lution opposing the free coinage of silver as calculated to unsettle the finances of the country. The resolution was accepted with applause from the anti-free silver men.

Rosebud of Nebraska introduced a resolution petitioning the President to appoint a representative citizen of the trans-Mississippi States upon the Interstate commerce commission.

Hartsuna of Colorado introduced a resolution favoring the free and unlimited coinage of silver. The free silver men then had their round of applause, and it was a great one.

Thomas of Minnesota introduced a resolution declaring that the trans-Mississippi States should petition Congress to open a channel from the great lakes to the ocean through which river ocean vessels might pass. Adjourned until tomorrow.

**Three Fair Commissioners For Europe.**

CHICAGO, Oct. 20.—Director-General Davis was authorized by the board of control today to name three special commissioners to go to European countries not visited by the last commission and also one for Great Britain. It is proposed that the first will be composed of Commissioners Thatcher, of New York, and Orwell, of New Jersey, and Vice-President Bryan, of the Chicago directory.

The standing committee on awards is Smalley, of Vermont, King, of Iowa, Thatcher, of New York, Bolton, of the District of Columbia, McIntosh, of California, Orwell, of New Jersey, Williams, of Tennessee, Leander, of Maryland, Andrews, of North Carolina, Cochran, of Texas, Hensley, of Alabama, Hopkins of Washington.

**Canada Anticyclonists.**

STONY POINT, Oct. 20.—Despite the storm and knee-deep mud, a convention of agitate annexation to the United States was held here today with Israel Ince Gardiner, who has been one of the most active Conservatives in the West, in the chair. A resolution endorsing political union was carried unanimously by a standing vote. There was intense enthusiasm as the speakers announced urgent requests pouring in for meetings at many points.

**Explosion in Dynamite Mills.**

AMBOY, PARK, Oct. 20.—An explosion occurred today in the dynamite mills near Farmingdale. Grandin Von Nuis and three laborers were killed. The explosion was heard twenty miles.

**A Revolutionary Exhibit.**

CHICAGO, Oct. 20.—Illinois Chapter, Daughters of the American Revolution, met here today. The objects of the society are the purchase of the field of Valley Forge, celebrated in revolutionary annals, for which $50,000 is to be paid, and the making of a revolutionary exhibit at the World's Fair in the shape of a reproduction of a colonial mansion containing genuine relics of the revolutionary epoch.

**Women Register.**

CHICAGO, Oct. 20.—At the coming election in November a superintendent of schools is to be chosen, and today was the day of registration for that event. Applications for registration by women were very numerous, especially in the fashionable districts, and they came well posted on the law and methods of procedure in registration under the statute, said to be in their favor, passed by the last legislature. In some places, the boards of registration declined to receive their names, in others their names were put upon the registry books with all of the blanks filled, except that stating whether or not the person is a qualified voter. This leaves the ladies a fighting chance at the polls—a chance they say they propose to take the fullest possible advantage of. In the suburban towns many women's names were put upon the registry. In the aristocratic circles of Evanston the mere act of the board of registration did not appear at the polling place, and about one hundred ladies met and formulated a statement, setting forth the facts. In the city a formal protest against the refusal of registry was made before the election commissioners by two ladies, who propose to make a test case.

**Return of the Russell Party.**

VANCOUVER, B. C., Oct. 20.—Prof. Israel C. Russell, who was sent by the United States government and the National Geographic Society to explore the region about Mt. St. Elias, arrived here today. He left in June for Alaska and went to Icy bay on the United States revenue cutter "Bear." His party consisted of T. C. Slattery, Neil McCarty, J. H. Cromwell, Frank S. F. Walser and Thos. Willis. White was drowned by the upsetting of a boat. Otherwise the expedition was a complete success. They ascended Mt. St. Elias on the north side, reaching an elevation of 14,500 feet, but they were turned back by clouds and a severe snowstorm. From observations taken the mountain is between 18,000 and 18,000 feet high. The party then explored the coast from Icy bay to Dessicantment bay, a distance of about one hundred miles, and also the glaciers Russell and party left this evening for Seattle, when he goes direct to Washington.

**A Canadian Editor Admits His Guilt.**

QUEBEC, Oct. 20.—Pacaud, late chief editor of *L'Electeur*, the most prominent Liberal organ in Quebec, admitted today that he accepted from Contractor Armstrong $100,000. He is alleged to have received it as part of the provincial subsidy to the Chaudiere road. Fifty thousand went to his own use and $50,000 to Robidoux and Kauffer, prominent politicians. Liberals but he refused to say what became of the other $50,000.

**A Lynching in Louisiana.**

COLUMBUS, La., Oct. 20.—A mob of masked men went to the jail last night and hanged a white man—ed John Bean who, while drunk, murdered an old negress.

