

Across the Continent.

FROM PRIME'S CROP BULLETIN.

I tried to give you in my April Bulletin, some little idea of the wonders, beauties, and capabilities of the great state of California; but in that article I could hardly do justice to the State and begin to tell a title of what I saw and what promises California holds out to the settler.

Neither could I tell you much about that vast empire of Texas. Coming across from San Francisco, it was a very interesting thing to watch how the laboring classes seem to be divided. Through Arizona and New Mexico, you would see nothing but Mexicans. Then again, the Chinese would largely predominate and the further South you would get, the colored race seemed to absorb everything; and as we approach the North, the white race again predominate.

There were no mixtures of races; each one working by itself. From New Orleans to Cairo, the country is more or less rough and by no means thickly settled. Corn and cotton and small fruits until we come to Tennessee and Kentucky, where we find the land of blue grass, fine stock of all kinds and more or less wheat and corn.

From Cairo to Chicago, along the Illinois Central, you have one of the finest cultivated belts of land in this country.

From Cairo North, a hundred and fifty miles, small fruit of all kinds is grown very extensively with a mixture of corn and wheat. The next two hundred miles is composed of the finest corn and grass lands of the country.

The farms are almost without exception, thoroughly under-drained and all present an appearance of thrift and prosperity. It is a very delightful ride as it gives you a great idea of the development of the state within thirty years by the means of a land grant.

The ride from Chicago to Detroit, over the Michigan Central Railway is a very delightful one. You go through probably the very best portion of the state so far as cultivation is concerned. The farms are not large but are all highly improved. There is every evidence of prosperity along the line of the Michigan Central. They have a splendid road-bed and while I did not travel on the fastest train, yet it was fast enough for all practical purposes.

We left Chicago at half past twelve and reached Detroit, at eight o'clock. I do not think I ever realized before what character, well built stone depots, give to a Railroad as I did on this journey. The moment you enter a town, and the eye rests upon a comfortable, commodious, well appointed station house, it seems to put you at rest and at ease at once with all your surroundings.

You say that the Railroad is prosperous and that the town must be doing well also; to say nothing about the comfort the traveler enjoys if he has occasion to stop long, en route. There is not much to see through Canada until you reach the Falls of Niagara. What an advertisement this is for the Michigan Central Railroad.

As they say "all trains stop at the Falls enough to give travelers an opportunity of seeing the Falls of Niagara." Although the day was cloudy and misty, nearly every passenger left the train and for five minutes took in the situation. It was very interesting to hear the odd remarks and note the effect which the Falls had upon different people. Some were absorbed and overwhelmed with the grandeur and sublimity of the sight and simply did as they ought to, held their tongue. Others looked upon the scene, in the light of a picnic or jolly good time and exclaimed, "Oh, how pretty they are?" "Aint they nice?" "I never did see anything like them before!" Of course they didn't; they never will or never can and people from every part of the world who are fond of travel and sights in nature come from every part of the world just to visit "The Falls." Few foreigners on pleasure bent, who come to this country ever miss a trip to Niagara. I had not seen the Falls for many years. The sight was just as new, just as grand, just as sublime and in fact you can sit by the hour and watch the mighty current that dashes over the rocks and Niagara, and never tire of the scene.

From Buffalo to Albany is always an interesting ride over the New York Central. I cannot tell how many times during my life I have made this journey. I ask myself the question, "What is it that makes the New York Central such an attractive road?" and I answer it by saying I suppose it is because it has four tracks. Two for freight and two for passenger traffic. I actually got tired of counting the freight trains which we passed in opposite directions and it seemed to me also that "all roads were leading to Rome." That our great Trunk Lines in the West simply gathered and collected our products and then the New York Central poured them in over their four tracks into that great metropolis, New York City.

There is no place in this country on a Railroad where it seems to me that you get such a concentrated idea of the wonderful amount of stuff that is handled by rail as you do over this route. Mohawk Valley, through which the New York Central travels, is the garden of Western New York, filled with large towns and prosperous and populous cities. I came over this route this time in order that I might enjoy that which

to me is so connected with my early days, and those who have lived before me, the Hudson River. Fortunately I had a seat on the river side and it is not necessary for me to mention the fact that the Hudson River, with its varied and lovely scenery always is and never can be anything but a continuous picture of delight to the traveler and the lover of nature.

I was only in New York a few days, I saw no evidence of decadence and in fact, great big buildings are taking the place of old ones all over the city. The city was crowded with people, all the avenues and means of rapid transit were over-crowded and to-day the great problem in New York is how to get the people in and out of the city at an early hour to their business and get them home as early in time for dinner.

