

# Republican Progress

Printed each Tuesday Morning, by  
WILLIAM A. GAGE, Editor and Publisher.

## News Items Solicited.

The City of Mexico is said to be one of the most delightful places in the world in which to live. Its population is now about 300,000 and the city is growing rapidly.

Arabi Bey used up a million dollars in his war. With a little prudence Arabi might have spent the summer at Niagara Falls with the money and had a good time.

At Irkutsk, Siberia, they sell milk by the block, each block having a stick frozen into it for convenience in carrying. You can get milk with a stick in it in this country, but the stick doesn't always make it easier to carry.

Although Kansas has for eleven years had a capital punishment law, nobody has been hanged except by Lynchers. Under the statute a person sentenced to death is first imprisoned a year in the penitentiary, and if, at the expiration of that time, the death warrant is signed by the Governor, the execution takes place; but otherwise the imprisonment continues.

A baggage car on the north-bound passenger train on the Louisville, New Albany & Chicago Ry. was burned Wednesday night at Cedar Lake and two persons were severely injured. In this car coffee is made over a gasoline stove. The party usually in charge of this work was off, and left it in charge of the peanut boy, who, notwithstanding how to work the thing, let it explode. The boy was badly burned about the face, and the baggage master, George Clark, in his efforts to save the boy, suffered very serious burns to both of his hands. The baggage car was burned up.

### ANOTHER ACCOUNT.

Shortly after the L. N. A. & C. train had passed the station at Cedar Lake, the gas stove in the baggage car exploded, setting fire to it. The clothes of the newsboy in the baggage car caught fire while he was attempting to suppress the flame. The express messenger also received serious injuries. The bell-rope was burned so there could be no communication had with the engineer to stay the flying train. The boy jumped from the blazing car, and finally, when the flames burst from the car, the engineer saw the trouble, and stopped the train. But before this was done the whole interior of the car was ablaze. It was filled with the passengers' baggage, express and mail matter, all of which was consumed. There were no means of extinguishing the fire on the train, and it had to be allowed to burn itself out, thus delaying the train nearly four hours.

### STILL ANOTHER ACCOUNT.

Mr. Robert Jennings, who was in charge of the mail car that burned on the L. N. A. & C. railroad, Wednesday night at Cedar Lake, had a fearful experience. When the car caught fire in the baggage room from the gasoline stove the train was running at the rate of about thirty miles an hour. Mr. J. closed the mail-room door at once and commenced gathering the registered letter packages. Mr. Clark, the baggage-master, so badly burned on his hands in his efforts to put out the fire, made his escape into the mail-room. A sheet of flame followed him, setting fire to the mail, all of which except the registered letters, were burned. Mr. Jennings was compelled to take refuge outside the car, clinging to the side until the flames forced him to drop off in the gutter and before the train was stopped. He lost his coat, vest and hat. In his vest he had \$21 in cash and a silver watch. Mr. Jennings went into Chicago in his shirt sleeves. He returned home yesterday morning. He states that he had only about five minutes' time to work after the fire started until he had to climb outside the car.

They punish people in New York now, for attempting to commit suicide—and failing. If a man makes a good job and is thorough and expeditious about it, the new law considerably exempts him.

The first victim under the new code was one Lawrence Ballard, a boatman. Ballard got on a spree, and was sent to the Toombs, where he tried to hang, but was cut down in time, and, for the last offense, was sent to the penitentiary for a year.

### Practical Road Making.

As the season for repairing and making county roads is again approaching, and companies of "road menders" will soon be on our highways, the subject is one of present importance. How to make and keep the roads good without expending a great deal of money and labor is a question that has vexed the minds of intelligent people ever since we have had roads. Legislatures have wrestled with the subject long and earnestly, with very little practical result that is apparent. Most of our roads are mended now just as they were a half century ago. The soft earth by the roadside continues to be plowed up every spring and thrown into the center by a company of shovelers, with a mixture of unbroken sods and nigger-heads. The sods and clods often lay for months before they are ground to powder by passing wheels, and then they form just the right material for creating clouds of dust when the weather is dry, or a thick, adhesive mud when the summer showers come. The boulders help to shake a fellow up when he wants to travel in a hurry. Common sense utterly condemns this system of mending roads, but it has not yet been able to bring about a general reformation. The best common roads made, of course, are made in the same way as a good turnpike, with a thick layer of hard broken stone, covered with a coating of gravel. As a matter of course it is out of the question for us to give all our thoroughfares this kind of a dressing, but the worst places may be thus improved permanently from year to year, under a scientific system of road working, and a few years will bring about a very perceptible change for the better. Instead of simply "going over" the roads for the season, with a view to making them last for the year to come, there should be a constant and watchful inspection of the same, observing where a few shovels full of earth, a cart load of stone or gravel might be used, or a ditch dug that would save a great deal of trouble afterward, or protect the public from danger of serious accidents. In short, supervisors should have an eye to the permanent improvement of roads under their control, instead of patching them up simply for present use. Where a ravine is bridged, or a low, wet place is graded, let the work be done substantially, so that the same place will not need any attention for years to come.