**Canadian Canals.**

MONTREAL, Oct. 20.—The Canadian canals will be open on Sunday to facilitate the transhipment of grain in Montreal for a month. It is likely that the canals will be kept open on Sundays for the remainder of the season.

**Contract for a Torpedo Boat.**

WASHINGTON, Oct. 20.—The secretary of the navy today signed the contract with the Iowa Iron works of Dubuque, Iowa, for the construction of Torpedo boat No. 2, similar to the "Cushing," for the sum of $115,500. It is to be of 120 tons displacement and must be completed within a year.

**President's Successor.**

NEW YORK, Oct. 20.—A Washington special asserts that the President has tendered the war portfolio to Stephen B. Elkins.

## THE BEST ROADS IN THE WORLD.

**Those of France Show That Distinction—How It Was To Them It Dated.**

The best way to see and study a road is to walk over it. During the past two months I have been walking over the smooth roads of France. They are the best in the world. They are perfectly smooth, but never slippery, always free from dust in dry weather and never muddy after a rain; they are soft enough to afford a good footing for horses and hard enough to be impervious to water and to hold without breaking the heaviest of loads. The Frenchman's home never has to do an ounce of unnecessary pulling. Roads are never any less necessary than houses, and to adapt and design which the road must be designed. The result is that the motion load for a horse here is nearly three times as great as the average motion load for a horse in America. Frenchmen, practically, that one horse here does three times as much work as one horse does in America and, therefore, that the France farmer in order to achieve the same results as his brother in America must use third as many draft animals as does the American farmer. There is a common-sense saving there.

There is nothing at all complicated in the way of roads. Private roads are built. They may be generally closed under the municipal roading, although some of them are made of screened gravel. This screen, however, is not a fine screen, when it would be expensive to obtain good stone for treating. So arbitrary rule has been adopted as to the material to be used—all kinds are utilized. That which is nearest obtained and therefore cheapest is always selected. Limestone is more plentiful than everything else, and therefore is almost used, but slate, shale and not infrequently geode are also utilized. Then, also, old lava and screened gravel comes into play where no other material is easy of access. Nor is there any fixed depth which all French roads must have. This important question is left wholly to the judgment of the man supervising the construction. The coating of broken stone is sometimes only six inches thick. Eight inches of prepared material are almost universal, between the north and Paris, and sometimes the road is as many as ten inches deep.

It is upon the attention given to the highway after the matter has been placed their work that is the original construction which has brought French roads so near to perfection. The system of road maintenance in vogue in France would, in a few years, change any road, no matter how bad it was, into a good one without any formal reconstruction.

The secret of the Frenchman's success is a good maxim that he realizes the very important fact that no matter how well a road is built it will depreciate with the lapse of time if it is not constantly watched and cared for. Eternal vigilance is its music.

There are road officers constantly on the alert and people working on the roads under special direction. Every seventy to one hundred feet along the roadside will be found one or two pails of broken stone to be used in case of repairs. This stone is broken so that it will pass through a ring about a inch ring. The road views on site will educated men, highly scientific in their attainments, and have to deal alone with the roads themselves, but bridges in all their details—masonry, drainage, and, in fact, quite a range of civil and mechanical engineering. These men give this work their undivided attention and subject the roads to constant inspection.

Most of the labor which comes under their direction is done by farmers or peasants who are working out their road tax, preferring, as they do, to do the earlier than make payments in cash. However, there is nothing perfunctory about this service. It must be of a high character and subject to the inspection and approval of a competent official. Assessments are made at the beginning of each year for the amount required for various improvements, which is more or less, according to the expected requirements. The necessary cash is secured through a vehicle tax, which amounts to one dollar a year on a two wheeled cart and two dollars a year on a four wheeled cart. When it is considered that the road tax must be worked out or paid, not alone by those who live along the roadside, but as well by others whose private road work connects with them, it is easy to see that the good taste of the majority and willing for those highways is tightly distributed.

The drainage of the roadway is quite as important as their composition. There is a grass plot about six feet wide on each side of the roadway, and a little gutter is formed by a rise in this grass space, but cut through it and to the main gutter on the side are constantly recurring small ditches. They are usually about six feet wide and are not over more than three or four inches deep. They occur about every thirty or forty feet on each side of the roadway, connect with a deep gutter on the outside of the grass plot. This main gutter is about five feet wide. The roadway itself varies from fifteen to eighteen feet in width. LOUIS H. GIBSON.

Le Fonet, Brittany.

**A Reserved Baby.**

There was in this city recently an 8 year old baby about nine months old which has seen more traveling than ordinarily falls to the lot of most older people. It was born near Chicago and has spent most of its life in the City of Mexico. Leaves to Massachusetts, thence to Portland, Me., and return, and is now living in Maynard. At that rate most of the world will be familiar ground in fifty years.—Marlboro Enterprise.

