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THE FARMERS' COLLEGE.

Figures Showing that Separate Agricultural Colleges are Better and Cheaper than Agricultural Annexes.

"K" in News and Courier.

"The College question again" is the caption of an article appearing in the News and Courier of September 21, signed by "D," in which he appears to be well satisfied with his effort, and which, if not answered by the friends of a "separate agricultural college," may have the effect desired by him. But we are not disposed to allow him to have it his own way so easily. "D" is evidently no tyro in logic, and when he lays down his propositions we are disposed to give him a fair chance to say himself. He asserts that the friends of a separate agricultural college have not yet established either of the following propositions, which appear reasonable at first glance:

1st. "That the separate college is more beneficial to the farming interest of the State than the department system," and

2d. "That it is so much better as to fully compensate for the largely increased expenditure involved in its establishment and management." He adds that the public interest demands the proof of both; and we are of the opinion that he may find that he has not settled the case by any means.

Can the friends of the proposed college possibly climb over this logical wall? If not, of course we may infer that it is perfectly legitimate for the South Carolina College to continue to misappropriate the land script funds as it has done in past years. How are these propositions to be settled? By the light of experience, of course. There is no other way that I know of. In the light of experience all of "D's" logical gymnastics pass for what they are worth, and the public may decide whether the propositions be demonstrated or not.

He would crush us with figures and hurl his little "department" against the separate college in Mississippi with as much assurance as if it amounted to something. As he is so proud of his "department," we propose that he add to the wonderful work accomplished by it the work done by all of the so-called agricultural and mechanical colleges of the United States, having an "agricultural annex," as desired by him. There are twenty-nine of them for white pupils, and let us "pit" them against the work of the eight agricultural and mechanical colleges in the country, which have emancipated themselves from the thralldom of the classics or the so-called "liberal culture" which we do not care to have in agricultural college or upon the farm. That covers the whole experience of the country up to date, and is the very best standard that I know of. Taking the latest United States Educational Report from Washington, 1884-85, we find in tables IX and X the following facts: There are in all thirty-seven colleges for whites, supported in whole or in part by the land script funds. Twenty-nine of these have agricultural annexes, into which some of them also incorporate a "mechanical," "scientific" and "mining" departments, in order to make it appear large, I suppose, for they are doing mighty little work. The twenty-nine colleges received from the scrip and from special appropriations the sum of \$940,062 for 1884-5, of which about \$50,000 can be accounted for in building equipment, &c., leaving about \$890,062 for running the institutions. The average annual cost, therefore, was about \$30,684, for which they gave instruction to a total number of 683 students in the college classes, equal to an average attendance of fifty-eight to the college, and graduated in all eighteen students. The cost therefore, of running an agricultural attachment per student in attendance at the attachment is \$528.85 per annum. There are nine of these so-called agricultural and mechanical colleges with attachments that did not have a single student in their respective branches. As in the South Carolina College, the money was being wholly diverted to other purposes and the agricultural classes were not getting a single dollar of it expended in the development of agriculture or mechanics in those States. These are facts drawn from their own reports, and I believe may be relied upon.

But let us see the advantage of a separate agricultural college. These eight separate colleges received in all an appropriation of \$301,895, of which about \$100,000 was for building and equipment, leaving about \$201,895 as the annual cost of running them as above. This was an average of \$25,238 each per annum, for which they gave instruction to a total number of 1,143 students, equal to an average attendance of 142 in the college classes only, and graduated forty-five students. This amounted to a cost of about \$176.48 per annum per student in the separate colleges, as against \$528.85 per student in the annexes.

"D" is anxious to compare results, and so are we:

	Twenty-Colleges	Eight-Colleges	Advantage
Total number of students	1,083	1,143	60
Total number of graduates	15	45	30
Cost per student	\$528.85	\$176.48	\$352.37
Average attendance	58	142	84

With an average appropriation of

A WRECK ON THE AIR LINE.

An Excursion Train of Nine Cars Returning from Atlanta Run Into by a Wild Freight-Disobedience of Orders the Cause of the Catastrophe.

Special to the News and Courier.

