

Semi-Weekly South Kentuckian.

VOLUME X. HOPKINSVILLE, CHRISTIAN COUNTY, KY., JULY 31, 1888. NUMBER 58

ISSUED EVERY TUESDAY AND FRIDAY MORNING BY
W. A. Wilgus,
PUBLISHER AND PROPRIETOR.

ROYAL BAKING POWDER
Absolutely Pure.

A. P. Campbell,
DENTIST,
HOPKINSVILLE, - - KY.

John W. McPherson,
Attorney at Law,
HOPKINSVILLE, - - KY.

FELAND, STITES & FELAND,
ATTORNEYS AT LAW
HOPKINSVILLE, - - KY.

Drs. Young & Gunn,
HOMEOPATHISTS,
HOPKINSVILLE, - KENTUCKY.

Dr. Wm. M. Fuqua,
PHYSICIAN
AND
SURGEON,

Austin D. Hicks
Writes Fire and
TORNADO INSURANCE

J. H. Twyman,
DENTIST.

BETHEL Female College.

New Barber Shop!
M. L. Young, Prop.,
E. NINTH ST. NEAR MAIN.

The Base Ball Curver!

SECOND ANNUAL EXCURSION TO OLD POINT COMFORT ON THE SEASHORE.

August 9th the Date.

The Chesapeake & Ohio announces that on Wednesday, August 9th, a special train will run under the auspices of the company from the line of the Newport News and Mississippi Valley Company, Western Division, to Old Point Comfort on the seashore. The train will be composed of the handsomest day coaches and Pullman Buffet Sleeping Car, and will be under the direct supervision of Mr. W. J. Berg, General Traveling Agent of the company, who so attentively looked after the comfort of the Hopkinsville party last year both individually and collectively and who added much to the pleasure of the trip. It is the intention to make this the most attractive excursion ever run from Kentucky; ample provisions will be made for passengers so that none of the cars will be crowded.

A year ago when the first excursion was run to Old Point, there were only a few along the line of the Chesapeake & Ohio who were familiar with the trip, but as all who went on last year's excursion have been praising it in the most enthusiastic terms, the great Atlantic Coast Resort is now as well known in Kentucky and Tennessee as it is in the Eastern States.

There are several features of this trip which specially commend themselves to the attention of the people. First, in the scenery along the route, the Chesapeake & Ohio is the most celebrated of American Railways. The canyons of New River, the barriers of the Alleghenies, the Battle Fields of Virginia and the beautiful valley of the Shenandoah, need no comment. Old Point Comfort is situated on Hampton Roads, the largest Harbor on the Atlantic Coast. The Hygeia Hotel, at Old Point Comfort, covers more ground than any other seashore resort. The surf bathing is excellent and perfectly safe. Fortress Monroe, America's great military training school, is within a stone's throw of the Hotel. The National Soldiers Home and the Indian Normal School at Hampton are reached by a fifteen minutes drive. Norfolk, Portsmouth and Gosport Navy Yards are reached in three quarters of an hour across Hampton roads. Virginia Beach and Ocean View, on the Atlantic Coast east of Norfolk, are within an hour's ride from the city. Newport News, at the head of Hampton Roads Harbor, near the scene of the great Naval Encounter between the Merrimack and the Monitor, is only eight miles distant from Old Point, and Hotel Warwick at Newport News is not surpassed by any other seashore resort.

There are a great many attractions along the line of the Chesapeake & Ohio and as stop-overs will be granted on the excursion tickets, they may all be visited.

Richmond, the Capital of the late Confederacy, is among the chief attractions. It is especially interesting in relics of the late war.

Luray Caverns and Natural Bridge are only a short distance from the line of the Chesapeake & Ohio, and side-trip tickets will be sold in connection with the excursion. Other cheap side trips have been arranged specially for this Excursion among them being the trip to New York and return, either by the Old Dominion Steamship Company from Old Point or by the Cape Charles Rail Route through the Delaware Peninsula; to Boston and return by steamship; to Providence, R. I. and return by steamship; to Baltimore and return by bay steamers up Chesapeake Bay; and to Washington City, and return by the Potomac River Steamers up the Potomac River.

White Sulphur Springs, the largest American mountain resort with a Hotel capable of accommodating 2500 people, is immediately on the line of the Chesapeake & Ohio, at the Heights of the Alleghenies.