The biggest sight I saw was the silver in the sub-treasury vaults of the United States Treasury Department of New York. Every four years upon the change of administration, the coin in the treasury vaults is counted. Through the courtesy of Mr. Jordan, assistant U. S. Treasury at New York, and one of his assistants who had charge of the counting of the silver, Mr. Chas. V. Henry, I was permitted to see the practical workings of a portion of the vast silver reserve over which there is so much discussion at the present time.

The silver was all held in canvas bags. Each bag contained 1,000 dollars. There is 37,000,000 dollars on hand, 1,000,000 dollars in silver weighs thirty tons, and there is eleven hundred tons in the vault. This is equal to two hundred and seventy-five carloads of grain of twenty-five tons each. This pile of metal is the silent stuff which is now making so much fuss and disturbance all over the country in financial circles.

We have no question to day, tariff not excepted, which requires so much statesmanship to know how to handle it, as does the silver question. This, however, is not the time or place to discuss it.

I am at home once more, thankful that I have been able to see so much of the country in so short a time, under such favorable circumstances, and I think I can say with truth, that I am quite well contented with the surroundings which I have tried to watch, improve and make my home for the last few years; and will probably continue to do so until the end.

CHAPTER 84.

An Ordinance Regulating the Making of Connections With the Sewerage System of Dwight.

BE IT OBTAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF DWIGHT:

SECTION 1. That application for permission to connect with the general sewerage system of the Village, or to make any alterations or extensions from connections already made, must be made on the regulation blank by the owner or owners of the property it is designed to drain, or by their duly authorized agent, and must be accompanied by a clear and exact description of the premises, and of the character and location of the drains it is proposed to put in place, together with the number and location of all water closets, sinks, bath tubs, receiving basins and other sanitary fixtures, and must be left and placed on file in the office of the Village Clerk for reference.

SECTION 2. At least twenty-four hours previous to the filing of the application, the applicant must be given at the office of the Village Clerk, during the hours when said office is open for the transaction of business, an opportunity to inspect the sewerage system, and to see the location of the sewerage system, and to see the location of the sewerage system, and to see the location of the sewerage system.

SECTION 3. No licensed drain-layer or sewer-builder shall be permitted to make any connection with the sewerage system of the Village, or to make any alterations or extensions from connections already made, until he shall have obtained a license from the Board of Trustees, and until he shall have paid to the Village Clerk the sum of \$500.00 in advance, which shall be applied to the cost of the work.

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SECTION 5. Each and every house must make direct connection with the main sewer in the street or alley. Under no circumstances will two or more houses be allowed to make such connection through one pipe, which may carry their drainage in pipes, between the houses, or adjoining property, subject to owners permission.

SECTION 6. The construction of private receiving basins outside the lot lines and in the public streets will not be permitted, except in isolated instances, where their location in the vaults beneath the sidewalk may be found to improve the sanitary surroundings of the premises, and to be of advantage. In all other cases they must be placed within the lines of the lots whose drainage they are intended to receive.

SECTION 7. Privy vaults can only be connected with the sewers through intervening receiving basins, and the outlet pipe from the vaults must not be less than three feet above their bottoms, so as to retain all solid matter, and effectually prevent any gas from the vaults from passing into the drainage pipes and into the receiving basins.

SECTION 8. Whenever it may be found necessary to make a connection between a house and the main sewer in the street where no junction piece was originally placed in the latter, the junction piece will be furnished by the Village and the same placed by a competent mason to the satisfaction of the President of the Board of Trustees.

SECTION 9. Whenever it may be found necessary to make a connection between a house and the main sewer in the street where no junction piece was originally placed in the latter, the junction piece will be furnished by the Village and the same placed by a competent mason to the satisfaction of the President of the Board of Trustees.

anything involving a deviation from the proper line of standard grade can only be decided by the Sewerage Committee.

SECTION 11. All house drains and private sewers shall be constructed in accordance with the regulations of the Village, for the purpose of affording drainage facilities to buildings abutting on streets or highways, and to public sewers have been constructed, must nevertheless be put in place strictly in accordance with these rules and regulations, except that to permit the work to be done, until the general sewerage system of the Village has been completed, the neighborhood and the proper time arrives for effecting the required connection therewith.

SECTION 12. Whenever it becomes necessary to suspend the license of a drain-layer for a palpable violation of any of these rules, regulations or specifications, such suspension will not be for a less period than thirty days, unless it can be successfully shown that the charges are false or erroneous, in which case the license will be at once restored to full exercise of all the powers and privileges conferred upon him by the license.

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SECTION 14. All house drains and private sewers shall be constructed in open trenches, and shall be excavated in the proper direction and to such width and depth as may be necessary to secure the proper alignment and fall, and to give room for the work, which latter must be vigorously prosecuted so as to cause the least possible inconvenience to the traveling public.