**Bill Paid After Many Years.**

A young man in the employ of Emerson Hall over a quarter of a century ago received a little bill with Dr. H. C. Newell. It slipped by when at the time and he always thought it paid until a few days ago, when he accidentally came across a bill from the house dated twenty-six years ago. He at once paid it. Such honesty is indeed novel nowadays.—N. Jersey Ct. Citizen.

Balzac's house and the grounds about it in Paris have been purchased by the Baronness Rothschild, who intends to pull down the house and add the grounds to those already occupied by her immense house on the Rue Berryer.

The new city hall of Philadelphia will be the tallest building in the universe, being nearly one Washington monument. It will be two hundred more than half feet in height, and will cover an area of four and a half acres.

## ELEVATOR FOR HANDING GRAIN.

**A Machine Devised by a Farmer Relieving Toil and Fatigue.**

With the aspect of cutting time and the men breaking time it occurred to some little uncle when coming it to market, as ingenious farmer has constructed a machine, which is described and described in Rural New Yorker substantially as follows. It is shown in perspective at Fig. 1. The element shall be six feet long, raised 2 feet but shows the floor at its upper end and sunken to a 1 foot board at its lower. The sides of this elevator are eight inches apart in sole measure, and amount to about the same in depth. A sole 3 inches in diameter is fastened to the floor, as shown in section at Fig. 2. The shaft of the lower upon which the driving pulley is fastened, extends two feet beyond the body of the elevator as I note at its outer end, and is block and bolted. The block is the foundation upon one Fig. 3. The pulley on this shaft should not be more than 12 inches in diameter.

Within the elevator, extending from one roller to the other, is a wooden floor, its upper surface on a line with the upper edge of the bolster, and each end bolted forward, but it may be closely to the roller but it should not be more to block. (A.) The lower board lift of the elevator serve yours pay to strengthen the machine, and

FIG. 1—GRAIN ELEVATOR IN PERSPECTIVE.

several openings may be cut one in to facilitate filling in the grain. The latter is eight inches wide, made of heavy canvas, turned under an inch or more of each side and stitched along the edge. Slots three inches of an inch wide and 11 inches apart are made in this belt five or six inches apart, the ends passing through the slot now sewed and through the double canvas of the edge of the belt. The slots should be nearly but not quite within the reach of the elevator, but care should be exercised to place them squarely across the belt with respect to the center of the elevator, otherwise the machine will run hard. The lower side of the elevator may be closed, allowing the grain to fall from them more readily when discharged at the upper end. The joining of the belt is made by overlapping the ends and tightly lacing together.

At the upper end of the machine the legs are continued into a pipe two feet long to give greater stability, and over the top extra a sack holder fitted to a bow and crossbars, just far enough from the floor to hold a sack properly. This end of the elevator is covered with a metal cap to prevent the grain from flying far for as it leaves the carrier. At the lower end another sheet of metal nearly touching the slots so they pass the roller serves as a pocket to catch any grain that might accidentally fall back.

FIG. 2—SECTIONS OF ELEVATOR.

To use the elevator a crank must be attached to the mill, as shown in Fig. 3. Strips of wood or metal are fastened upon the hollow, bringing the grain to suffer and discharging it through a short spout, narrow enough to enter the lower end of the elevator shaft. An inch board across the end of the elevator, fitting closely between the cheeks of C on the front of the mill, keeps the machine in position while running. To run the machine, a belt passes over the pulley and the lug shaft of the mill, in case this shaft extends outside the mill for example to permit doing so. It will be independently run with a small belt that shown in Fig. 3. You can then attach a 10 inch pulley, as in the engraving, with several spokes through the crank into the block, holding it firmly to place, and the apparatus is complete.

This are much better preserved when stored in a cellar or in a dry place, particularly, look to so they can force and spoil more readily.

The best way of preserving silver ornaments is to wrap them in silver paper and lay them in a tin box filled with dry straw rags.

A bowl of quicklime kept in a cupboard will usually absorb the moisture, if there be any.

## "German Syrup"

Croup. We have selected two or three lines from letters freshly received from parents who have given German Syrup to their children in the emergencies of Croup. You will credit these, because they come from good, substantial people, happy in finding what so many families lack—a medicine containing no evil drug, which mother can administer with confidence to her little ones in those most critical hours, safe and sure that it will carry them through.

Mr. L. Wilcox, of Mrs. Jos. W. King, Alma, Neb., gives it. Bangalore, Gallatin Co., Illinois, Oct. 7, 1890. "I have recommended your German Syrup to many people, and every one who has used it has been pleased with it. It is simply an invaluable remedy."

Fully one-half of our customers are mothers who use Boschee's German Syrup among their children. A medicine to be successful with the little folks must be a treatment for the stubborn and terrible foes of childhood, whooping cough, croup, diphtheria and the dangerous inflammations of delicate throats and lungs. ■


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Hood's Sarsaparilla

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