter of this city. The funeral arrangements had not been made when THE LEDGER went to press.

DONT SHUN PRINTER'S INK.

A knowing toad one summer's day
Unto a fly was heard to say,
"You're pretty sure to find me here
Before this store year after year."
"But," said the fly, "it seems to me
That you demolished soon will be
By people passing in and out,
And ground to dust without a doubt."
"Oh," smiled the toad, in all things pat,
"I never am afraid of that,
Amid the city's whir and din
To purchase here but few pass in.
The reason's plain, if you but think;
This merchant shunneth printer's ink."

—*Printer's Ink.*

MAYSVILLE WEATHER.

What We May Expect For the Next Twenty-four Hours.

THE LEDGER'S WEATHER SIGNALS.

White streamer—FAIR;
Blue—RAIN OR SNOW;
With *Black* ABOVE—'twill WARMER grow.
If *Black's* BENEATH—COLDER 'twill be;
Unless *Black's* shown—no change we'll see

☞ The above forecasts are made for a period of thirty-six hours, ending at 8 o'clock to-morrow evening.

We respectfully invite the comparison of THE LEDGER with any other daily newspaper in all Northeastern Kentucky. If any one can find a daily paper printed in the Ninth Congressional District that has

A
Larger
Circulation, or
More
Original
Reading Matter,

we will take pleasure in presenting him with a year's subscription to THE LEDGER.

☞ And this paper is furnished at same price as inferior ones.

Tribune Pictures framed, 25 cents each, at J. T. Kackley & Co.

There are five divorce suits pending in the Mason Circuit Court.

James Simon Hampton, aged 18, married Miss Jennie Ballard, aged 20, at Winchester.

Louis Smith, born in slavery in this county and who subsequently purchased his freedom for $1,000, died in Cincinnati a few days ago, aged 68.

M. C. Russell & Son have been quite successful of late in catching fish. Another big one was macerated in their hydraulic elevator yesterday.

Miss Retta Hechinger, only daughter of Mr. and Mrs. David Hechinger of this city, will marry a prominent Baltimore gentleman some time this month.

Mrs. Lida C. Rogers has qualified as guardian of Lida C., Florence P., James M. and Clarke Rogers with Mrs. Mary G. Clarke, W. W. Ball and Frank H. Clarke as sureties.

Henry Reddick, colored, charged with burning the Miller Hotel at Lancaster, Ky., recently, when three persons perished, was held without bail for trial in the Circuit Court.

OH, MY! OH, MY!

WHAT A FALL WAS THERE, MY COUNTRY-MAN!

Well, done, Brother!

But you ought not leave the impression, even by implication, that the law, "a synopsis of which was given in The Bulletin," is in any way applicable to the turnpikes of Mason county—for it is not.

However, in yesterday's Bulletin Brother Marsh makes the *amende honorable* by a complete acknowledgment of his former error, and we are moved to kiss and make up.

Hear him:

"The special act passed in 1886 providing a plan for free turnpikes in Mason county, referred to Wednesday by The Bulletin, was, it appears from yesterday's LEDGER, afterwards amended so that it does not have to be submitted to a vote of the people, but is now in effect. The Bulletin is glad to learn this, as the act is carefully drawn and is far superior to the law a synopsis of which was given last week by The Bulletin. Mason county has all the law necessary now to secure free pikes, and it should be carried out."

Vincent's lecture on "Carlyle" at the High School Building last night drew a large, cultured and appreciative audience. Professor Vincent will lecture again tonight at the High School. His subject will be "Thackaray," and those who fail to attend will miss a rare literary treat. Admission 35 cents.

FEBRUARY.

Month When 'Tis Easiest to Regain Health.

Get Strong Before Debilitating Spring Comes Again.

Feed the Worn-Out Brain With Paine's Celery Compound.

Let Changing Seasons Find System in Health—Take the Great Remedy That Makes People Well.

A perfectly healthy body has its parts completely nourished and its nerves constantly refreshed and stored with energy from the vigorous blood that all the time bathes it.

But to do this important work of conveying sufficient nutrition to the tissues, the blood must be kept rich and full of red corpuscles.

The only trouble with two thirds of the men and women whom the coming spring will claim for its victims is a pitiful lack of proper nerve food. What these weak, nervous people need is a more general feeding and storing of their blood and tissues with fresh, highly vitalized material. There is undoubtedly nothing that can compare with Professor Phelps's remarkable discovery, Paine's Celery Compound, for restoring health and strength.

