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THE CHICKAMAUGA MEN.

Recent Meeting of the Army of the Cumberland at Columbus.

Chickamauga week laps over this year, and the Society of the Army of the Cumberland chose the 16th and 17th of September for their annual meeting, instead of the 19th and 20th, the anniversaries of the battle. Their usual exercises were held on Wednesday and Thursday, the first day being devoted to shaking hands with one another and with the city of Columbus, which has not had the pleasure of hanging the latch string out to "Pap" Thomas and "Old Rosy's" boys in seventeen years, or since 1874.

Wednesday evening General F. C. Winkler, of Wisconsin, delivered an oration, and on Thursday morning the [illegible] of the [illegible] corps were ready for the heavy work of the day—the business meeting and the banquet. At the meeting in Toledo last year the committee on [illegible] & Sheridan monument reported through General Fullerton that the cash was coming in slowly, considering that it was for a memorial to the soldier's pet. The Army of the Cumberland [illegible] Sheridan because he led a division of it in 1862-3. General Fullerton's committee was continued for the year 1891 to make a special effort in the Grand Army for small contributions.

Another matter close to the hearts of the heroes of Chickamauga is the establishment of a national military park on the old battle ground. This idea originated in the Society of the Cumberland at its meeting in Chicago in 1888, and has been heartily indorsed by the veterans of both the Union and Confederate armies throughout the country. The Army of the Cumberland is represented by a committee in the national board of commissioners. During the past year steps have been taken by the commissioners to buy up a large tract of land including the battlefield. The states of Georgia and Tennessee have ceded all jurisdiction in respect to all lands and roads within the limits of the proposed park and its approaches. In some instances high prices have been put upon the land by the owners, but in cases where an agreement cannot be reached proceedings for condemnation of the land required has been resorted to.

GENERAL W. S. ROSECRANS.

The Chickamauga Battlefield park will cover about 12,000 acres and will be the grandest monument the Army of the Cumberland will ever have, for it was on that ground Sept. 19 and 20, 1863, that the army fought with heroism unsurpassed against the only superior force that the Confederacy ever brought into the field in any great conflict. There, for once, the Union army was greatly outnumbered; it was overwhelmed but not vanquished, and before the fight was ended it inflicted upon the enemy a proportionately greater loss than that suffered in its own ranks.

The Society of the Army of the Cumberland was formally organized in Cincinnati in 1868, but steps were taken at its camps in Nashville as early as June, 1865, to perpetuate the history of the grand old corps. A badge to serve such a society was then formally adopted, and it is still in use. It includes the five pointed star of the Twentieth army corps, the triangle of the Fourth corps and the acorn of the Fourteenth.

The society has had but three presidents, Generals Thomas, Sheridan and Rosecrans. In 1879 an equestrian statue to Thomas was erected in Washington by this society, and in 1887 one to General Garfield. Every officer and every soldier who served in the Army of the Cumberland is entitled to membership, and the list now embraces about 700 names.

General Rosecrans was re-elected president, and General H. M. Cist secretary. The meeting next year will be on the Chickamauga battlefield, Sept. 20-6.

George L. Kilmer.

Collector of the Port of New York.

Senator Francis J. Hendricks, of Syracuse, N. Y., has been appointed collector of the port of New York, to succeed J. Sloat Fassett. He was born at Kingston, N. Y., Nov. 23, 1834, and received his education in the common schools there and at the Albany academy. After working some time as a clerk in Rochester he [illegible] to Syracuse, where he has amassed a fortune and served the city as alderman, mayor and fire commissioner, and [illegible] two terms in the legislature. [illegible] in the state senate for three years.

F. J. HENDRICKS.

Grease will not bake well unless the floor and bottom are clean. When an oven burns on the bottom cover it half an inch with clean sand; if it burns on the top put a layer of sand or salt over it.

If a flannel cloth dipped in kerosene, then wrung dry, be used in rubbing off dirty finger marks from paint, the grateful housekeeper will repeat the experiment often.

THE GOSPEL OF GOOD ROADS.

A Book by Isaac B. Potter Which Is Full of Important Things.

A pamphlet has recently been issued from New York which in its sixty-four pages gives the farmers of the United States more good advice than they ever received through so small a medium before. It is titled "The Gospel of Good Roads," and Isaac B. Potter is the author of it. In it Mr. Potter shows in a clear and conclusive way, with the use of very few statistics and without once becoming prosy or uninteresting, that in the improvement of country roads lies the key to the "agricultural problem"—the key that will open the vault in which is hid prosperity for the farmer.