SECTION 15. Should gas or water mains or other pipes or drains be encountered during the progress of the excavation the same shall be carefully protected, and no work shall be done so as to interfere with the legitimate use of the sidewalks and roadways.

SECTION 16. Whenever it may be found necessary to pass through or in any wise disturb an existing house drain or private sewer, in actual use, such drainage pipe or private sewer shall not be interfered with, nor out through or connected in any way, without the written consent of the owner of the same, and the same shall be abandoned, nor through unstable or perishable material of any character, unless all such work be carefully placed upon a foundation of concrete or brick or stone masonry of such dimensions and character of construction as may be dictated by the Sewerage Committee.

SECTION 17. The standard gradient on which all house drains or private sewers shall be laid, shall be one-fourth of an inch per foot, or twenty-five inches per one hundred feet, nor shall this inclination be reduced under any circumstances from the level of the street to any point throughout the premises being drained, so far as regards all pipes intended to convey the fecal matter from the premises to the sewerage system.

SECTION 18. The ends of all house drains not to be at once closed with the interior of the sewer, or other sanitary fixtures, shall be securely closed with vitrified disks, or with brick masonry, so as to prevent the escape of any gas from the surrounding material in the area, areas, gardens, yards, etc., shall terminate in the side of a receiving basin, constructed in brick masonry, (not less than three feet in diameter and the bottom of which must not be less than three feet from the bottom of the end of the drain, or the outlet pipe.)

SECTION 19. All pipes shall be laid flat and true to grade, and on a foundation of equal stability, either natural or artificial, and the ends of each pipe shall be laid squarely and truly against the adjoining pipe, so as to present an airtight continuity and uniformity in the interior of the drain, particularly at the bottom line. The joint sockets shall be carefully caulked with putty, and the space between the latter and the sockets thoroughly flushed with mortar, and finally as the work progresses, and each length of pipe is permanently fixed in place, the interior shall be thoroughly cleaned and wiped out, and all projecting mortar or other extraneous matter removed, so that the interior area of the drain shall be left absolutely unobstructed, smooth and clean.

SECTION 20. After the foregoing work has been finished and properly inspected, the back filling shall commence without delay, and during its prosecution, and as fast as deposited in the trench, it shall be thoroughly tamped and rammed, so as to prevent any water from settling on the surface, and to prevent any water from settling on the surface, and to prevent any water from settling on the surface.

SECTION 21. All openings made in the sidewalks or roadways for the purpose of constructing house drains or private sewers shall be suitably rounded and sufficiently protected at all hours by approved and approved barriers, and signal lights shall be placed and maintained at night time, together with such additional precautions as will be deemed necessary for the absolute protection of the traveling public.

SECTION 22. In no case will mortar used in the construction of house drains, private sewers, receiving basins, or other fixtures pertaining to house drainage be made upon the sidewalks, and such mortar shall be composed of pure hydraulic cement powder and sand in equal volumes, mixed with clean water and fresh made for the work in hand, and shall be used immediately after being mixed, and shall stand upon the "mortar boards" until it has set, and the mortar boards shall be kept at a temperature, so called. Whenever the use of mortar may be necessary, it shall also be composed of pure cement and sand in equal volumes, mixed with clean water and fresh made, so as to insure its thorough penetration and effectually reach the most distant parts of the work, wherein its use may be found obligatory.

SECTION 23. All sewer pipe used shall have socket, be straight, smooth and sound, thoroughly burned, vitrified and salt glazed, absolutely free from lumps and other imperfections, and for the same hereinafter mentioned, with no appreciable variations from the specified dimensions or true cylindrical shape. All curves, and fittings shall be of the same quality, and workmanship, and in general their thickness shall be the same as that of the straight pipe, and the same shall be used in all cases where they are required. The sewer pipe shall be of standard size.

SECTION 24. The standard sizes or interior diameter of pipe for carrying house sewerage, the storm water falling upon roofs, yards, etc., in addition to the house sewerage, four inches, and any variation from this dimension can only be made upon the written permission of the Sewerage Committee, defining the special sizes to be used in the particular case under consideration, and specifying the reasons governing such authorization. The use of metallic pipes will be allowed whenever preferred, subject, however, to such restriction as to diameter, thickness, preparation and material as may be prescribed by the Board of Trustees.

SECTION 25. No charge to be made for making connection with sewer.

SECTION 26. The license sewer-builder and drain-layer be allowed thirty cents per foot for all drain tile to be laid three feet deep, and that the said sewer-builder and drain-layer be allowed eighty cents per foot for three feet deep and twenty cents per foot for each additional foot in depth for all sewer tile. The above to be the maximum price.

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