Special rates will be made at the Hygeia Hotel, Old Point Comfort, to those presenting excursion tickets.

The Special Train will start out from Deraburg, Tenn., at 4:30 a. m. August 9th and will pass Nortonville at 11:12 a. m. connecting with the I. & N. train from this city at 9:52. Arriving at Alderson, in the Alleghenies, for breakfast at 3 A. M. and reaching Richmond for dinner at 3:20 P. M. and Old Point Comfort at 9:15 P. M.

A representative of the Hygeia Hotel will join the train at Richmond and will assign rooms to passengers on the train so that upon arrival at the Hotel they may go at once to their rooms without confusion.

The round trip rate from Nortonville will only be \$14, which places it within reach of all. Tickets will be good only on the seashore excursion August 9th and will be good to return on any regular passenger train until September 5th. No stop-over privileges will be allowed going, but stop-overs can be made at any station between Lexington, Ky. and Old Point Comfort returning.

Those who desire to go on a day excursion should leave their names at once with W. A. Wilgus at the South Kentuckian office so as to have arrangements made for their accommodation, and secure berth on sleeper. An elegant Pullman day coach will be set on the side track at this depot for the Hopkinsville party, so as to insure perfect comfort. Names are being handed in every day and if you intend going it will be best not to delay.

Reader, did you ever pause for a moment to consider the vast amount of reading matter you get in a single copy of the South Kentuckian which costs you less than 2 cents a copy? If you have not, do so and we think you will be warranted in coming right along and contributing two dollars more for a yearly supply, to be given in broken doses, twice a week—Tuesdays and Fridays, and paper stopped when out, unless otherwise ordered. You actually get more local, editorial and general news than from any other paper published in this part of the State, and while our list is rapidly increasing, come forward if you are not already a subscriber, and let us enroll your name on it, thus adding to the mighty number.

WINTER RAILROADING.

Dangers of the Line Described by an Experienced Engineer.

Our life is not one round of pleasure at any time of the year I can assure you, but in the winter season it becomes exceedingly hard. We are exposed to many dangers which only those who have been there can realize. The sudden changes from heat to cold make the iron exceedingly brittle and liable to break. This renders extreme caution necessary on the part of the train men. The winter brings many other difficulties with it aside from frosty iron. The strong head winds which we encounter on many of our trips make it almost impossible to run on schedule time. Oftentimes we have to face a gale which would more than counterbalance the addition of two extra passenger cars to the train. This difficulty we, of course, have to meet by putting on extra steam and doing harder work. In the winter months it requires fully one-third more coal and water than at any other time of the year, and the handling of this gives us just so much extra work. Another reason why trains are late is a rule during the cold months is the liability of the ties on the car wheels to crack, and thus endanger the safety of the whole train. The engineer is obliged to be very careful when starting the train if the wheels are full of frost. The roadbed, too, requires care at this time. The section hands are required to give extra attention to the rails, so they may be sure that each rail rests on a solid foundation, otherwise when a heavily-loaded train passed over it when the rail is full of frost, it would break as soon as it felt the weight. The section men have also to be very careful about removing every particle of ice and other obstructions which accumulate on the rails at every crossing. Unless this is done a swiftly-moving train is liable to be thrown off the track by a small piece of ice or a little stone which could get between the rail and flange of the car wheel. Although there are many extra dangers to be met with on the railroads in the winter season, yet by the extra amount of caution used by the engineers and section men, the serious accidents to life and limb are not more frequent in the winter than they are in the summer. But the most dangerous time which we have to contend with is in the spring of the year when the frost is leaving the roadbed. At that time the rails and ties are continually moving, and have to be looked after with the greatest care. It is then that you will see the section men constantly traveling along the line, and every now and then stopping to drive a thin piece of wood or iron under the rails so as to bring it up to a level and give it a firm resting-place upon the tie. With the many new inventions for detecting trouble along the line, the number of accidents on the railroads has been reduced to a minimum. On many of the roads the rails are connected at every joint with a small wire, so that there is an unbroken circuit between signals placed at the different stations, and if a rail should break the circuit is also broken, and the danger signal is set, thus warning the engineer of the trouble ahead.—*Worcester (Mass.) Spy.*

ANTIQUITY OF IRON.

Some Facts About the Most Useful of All Metals.