One plan which Mr. Potter has used to make his arguments convincing is very effective. It consists of a series of engravings reproduced directly from photographs and showing the vast contrast between our American roads, with their [illegible] and ruts and the smooth, hard, broken stone highways of European countries. He has had the camera snapped on American farmers at times when their teams have been stuck in the mud with but small loads, and has then, by way of an offset, procured pictures of European farmers hauling enormous cargoes over their good roads while their horses are apparently putting forth scarcely any effort.

Perhaps the best way to show what Mr. Potter's arguments are is to quote from them. In one place he talks to the farmers like this:

"You will agree with me that your roads are bad. You may not know that they are the very worst in the world, but you have never seen or heard of worse ones, nor, alas, perhaps of better. You live on the main road in an important county. I saw you one day last spring trying to drive your best horse through the pasty depths of that mysterious stream of public territory, and while the patient beast was pulling the harness in two in his efforts to lift you and your weird load onto the little bridge near the mill, your photograph was taken. * * * There were 10,000 farm horses in your county on the day when this photograph was taken, and for about four weeks all the county roads had been in just this condition. Teaming was out of the question; to haul a load to town was impossible, and the 10,000 farm horses stood in their stalls 'eating their heads off.' At what cost to the farmers! Assume that the cost of keeping each horse is twenty-five cents per day, including labor, food and all other items, and in half a minute we compute that it costs $2,500 a day, $17,500 per week and exactly $70,000 for the four weeks that these horses have been standing practically idle. A bad road, you see, is an expensive thing.

"It is expensive not alone to the farmers of your county, but to the farmers of the entire country. The average rainfall in the United States is something over forty inches per year. The dirt road absorbs these forty odd inches of water, freezes and thaws, dries, pulverizes, changes from paste to powder and back again from powder to paste, and for weeks at a time is practically impassable. Farm traffic is tied up. You have produce to sell, purchases to make, grain to grind, timber to haul, bills to collect and obligations to meet, but all these must wait because your only avenue of travel is taking its annual soak."

Mr. Potter writes: "I do not intend to overdraw the picture, and so I have traveled many miles and gone to much trouble in order that my letter to you (the farmers) might contain only the truth, and I find the country roads to be even worse than I had supposed them to be, worse than you think them to be. They are disgracefully bad almost without exception."

The deductions which Mr. Potter draws are sound and of paramount importance. He shows that bad roads in America destroy the American farmer's horses, his wagons, his harnesses and his temper, and increase by an appreciable length the distance between him and his market.

He also shows that good roads would not only save him from too rapid consumption of horseflesh, rolling stock, harness, leather and temper, and put him much nearer to his market or railroad station, but by making easier the work each horse is required to do, they would increase that horse's capacity for usefulness and thus make it possible for the farmer to get along with fewer horses and save the expense of buying, caring for and feeding the extra animals. Good roads, too, would bring about a change in the social life of country people. Families now cut off from neighbors and the nearest village by miles of impassable mire would, if that mire were changed into a hard, smooth road, be able to visit and exchange ideas and courtesies with their neighbors and reap whatever benefit might be found in taking part in the social life of the nearest village. Moreover, Mr. Potter shows that wherever roads have been improved land values have increased in an astonishing ratio, and that is certainly a result worth bringing about in this country of mortgaged farms.

Near the conclusion of his book, Mr. Potter writes: "I think you will agree with me that your wagon roads should be much better than they are, and the main difficulty that troubles you I believe I can understand. You are wondering how you are to get the better roads which will give you the same advantages that are given to the farmers of England, France, Italy and other European countries.

"The answer is not difficult. You are simply to insist that the main roads in your country shall be reconstructed and kept in repair at the expense of the state at large instead of by a tax directed against the farmer alone, and then you are to send a man to the legislature who believes in the same doctrine and will stand up for it. Don't start at the prospect of some taxes; you are not to pay more, but less. Did you ever take the trouble to find out what a ridiculously small portion of the state taxes you pay? It will do you no harm to look it up."

Undoubtedly, now, the White Star steamer Teutonic is the fastest ship on the Atlantic, holding both the eastern and western records for speed. It will be remembered that she came from Queenstown to Sandy Hook in 5 days 16 hours and 31 minutes. The eastward trip takes more time, but the Teutonic has reduced the trip to 5 days 21 hours and 22 minutes. Neat.

NEW YORK BUREAU OF ELECTIONS.

The Department That Has a Good Deal to Attend to About Election Time.