WILL SHY AT THE PREACHERS.—"I have de wust luck of any man I ever seed," said old Isom.

"What's the matter now?" asked the governor.

"Why, sah, my wife run away an' sprained my shoulder."

"I don't understand how your wife's running away could sprain your shoulder."

"It was dis way: Some time ago my hoss died, an' since den I has been workin' my wife ter de wagon. She's a powerful stout 'oman and could pull twice as much as de po' ole hoss. Well, deudder day while I was drivin' along we met a preacher in de road, my wife shied, turned de wagon over an' sprained my shoulder."—Arkansas Traveler.

### A Room for Bloomington.

Editor: Terre Haute Gazette:

I have been visiting a number of towns and cities with reference to locating myself and family in a place where we would have the advantage of health, educational institutions of a high order, with church and social privileges as a crowning blessing. Without saying a word in disparagement of any other, Bloomington, Ind., is the place I have chosen. This is the county seat of Monroe county, and favored with the location of the State University. The soil of the county is diversified; some of it very poor, other portions very productive. The limestone soil furnishes excellent blue grass, while springs of the finest water are found in great numbers. I was surprised at the beauty of the country, but pleased, most of all with the quiet and order that I met everywhere among the people. This is largely explained by the fact that there is not a licensed saloon in the city of Bloomington—a place with three thousand inhabitants—and I am told that there is not a regular tipping house in the county. I have not yet had time to familiarize myself with the people and the country, but so far I am delighted with it and them.

But while locating here on account of the splendid educational facilities, I still remember my old friends in Vigo, where I have been so long a citizen, and shall ever wish them health and happiness and your paper Mr. Editor, abundant success!

I have the honor to be your friend,  
W. P. SENIOR.

Bloomington, Ind.

BARNES & LEWIS have a fine collection of pictures in their gallery. Go and see them.

As the season for repairing and making county roads is again approaching, and companies of "road menders" will soon be on our highways, the subject is one of present importance. How to make and keep the roads good without expending a great deal of money and labor is a question that has vexed the minds of intelligent people ever since we have had roads. Legislatures have wrestled with the subject long and earnestly, with very little practical result that is apparent. Most of our roads are mended now just as they were a half century ago. The soft earth by the roadside continues to be plowed up every spring and thrown into the center by a company of shovelers, with a mixture of unbroken sods and nigger-heads. The sods and clods often lay for months before they are ground to powder by passing wheels, and then they form just the right material for creating clouds of dust when the weather is dry, or a thick, adhesive mud when the summer showers come. The boulders help to shake a fellow up when he wants to travel in a hurry. Common sense utterly condemns this system of mending roads, but it has not yet been able to bring about a general reformation. The best common roads made, of course, are made in the same way as a good turnpike, with a thick layer of hard broken stone, covered with a coating of gravel. As a matter of course it is out of the question for us to give all our thoroughfares this kind of a dressing, but the worst places may be thus improved permanently from year to year, under a scientific system of road working, and a few years will bring about a very perceptible change for the better. Instead of simply "going over" the roads for the season, with a view to making them last for the year to come, there should be a constant and watchful inspection of the same, observing where a few shovels full of earth, a cart load of stone or gravel might be used, or a ditch dug that would save a great deal of trouble afterward, or protect the public from danger of serious accidents. In short, supervisors should have an eye to the permanent improvement of roads under their control, instead of patching them up simply for present use. Where a ravine is bridged, or a low, wet place is graded, let the work be done substantially, so that the same place will not need any attention for years to come.

I have the honor to be your friend,  
W. P. SENIOR.

Bloomington, Ind.

BARNES & LEWIS have a fine collection of pictures in their gallery. Go and see them.

Head Light Coal Oil, 15c per gallon at the

## Bee Hive Grocery

Bloomington XXXX Flour, 65c. per sack of 25lbs. at the

## Bee Hive Grocery

Arbuckle's Coffee 15c. per pound. Other good Coffees same price, at

## BEE HIVE GROCERY STORE.

Canned Peaches, 3lb cans for 16c. at the

## BEE HIVE Grocery

All goods delivered free of charge, when bought at

## BEE HIVE Grocery, next to Postoffice.

Green Coffee only 10c. per lb., at The BEE Hive Grocery

New Lake Salt, \$1.40 per bbl. at The BEE Hive Grocery

Everybody goes to The BEE Hive Grocery for cheap groceries.