The great body of physicians throughout the United States, England and Canada believe profoundly in it, and prescribe it in all cases of nervous weakness and debility. In preparing this greatest of all nerve tonics and blood-renewers, the eminent Professor of Dartmouth College, Edward E. Phelps, M.D., LL.D., had in mind the countless men and women with brains overworked and nerves unstrung by worry and lack of proper nutrition.

Clerks, their employers, lawyers, doctors, mothers of families, hard working men and women in every state and country, and hosts of brain workers—the most intellectual part of the community—are today taking Paine's Celery Compound, with the happiest results, to relieve themselves of rheumatism, nervous exhaustion, neuralgia, dyspepsia, sleeplessness and low spirits. Paine's Celery Compound cures diseases of the important organs of digestion, circulation and excretion, by purifying the blood, by regulating the entire nervous system and supplying the body with strength to combat disease.

Paine's Celery Compound makes people well. It takes away all the tremor and irritability from the nerves, and gives that calm, strong feeling of assured health that invariably accompanies a perfectly well-nourished bodily system.

Get rid of languor, clear the muddy, unhealthy skin, plump out the body and get back to a normal vigorous condition with Paine's Celery Compound, and begin now.

FOR.....

REV. E. B. CAKE'S

HALF-HOUR TALK ON THE BIBLE

SEE MONDAY'S LEDGER!

"Uncle Tom's Cabin" never grows old. There runs through it a vein of pathos peculiarly touching and sweet. It speaks the universal language of the heart. It reflects like the prism the innermost phases of the human emotion. It is more than a play. It is a moral classic. It argues for two of the greatest themes that can engage the mind: human liberty and immortality of the soul. Notwithstanding its frequent production, it is seldom that one sees the play as it is now presented by the Ed. F. Davis colossal spectacular. It is like meeting an old friend after many years. The management doubtless believes in the maxim, "What's worth doing is worth doing well." They have brought together in this production all the requisities that go to make up a first class entertainment. Ed. F. Davis's colossal spectacular Uncle Tom's Cabin Co. will appear at the Washington Opera house Saturday, February 16th.

MAKE TRAVEL FREE!

LET ALL THE PEOPLE HAVE EQUAL BENEFITS!

THE LEDGER does not desire it understood that it is opposed to electric railways; it would gladly see these modern methods of communication established throughout the entire county, if it be practicable.

But we have serious doubts as to the feasibility of the project, solely on account of original cost of construction and the enormous expense of keeping them in operation.

Let's look over some figures:

The thoroughly practical Chief Engineer of The Bulletin—whose unknown knowledge would make a book outrivalling the Century Dictionary—quotes from a Chicago street railway paper to prove that THE LEDGER's estimate of $25,000 a mile is absurd.

The Bulletin's authority speaks of a trolley road costing $6,000 a mile; and further along the same authority says:

"The figure of $6,000 a mile is perhaps rather low and could hardly be made to cover the entire cost of a road, but on figuring on country feeders to trunk interurban lines it would be fair to count simply the cost of track and line, so that $6,000 a mile ought to cover it."

The Editor of The Bulletin is up to his old tricks again—trying to fool people with false information. Any one with sense enough to hoe corn ought to know that an electric road can't be built for any such figures—indeed, the Chicago writer so says himself, for he includes only "cost of track and line."

General Mis Fit Marsh is a practical mechanic; THE LEDGER writer is not. Therefore we are forced to give only such figures as have been kindly furnished by persons who are engaged in the work of building electric railways.

On this point the following letter may be of some interest:

D. J. HAUSS,
ELECTRICAL ENGINEER, CONTRACTOR,
CINCINNATI, January 26th, 1895.

Mr. John Ballenger, Maysville, Ky.—Dear Sir: In reply to yours of the 22d inst., will say that the car equipment complete with body would cost from $2,400 to $2,900 each, depending upon the size of bodies, style of finish and size of motors.

The station equipment for running about one-half a dozen cars on the average grade, such as there is on your country roads, would be about $12,000 for dynamos, boilers, engines, shafting, etc.

The cost of the rail construction and overhead work for the road not to exceed five miles would be $8,000 per mile; on a ten-mile road would be $8,500 per mile, on account of the increased style of feeders. Very truly yours,

D. J. HAUSS.

Summarizing, we have these results:

For five miles—	
Six cars @ $2,900 each	$17,400
Dynamos, boilers, engines, etc	12,000
Rail construction and overhead	40,000
Total	$69,400
Average cost, $13,880 per mile.	
For ten miles—	
Ten cars @ $2,900 each	$29,000
Dynamos, boilers, engines, etc	12,000
Rail construction and overhead	85,000
Total	$126,000
Average cost, $12,600 per mile.	