General Theodore F. Rodenbough, chief of the bureau of elections at police headquarters, may be said to run it single handed, and with his left hand at that. He left his right arm with army surgeons in September, 1864, at Winchester. The bureau was established in the police department in 1872. D. B. Hasbrouck was the first chief, John J. O'Brien the second and he was succeeded by the present incumbent. While the work of the bureau has increased, its clerical force yet consists of five patrolmen detailed to clerical duty at patrolmen's salaries. Patrolman Henry Hildenbrand, of the central office squad, supplies the right hand that the amiable chief lacks.

The bureau takes charge of the machinery and personnel of elections, from the hiring of district quarters to the swearing in of the election officers. Dreary routine characterizes the labors of the chief and the clerks from January to August, and it is volcanically active the rest of the year. When these eruptive periods are on, no one in the bureau has a sinecure.

Among the labors and duties of the bureau are: To provide all the stationery for the election officers—inspectors, poll clerks and ballot clerks; to give them the special and ordinary instructions to enable them to steer clear of trouble and to perform their duties satisfactorily; to prepare the lists of election officers for the action of the board of police, examining into the personal fitness and character of each individual; to provide certificates for those who are selected and to "qualify" them or swear them into office; to ascertain on days of registry and election if all the election officers are present at each polling or registration place, and to see that all vacancies are promptly filled; to receipt for all reports, registers and returns filed after the registration is completed; to prepare leases for polling places; to see, after election, that all rugs and stoves are [illegible] filled up in accordance with the law; to summon those who have erred to correct their mistakes; to stamp the certificates of such election officers which have done their duty and see them [illegible] except from jury duty; to record the deaths of all male persons over twenty-one; to keep a record of convictions for felony, and to aid in tabulating the election returns on election night. The last named employment is more of a courtesy to the desire of the public and the police commissioners to know the results than a duty. No count thus made has any legal or official weight or value.

The bureau has also to be prepared to make diagrams of the city for election purposes, and to scrutinize the registry from each house so as to be prepared to furnish information for redistricting in order to keep the voters in each election district down to the limit permitted by law. The pay rolls of the election officers have to be prepared for the comptroller.

An idea of what the bureau has to do when it is busy with live election work may be had from the statistics of its operation under the ballot reform law. In 1890 there were 7,188 election officers who did duty, and about 300 persons chosen to such offices resigned. As each officer is named ten times on reports and in other ways, some 80,000 names were written on this account alone.

There were 15,000,000 ballots prepared, corrected, received, checked off, done up into 947 packages and distributed, and at least 60,000 packages of stationery, ink, pens, mucilage, books and forms. Oaths were administered to more than 8,000 election officers, 94 per cent. of whom served, and the characters and qualifications of 10,721 persons were inquired into and reported on.—New York Times.

Indigestible.

The old inhabitants of a certain New England town remember a peddler who used to come around a good many years ago, and who had a cry quite as remarkable as most of those given in the books which have been written about the street cries of old London.

He had a long, covered wagon, drawn by a large, gray horse of uncertain age, and he "held up" in front of each house in the town once a fortnight.

He never dismounted from his seat unless assured that he had a customer, but he gave his cry three times in a clear, loud voice, and then, if he received no response, drove on to the next house, and this was his cry:

"Any eatables today! Such as clothes-lines, clothes-pins, tongues and sounds?"

The last was given with an indescribable inflection, which those who tell about him never fail to say they cannot reproduce.—Youth's Companion.

Three Methods of Deriding.

There are very few allusions to storks in Latin authors, but one of these is interesting. The birds have a curious custom of snapping their bills, making quite a sharp noise. Young and old birds, both during and after the breeding season, constantly do this. In the writings of Persius there is a reference to this habit. "There are," he says, "three favorite ways of deriding a man—by putting the hands beside the head like asses' ears; by putting out the tongue like a dog, and snapping the fingers against the palm of the hand like a stork's bill." The first two methods of mockery are plain; but what was the name of the last?—Chambers' Journal.

Prolonging the Tomato Season.

The fact that the tomato will ripen fairly after picking enables the southern grower to market his crop in the far north. It also allows us here to prolong the season of the natives. Well grown but green fruit, picked before frost into shallow baskets or boxes, and kept in a dark, dry room, ripens gradually for the table and may thus be eaten, often until November or later.—Boston Transcript.

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A Warning To Horse-Owners.

The Split Nail in this Shoe seriously lamed the horse from which it was recently taken in Worcester, Mass. One point of the nail came out in the proper place for clinching, and so deceived the blacksmith who shod the horse. The other point went in the direction shown in the illustration, piercing the tender part of the foot called the "quick," from which the horse was made unfit for use nearly two weeks.

[illegible] DANGEROUS [illegible]

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