Bacon Hams 12c. per lb. at The Bee HIVE Grocery

Best English Soda, 5c. per lb. at The BEE Hive Grocery

Best American Starch, 5c. per lb. at The Bee Hive Grocery

At BEE Hive Grocery,  
New White Fish.

To the Farmers:  
The Bee Hive Grocery WANTS YOUR  
WOOL AND PRO-  
DUCE.

NEXT DOOR TO THE  
POSTOFFICE,  
Bloomington, Ind.

The Milwaukee Democrat states that some eight months ago, Mr. T. B. Mason of that city, ascertained that he had a cancer on his face, size of a pinhead. It was cut out by Dr. Wolcott, and the wound partially healed. Subsequently it grew again, and, while he was on business at Cincinnati, it attained the size of a hickory nut. He has remained there since Christmas under treatment, and is now perfectly cured.

The process is this: "A piece of sticking plaster was put over the cancer, with a circular piece cut out of the center a little larger than the cancer; so that the cancer and a small circular rim of healthy skin next to it were exposed, when a plaster, made of chloride of zinc, blood root, and wheat flour, was spread on a piece of muslin the size of this circular opening, and applied to the cancer for twenty-four hours. On removing it, the cancer will be found to be burnt into, and appear the color and hardness of an old shoe sole, and the circular rim outside of it will appear white and parboiled as if scalded by steam. The wound is now dressed and the cancer comes out in a hard lump, and the wound heals up. The plaster kills the cancer, so that it sloughs out like dead flesh and never grows again."

The remedy was discovered by Dr. Fell, of London, and has been used by him for six or eight years, with unfailing success, and not a case has been known of the reappearance of the cancer when this remedy has been applied.

The Express tells how prominent Terre Haute men made their start. Colonel Thompson started in life as an Indiana school teacher; Colonel Hudson as a carpenter; Judge John T. Scott as a harness-maker; Riley McKeen came from the farm and wrote in the Clerk's office for Charley Noble; Preston Hussey started as a clerk in the postoffice; John S. Beach as a hotel clerk; Patrick Shannon as a cooper; Mr. Marshall, William B. Warren, Mr. Nipert, Mr. Tuell, Mr. Hulman, Max Hulberg and George Brokaw as clerks in stores at small wages; Linus A. Burnett and Dr. W. P. Armstrong, and the late John O'Boyle were practical tanners; Mr. Jeffers drove an omnibus; Dan Voorhees was a plow boy on the Wabash; John E. Lamb was a butcher; Colonel Nelson wrote for years in a clerk's office; Judge Allen was a Mississippi school teacher; Dr. Swafford, Isaac N. Pierce William Mack and Sam McKeen were practical farmers; Joseph Strong commenced life as a bank boy; C. R. Peddie, J. A. Parker and W. C. Macourt were railroad engineers.

Third Ward:—Joseph Henley, Frank Wooley, Mrs. Shoemaker, Mrs. Manley, Mrs. R. C. Foster, Mrs. H. F. Perry, Mrs. Lewis Bolman, Mrs. James Showers, Miss Coffin, Miss Ells Atkins, Miss Frankie Poring, Miss Ella Fournier.

Fourth Ward:—John Graham, John B. Waldron, Mrs. W. B. Hughes, Mrs. W. A. Gage, Mrs. J. G. McPhee, Mrs. Jr., Mrs. Mulky, Mrs. Batterson, Mrs. Pittman, Mrs. H. C. Duncan, Miss Nell Brown, Miss Emma Graham.

Second Ward:—H. Friedley, Frank Wooley, Mrs. Shoemaker, Mrs. Manley, Mrs. R. C. Foster, Mrs. H. F. Perry, Mrs. Lewis Bolman, Mrs. James Showers, Miss Coffin, Miss Ells Atkins, Miss Frankie Poring, Miss Ella Fournier.

—Go to Louisville on the 21st.

The round trip will cost you but \$2. Tickets good till the 26th.

If the wall about the stove has been smoked by the stove, cover the black patches with gum shellac, and they will not strike through either paint or calcimine.

In a recent French work on the philosophy of pruning, the following rule is given: "The system is based on the fact that, as wood is formed by descending sap alone, a wound made on a tree can only become covered with healthy, new wood when its entire surface is brought into connection with the leaves by means of the layer of young and growing cells formed between the wood and the bark. To make this connection, it is necessary to prune in such a manner that no portion of the amputated or dead branch shall be left on the trunk. The cut should always be made close to and perfectly even with the outline of the trunk, without regard to the size of the wound thus made. This is the essential rule in all pruning, and on its observance the success of the operation depends."