Iron is king. We can do without gold and silver, but we would be barbarians without iron.

Iron is found almost everywhere, and has been known so far back that history fails to tell us when it was discovered. Homer and Hesiod refer to the forging of iron.

On Egyptian sculptures dating from upward of fifteen hundred years B. C. there are rough figures of a kind of bellows for the forging of tools, the inflation of air being accomplished by working coals with the hand.

The spears of the Assyrians were tipped with iron when they came down on the children of Israel "like a wolf on the fold," and the same people used iron very extensively in the manufacture of saws, knives and other tools.

Pliny speaks of large masses of iron ore in Spain, E. and Syria, the mineral being described by him as in use in the manufacture of iron and steel, and four hundred years prior to this Aristotle describes the preparation of the fused steel iron still prepared in India and known as wootz.

To the Romans is due the knowledge of iron over almost the whole of their known world. None before their advent had been known in Britain.

The earliest kind of forge was probably simply an excavation on the windward side of a hill; but the application of an artificial stream of air doubtless soon followed, the blast being produced either by alternate dilatation and compression of a bladder or goat-skin (the mule in use in India and elsewhere to-day), or by means of a hollow tube; so that the modern bellows is but an improved form on these crude contrivances.

The use of a single bellows was probably first introduced by the Romans in the fourth century, and the double-acting bellows is known to have been in use about the seventeenth century.

Cast iron seems to have been in use in the fourteenth century, as some castings of that date are said to be still extant in Sussex, and in the sixteenth century cannon, weighing as much as three tons, were cast by Johnson.—*Golden Days.*

GUARD DUTY IN LONDON.

The Sentries Who Keep Watch Over St. James' and the Bank of England.

Any one who has had the curiosity to look in at the guard-room of the Palace of St. James, will have been struck with the marked contrast between the accommodations for the officers and that of the non-commissioned officers and privates. The luxurious fittings and comfortable bedrooms of the one, and the cold passages and dreary walls of the other, are very in charge. At the officers' mess those in charge of the sections of the Queen's Guard and the cavalry guard come to dine in the evening, the government allowing an annual sum of about \$2,000 for the purpose of keeping up the mess. The only duty which these officers have to perform is to inspect a batch of sentries once or twice during the day, and to go "the rounds" once in the night, the remainder of the time being passed in lounging to and fro between the Guards' Club, in Pall Mall, and the guard-room mess. The rank and file have to make themselves as comfortable as they can during a long dreary day and night, with two hours' sentry go every four hours.

The Queen's Guard consists of five officers and one hundred and forty rank and file. This is divided into three sections, the St. James Palace Guard, consisting of three officers, four fifers and drummers, three sergeants and sixty-nine rank and file. It bears in its charge for twenty-four hours one of the colors of the regiment; the Queen's colors on royal birthdays, or if Her Majesty is in the city, and the regimental colors on ordinary days when the Court is absent. The other sections are the Buckingham Palace and Horse Guards, each consisting of an officer, a bugler and about forty rank and file. The pomp and circumstances attending the mounting of the guard and the troop of the colors on the Queen's birthday are well known.

On royal birthdays every member of the guard is allowed a command of money to drink the health of the Prince or Princess whose birthday it is—which averages about four pence per man. On Her Majesty's birthday the sum is doubled. Such has been the wonderful manipulation of royal Princes and Princesses of late years—and "the ceremony is still the same"—that the soldiers are not without proof of having before long to celebrate a birthday every day in the year. This is the only thing wanting, barring the absurd difference between the accommodation for the officers and that for the men, to make life in the service of the Household troops as near perfection as poor human nature can wish for.

The bank picket has the finest time of it, though. This extraordinary guard takes up its quarters inside the Bank of England every evening at seven o'clock all the year round, re-

maining there until seven the next morning. It is an officer's guard, and consists of a drummer, two sergeants and over thirty men. Each man receives a shilling from the bank authorities immediately on his arrival, a sergeant's share being two shillings. The officer is allowed a dinner laid for two, with three bottles of wine, and is permitted to invite a friend. The guard is comfortably housed, each man being served out with a watch coat and blanket. Sentries are posted during the night at the bellion house and counting-house parlor. This is a vast improvement on St. James' Palace, but then those who pay the piper choose the tune, which makes all the difference.—*Modern Society.*

Iron is king. We can do without gold and silver, but we would be barbarians without iron.