It must be borne in mind that in the above calculation no computation is made for grading, bridging streams or right of way,—and those who have had experience in buying the latter will tell you that it is quite expensive, even when the owner's next door neighbors are to pay the bill. [The right of way for the C. and O. for instance, which was to cost only $50,000 but which did cost $110,000!]

For the benefit of the gentleman who is said to have informed General Mis Fit that the road to Mt. Olivet can be built for less than $6,500 a mile, we will state that an estimate was made on that very road a year or so since, and the figures were $230,000 or $10,000 a mile—without allowing anything for grading, bridging or right of way.

Our contemporary's informant is mistaken about lighter rails for an electric road than for a narrow-guage steam road. He doesn't seem to know that a first-class motor car with passengers is about as heavy as a narrow-guage passenger locomotive, or that the street railway company of this city had to replace their lighter rails with ones weighing 40 pounds to the yard;—and, Brother Marsh, the rails and spikes and bars *alone* for our own electric street railway cost over $2,000 a mile.

In this connection no estimate will be attempted as to the cost of maintainance; nor will we dwell upon the fact that electric cars cannot run during the prevalence of electrical storms, or when there is sleet on the wires or rails, or even a moderate snow on the track.

And just here, while on the subject of building local roads, this letter, kindly written by Mr. Watson Andrews, Vice President of the Covington, Flemingsburg and Ashland Railway, in response to an inquiry from us, is not without interest:

COVINGTON, FLEMINGSBURG AND ASHLAND RAILWAY CO.,
FLEMINGSBURG, KY., Feb. 1st, 1895.

Thomas A. Davis, Esq., Maysville, Ky—Dear Sir: Yours of January 31st to hand, and in reply will say that the best information we have on the cost of our road from Johnson to Hillsboro, distance 17 miles, was about $7,000 per mile when it was built; but the same road could be built now for $5,600 per mile. Very respectfully, WATSON ANDREWS.

In view of all the facts and all the figures, might it not be well to consider the plan of building a narrow-gauge road, instead of an electric line, between Maysville and Mt. Olivet? If it costs even $10,000 a mile for one, may it not be better to build the other at $5,600 per mile?

It's worthy of thought and investigation at all events.

THE LEDGER aims only to be fair, and to give facts. It would deserve the condemnation of every good citizen if it should misrepresent conditions until the people entered upon a vast expenditure of money only to find themselves disappointed with results.

With these facts before them, if the people along the line and at the termini desire to enter upon the building of an electric railway between Maysville and Mt. Olivet via Germantown—or by any other route—THE LEDGER pledges its earnest support;—and it will subscribe $2 worth of stock for every $1 subscribed by General Marsh.

It gives THE LEDGER much pleasure to see such a staunch citizen as Dr. A. H. Wall arrayed on the side of free turnpikes, and we gladly explain our meaning as to "taxing all the people."

THE LEDGER's contention is that heretofore all the taxpayers of the county have been taxed to pay for turnpikes and bridges that benefit only individual stockholders who travel for nothing, their friends who have a "pull" at contracts for keeping the pikes up, the people of particular neighborhoods who can travel over the roads for several miles on each side of them without encountering a toll-gate, and last, though not least, the regiment of salaried highwaymen who make the traveler "stand and deliver" at every tollhouse.

What THE LEDGER now wants is that, all the people being taxed as above, all the people shall have the right to travel over the roads of the county, free of any charge save the taxes that they pay to help keep up the roads.

There are four ways only in which this can be accomplished:

1. Buy the turnpikes.
2. Lease the turnpikes.
3. Reimburse the present owners by the amount of toll they will lose by removing all gates within the county limits.
4. Parallel present pikes with new ones.

Now, if our good friend the Doctor will examine the law printed in Thursday's LEDGER he will find that it provides for the accomplishment of either of these four plans; and it also provides a price to be paid, in case the county concludes to purchase the stock of any or all roads.

Once more, we desire to emphasize the fact that THE LEDGER is not so wedded to its plan that it will not gladly accept a better one if it can be found.

Suppose we have a rousing public meeting at the Courthouse next County Court Day and organize for the work?

Let everybody come,
Leaving politics at home
But bringing their business head along!

THE LEDGER wants every neighborhood to have good roads, and it wants to make the burden equal on all the people.

One way to accomplish this is to acquire the roads by purchase, place them in charge of a non-partisan Commission, and levy a small per cent. on the county assessment to maintain them.