The Glanders Plague. A special from Morris, Illinois, says the excitement in this country over the glanders poisoning is on the increase. After the visit of the State Veterinarian to Genesee township, Whiteside county, where this terrible plague first appeared, it was supposed that the disease had been wholly mastered. All horses afflicted with the dread disease were ordered to be killed and the rest quarantined. The State Board of Health also ordered a thorough disinfecting of the premises upon which the diseased horses were kept, and advised the township board of health to cut down and burn all the hitching posts in and around Coletta, the latter being a small village in close proximity with the condemned premises. It seems the above orders have not been fully complied with, as the disease claimed several victims in an adjoining township. In Carroll county, Wellington, Conway and his son have died of this dangerous and contagious malady, which causes the flesh to actually drop off the face in putrid chunks. The boy, a lad of eighteen, was the first to succumb. A very large number of people attended the funeral, no one knowing the true nature of the fatal complaint of which he died. Several persons attended him in his sickness, and as the symptoms of the disease are not always visible for some weeks after infection, those people are being closely watched.

Not less than 5,000 marks on Cincinnati houses stand as records of the deluge of the Ohio River in the third week in February, 1883. The owners and occupants point to them with pride, and it is said that a spirit of rivalry leads to frequent raising of these lines, until the historical accuracy of them all is doubted.

Resident Dentist. Dr. J. W. CRAIN.

For commencement will be found a choice line of dressgoods, Neckwear, Parasols, Fans, Hosiery, Gloves, &c., at McCalla & Co's.

THREE fine shoes have arrived at McCalla & Co's.

BARNES & LEWIS means good pictures at all times.

It seems strange to hear that the Yellow-stone country, which only a few years ago was tenanted by Indians and buffalo, is now proposing to supply the East with its surplus beef, and will have great slaughter houses erected for this purpose at various points along the North Pacific Railroad.

BARNES & LEWIS have just completed a fine set of views of our State University, and portraits of the Faculty. Call and see them.

—One thoroughly American custom is the moving onward of sundry railroad towns when a new installment of the road is built. The Montana town of Last Chance is said to have undergone this migration. The heated man of Scripture who took up his bed and walked is outdone by this community, which took up even its houses and started along. Perhaps the last resting place might be called One Chance More.

—Decoration Day. THE VARIOUS COMMITTEES. Committee on Speaker, Chaplain and reader of Roll of Honor:—Dr. McPhee, J. F. Pittman and W. F. Browning.

Committee on program:—H. J. Feltus, L. E. McKinney, Major Mulky.

Committee on Grounds:—T. E. Mathews, Henry Henly, Major Grimes, Geo. W. Reeves.

Committee on Music: T. E. Mathews, W. B. Hughes, J. A. Bower.

Committee on Finance:—Ellis Sluss, J. G. McPhee, Jr., D. W. Browning.

COMMITTEES ON FLOWERS.

First Ward:—John Graham, John B. Waldron, Mrs. W. B. Hughes, Mrs. W. A. Gage, Mrs. J. G. McPhee, Mrs. Jr., Mrs. Mulky, Mrs. Batterson, Mrs. Pittman, Mrs. H. C. Duncan, Miss Nell Brown, Miss Emma Graham.

Second Ward:—H. Friedley, Frank Wooley, Mrs. Shoemaker, Mrs. Manley, Mrs. R. C. Foster, Mrs. H. F. Perry, Mrs. Lewis Bolman, Mrs. James Showers, Miss Coffin, Miss Ells Atkins, Miss Frankie Poring, Miss Ella Fournier.

Third Ward:—Joseph Henley, Frank Wooley, Mrs. Shoemaker, Mrs. Manley, Mrs. R. C. Foster, Mrs. H. F. Perry, Mrs. Lewis Bolman, Mrs. James Showers, Miss Coffin, Miss Ells Atkins, Miss Frankie Poring, Miss Ella Fournier.

Fourth Ward:—John Graham, John B. Waldron, Mrs. W. B. Hughes, Mrs. W. A. Gage, Mrs. J. G. McPhee, Mrs. Jr., Mrs. Mulky, Mrs. Batterson, Mrs. Pittman, Mrs. H. C. Duncan, Miss Nell Brown, Miss Emma Graham.

—In a recent French work on the philosophy of pruning, the following rule is given: "The system is based on the fact that, as wood is formed by descending sap alone, a wound made on a tree can only become covered with healthy, new wood when its entire surface is brought into connection with the leaves by means of the layer of young and growing cells formed between the wood and the bark. To make this connection, it is necessary to prune in such a manner that no portion of the amputated or dead branch shall be left on the trunk. The cut should always be made close to and perfectly even with the outline of the trunk, without regard to the size of the wound thus made. This is the essential rule in all pruning, and on its observance the success of the operation depends."

The Glanders Plague. A special from Morris, Illinois, says the excitement in this country over the glanders poisoning is on the increase. After the visit of the State Veterinarian to Genesee