Iron is found almost everywhere, and has been known so far back that history fails to tell us when it was discovered. Homer and Hesiod refer to the forging of iron.

On Egyptian sculptures dating from upward of fifteen hundred years B. C. there are rough figures of a kind of bellows for the forging of tools, the inflation of air being accomplished by working coals with the hand.

The spears of the Assyrians were tipped with iron when they came down on the children of Israel "like a wolf on the fold," and the same people used iron very extensively in the manufacture of saws, knives and other tools.

Pliny speaks of large masses of iron ore in Spain, E. and Syria, the mineral being described by him as in use in the manufacture of iron and steel, and four hundred years prior to this Aristotle describes the preparation of the fused steel iron still prepared in India and known as wootz.

To the Romans is due the knowledge of iron over almost the whole of their known world. None before their advent had been known in Britain.

The earliest kind of forge was probably simply an excavation on the windward side of a hill; but the application of an artificial stream of air doubtless soon followed, the blast being produced either by alternate dilatation and compression of a bladder or goat-skin (the mule in use in India and elsewhere to-day), or by means of a hollow tube; so that the modern bellows is but an improved form on these crude contrivances.

The use of a single bellows was probably first introduced by the Romans in the fourth century, and the double-acting bellows is known to have been in use about the seventeenth century.

Cast iron seems to have been in use in the fourteenth century, as some castings of that date are said to be still extant in Sussex, and in the sixteenth century cannon, weighing as much as three tons, were cast by Johnson.—*Golden Days.*

WEIGHT OF COTTON.

Why It Varies Almost Every Minute of the Day.

Cotton is the most troublesome staple of the world's commerce. From the hour of picking until the moment it passes out of the loom as fabric it is susceptible of a million changes, each one of which affects its value on the market. A bale of cotton is so sensitive to heat and moisture that the weight varies every minute of the day, as you will find by actual experiment. On this account buyers and sellers are represented at the compresses by men who are styled "weighers," but whose duties are something more than recording weights or checking off receipts. On their judgment the value of a shipment or consignment can be increased or diminished several hundred dollars, hence factories are careful to place only their clearest cotton in the hands of the weighers, and that of the non-commissioned officers and privates. The luxurious fittings and comfortable bedrooms of the one, and the cold passages and dreary walls of the other, are very in charge. At the officers' mess those in charge of the sections of the Queen's Guard and the cavalry guard come to dine in the evening, the government allowing an annual sum of about \$2,000 for the purpose of keeping up the mess. The only duty which these officers have to perform is to inspect a batch of sentries once or twice during the day, and to go "the rounds" once in the night, the remainder of the time being passed in lounging to and fro between the Guards' Club, in Pall Mall, and the guard-room mess. The rank and file have to make themselves as comfortable as they can during a long dreary day and night, with two hours' sentry go every four hours.

The Queen's Guard consists of five officers and one hundred and forty rank and file. This is divided into three sections, the St. James Palace Guard, consisting of three officers, four fifers and drummers, three sergeants and sixty-nine rank and file. It bears in its charge for twenty-four hours one of the colors of the regiment; the Queen's colors on royal birthdays, or if Her Majesty is in the city, and the regimental colors on ordinary days when the Court is absent. The other sections are the Buckingham Palace and Horse Guards, each consisting of an officer, a bugler and about forty rank and file. The pomp and circumstances attending the mounting of the guard and the troop of the colors on the Queen's birthday are well known.

On royal birthdays every member of the guard is allowed a command of money to drink the health of the Prince or Princess whose birthday it is—which averages about four pence per man. On Her Majesty's birthday the sum is doubled. Such has been the wonderful manipulation of royal Princes and Princesses of late years—and "the ceremony is still the same"—that the soldiers are not without proof of having before long to celebrate a birthday every day in the year. This is the only thing wanting, barring the absurd difference between the accommodation for the officers and that for the men, to make life in the service of the Household troops as near perfection as poor human nature can wish for.

The bank picket has the finest time of it, though. This extraordinary guard takes up its quarters inside the Bank of England every evening at seven o'clock all the year round, re-

A. C. SHYER & CO.

SHOW THE FINEST ASSORTMENT OF

Spring Clothing, Gents' Furnishing Goods

AND HATS IN THE CITY.