But the most logical and the most equitable and as we believe the most economical way to accomplish the purpose is to ascertain from the owners the average yearly receipts of the gates within this county on all roads and to pay an equivalent to the tolls now received from a fund to be provided by equal taxation for that purpose.

This would leave the roads in the hands of present owners;

They would be required to maintain them as now;

They would be rid of the expense of the gatekeepers and tollhouses;

And their income from tolls would be just what it now is.

In case of the dividend-paying roads, the dividend paid on the county's stock would lessen the public burden by that much.

But THE LEDGER is not so wedded even to the latter plan that it will not accept any other, if a better one can be devised.

For nearly fifty years *all the people have been taxed for the benefit of only a part of the people;*

THE LEDGER now wants *all the people taxed for the benefit of all the people.*

Let "Free Travel" be the watchword in the next campaign in Mason county.

CHURCH COLUMN.

Announcements For Services at the Various Churches Tomorrow.

There will be the usual services at the M. E. Church, South, tomorrow. Sunday-school at 9:15 a. m.; public worship at 10:30 a. m.; Young People's Society at 6 p. m. No preaching at night. All the members of the church, so far as possible, are urged to attend the morning service. p. m.; preaching at 7 p. m.

T. W. WATTS, Pastor.

First Baptist Church—Services may be expected at the usual hours tomorrow, conducted by the Pastor. Young People's Union at 6 p. m. Sunday-school at 9:15 a. m. Visitors in the city and the public generally are cordially invited.

ROBERT G. PATRICK, Pastor.

Services in the First Presbyterian Church tomorrow morning and night at the usual hours, conducted by the Pastor; Church Sabbath-school at 9:15 a. m.; Mission Sabbath-school at the German Church at 2:30 p. m.; Westminster Society of Christian Endeavor at 6:15 p. m.

There will be the usual services at the Central Presbyterian Church tomorrow. Sunday-school at 9:15 a. m.; preaching at 10:30 a. m.; Young People's Society of Christian Endeavor at 6:00 p. m.; preaching at night at 7:00. Everybody cordially invited to worship with us, and they will be made welcome.

W. O. COCHRANE, Pastor.

The services in the Methodist Episcopal Church Sunday are as follows: Sunday-school at 9:15 a. m. Preaching at 10:30 a. m. and 7 p. m. Class Meeting at 2 p. m. Epworth League Devotional Meeting at 6 p. m. You are invited to come and worship with us.

D. P. HOLT, Pastor.

The Men's Gospel Meeting tomorrow at the Y. M. C. A. Hall will be especially interesting, being led by John B. Orr, Jr. Subject—"The Wonderful Counsellor." Those who attend may rest assured of being entertained. The room will be open all day. There is plenty of good reading matter, and no one need stay away. Meeting begins promptly at 3 p. m. All cordially invited to attend.

The Church of the Disciples—Tomorrow the usual services. Preaching at 10:45 a. m. and 7 p. m.; Sunday-school at 9:30 a. m.; Y. P. S. C. E. at 6 p. m.; Junior Endeavor at 9 a. m. Subject of morning sermon, "Finding God, or Paul's Progressive Climax." Night subject, The second in the series of half hour talks on the Bible.

E. B. CAKE, Pastor.

"Christian Endeavor Day" will be celebrated at the Central Presbyterian Church tomorrow eveninig at 5:30 by all the Young People's Societies in the city with the following program:

Opening hymn.
Prayer—James Stewart.
Hymn.
Address of welcome—F. M. Scott.
Response to Address of welcome—O. E. Collins.
Hymn.
Short talk—To be supplied by Committee.
Hymn.
Short talk—Robert Seaman.
Prayer—Professor W. T. Berry.
Short talk—George Frank.
Hymn.
Short talk—Professor J. W. Asbury.
Closing song.
Benediction.

Lexington is soon to have a wall paper factory.

Circuit Court will begin Monday, with 75 new cases on the docket.

The internal revenue collections in this city for January were $5,457 41.

Colonel and Mrs. B. Frank Clift are now occupying their new home on Forest avenue.

The fuel gas plant will be offered at public sale Monday afternoon at 1 o'clock.

Mr. Jackson Harrington and Miss Anna Warlein will wed February 4th at the home of the groom a few miles below this city.

The case against the skaters, charged with trespassing, was called up in 'Squire Miller's Court yesterday and on motion of Prosecuting Attorney was dismissed.

Notice.

All persons having claims against the late Colonel Frank S. Owens are requested to present them, properly proven, to the Frank Owens Hardware Co. for settlement, and those who owe said decedent are respectfully requested to make prompt payment.

feb1 1w MARY P. OWENS, Executrix.