Men's and Youth's Sacks & 3 and 4 Button Frocks

In Light and Dark Shades in all the Popular Fabrics.

Boy's and Children's Suits Elegant New Styles.

The Finest Line of Pants Ever Shown in This City.

HATS AND GENTS' FURNISHING GOODS

In the Latest English Styles. Call early while the assortment is complete.

We will take pleasure in showing and pricing you through.

VERY RESPECTFULLY,

A. C. SHYER & CO.,

SUCCESSORS TO JNO T. WRIGHT,
GLASS CORNER.

For MAN!

Mustang Liniment

For BEAST!

Mustang Liniment

WELLS, RICHARDSON & CO., Prop's
BURLINGTON, VT.

Paine's Celery Compound

For The NERVOUS
The DEBILITATED
The AGED.

A NERVE TONIC.
Celery and Coca, the prominent ingredients, are the best and safest Nerve Tonics. It strengthens and cures the nervous system, curing Nervous Weakness, Hysteria, Sleeplessness, etc.

AN ALTERATIVE.
It drives out the poisonous humors of the blood purifying and enriching it, and so obviating those diseases resulting from impure or impoverished blood.

A LAXATIVE.
Acting mildly and surely on the bowels it cures habitual constipation, and prevents regular habit, strengthening the stomach, and aids digestion.

A DIURETIC.
In its composition the best and most active diuretics of the Materia Medica are contained scientifically with other effective remedies for diseases of the kidneys. It can be relied on to give quick relief and speedy cure.

Hundreds of testimonials have been received from persons who have used this remedy with remarkable results. Good for rheumatism, neuralgia, headache, etc.

Price \$1.00 Sold by Druggists.
WELLS, RICHARDSON & CO., Prop's
BURLINGTON, VT.

CINCINNATI

JULY 4th to
OCT. 27th.

CENTENNIAL EXPOSITION OF THE OHIO VALLEY

GRAND JUBILEE celebrating the Settlement of the Northwestern Territory.
UNSURPASSED DISPLAY.

NEW BUILDINGS. FRESH EXHIBITS. NOVEL ENTERTAINMENTS. DAZZLING EFFECTS.

EXCURSION RATES FROM ALL POINTS.

TOWER'S SLICKER

The Best Waterproof Coat.

LOW TOURIST RATES.

Where Are You Going?

When do you start? Where from? How many in your party? What amount of freight or baggage have you? What route do you prefer? Upon receipt of an answer to the above questions you will be furnished, free of expense, the lowest rates, also maps, time tables, and other valuable information. Parties not wishing to incur trouble, time and money, Agents will call to persons where necessary. Parties not ready to answer above questions should cut out and receive this notice for future reference. It may become useful. Address C. H. WALKER, General Passenger Agent, St. Paul, Minn. Send for new map of Northwest.

R. F. RIVES, President. C. W. METCALFE, Vice-Prest. A. HILLE, Sec. and Treas.

S. E. Price. D. M. Whittaker. V. A. Garrett. C. W. Metcalfe. T. L. Graham. R. F. Rives. A. Hille.

Metcalf Manufacturing Co.,

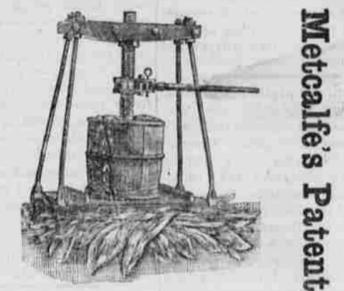
[Incorporated November 9, 1886.]

AUTHORIZED CAPITAL, \$40,000. PAID UP CAPITAL, \$30,000.

General - Machinists - and - Manufacturers,

Anti-patent Presses

Metcalf's Patent



BUY THE BEST!

Just For This Reason,
Cheapest In The End.

The above PRIZES have been fully tested during the past season, and without a single exception have given universal satisfaction, so many who have used them will testify. For durability, simplicity of construction, and ease in working, it has no equal. No blocks are used, and it can be moved from place to place as desired, only occupying a small space.

Those wishing prizes the following season will do well to place their orders early, as the supply will be limited.

RESPECTFULLY,
Metcalf Manufacturing Co.

BRING YOUR JOB WORK

TO THIS OFFICE.