GREENVILLE, October 20.—A frightful collision occurred this morning on the Air Line Road near Greer's Station, ten miles north of this city. Passenger train No. 51, coming from Atlanta with nine cars of excursionists returning from the Exposition, collided with a special freight train bound south, two miles from Greer's Station. Engineer Robert F. Wall, of the passenger train, and Mrs. Hampton McDowell, of Asheville, were killed, and eleven others were injured. The accident was one of the most frightful ever recorded in this section, and the most remarkable feature has been the small loss of life.

When the passenger train reached here this morning orders were handed to Conductor Marshall and Engineer Wall to run four hours and twenty minutes late. This gave the train the right of way on that schedule, and after signing up orders and taking copies, the train pulled out for its northward run, making about thirty miles an hour. Orders for No. 51 had been given to all trains on the line, and when the special freight train reached Greer's Engineer Harris and Conductor Raville were in possession of them. Had they side tracked at Greer's all would have been well, but they did not do so. It was only four miles to Taylor's Station, and they calculated that with the delayed schedule they could make that point before the passenger train. The calculation was a fraction wrong, and ten minutes after the freight train had left the station the collision occurred.

DOWN A STEEP GRADE.

The freight was running on a steep down grade and the passenger had just rounded a long curve when, like a meeting of mighty monsters in combat, the two giant locomotives crashed together. They careened with the shock and fell back, the passenger engine turning completely around and the engine of the freight careening to one side. Back of the passenger engine was the postal car, and next to it the express car. Here came the full force of the collision. The express car climbed through and half way over the mail car, making the two almost as one and scarcely distinguishable. The baggage car, which came next, was wrecked, but not telescoped. With this the shock spent itself, and back in the Pullman sleeper, at the rear of the train, it was scarcely felt.

APPEARANCE OF THE WRECK.

This was the scene that met the eyes of the passengers who crowded from the train. A mass of mangled engines and of crushed and wrecked cars was there, and it was known that human beings were among the debris. Prompt efforts were begun for the rescue. In the forward postal car were Route Agents Killian, Dykeman and Wilson, two young men riding on permits and Sheriff Glenn, of York County. When the crash came the express car crashed half through the postal car. Agent Killian, who was stricken down, found himself imprisoned among the broken timber at the top of the car. Agents Dykeman and Wilson were thrown and imprisoned by the wreck. As if by a miracle none was seriously injured, and the other three occupants of the car escaped altogether.

THE SCENE IN THE EXPRESS CAR.

In the express car with Messenger Erwin were his cousin, Mrs. Hampton McDowell, his brother, Willie, and his sisters, Mary and Nannie, and their cousin, Miss Quinn, of Washington. They had chosen to ride with him because of the crowd in the train. When the first shock passed the young ladies were in the middle of the postal car, bruised, but alive. Miss Quinn was imprisoned at the top of the car, where she had been lying.

MRS. McDOWELL TORN IN TWO.

The body of Mrs. McDowell was mangled beyond description. The clothing was torn off and the lower limbs lay bleeding on the track below, while the upper portion of the body was tangled in the upper debris of the car. It was a spectacle of surpassing horror.

THE MANGLED MESSENGER.

Express Messenger Erwin was found with his left leg broken and his right foot crushed to a jelly. His brother, Willie, was bruised, but not seriously injured.

THE DEAD ENGINEER.

Among the wreck of the passenger engine was found the dead body of Engineer Wall. He cried once to the conductor after the shock and then died. Ed Parnell, his fireman, was badly scalded about the neck and shoulders, but he will recover.

A FATED FIREMAN.

Turning to the freight engine the body of J. L. Webster, fireman, was found. His right arm was crushed, and required immediate amputation. He was otherwise painfully injured, and will probably die.

Philip Black, negro brakeman of the freight train, was on the top of a car when he saw the train coming. He fell on the car and received the shock, and is now suffering from concussion of the brain, from which he will probably die. This completed the list of casualties.

CARING FOR THE WOUNDED.

Steps were at once taken to care for the wounded. The body of Mrs. McDowell was sent on to her relatives and an inquest is to be held tonight on the body of Engineer Wall. Seven of the wounded were brought on here, where they are being cared for. Messenger Erwin's foot will require amputation. Physicians from the city and numerous volunteers have been busy all day looking to the wounded.

CRIMINAL CARELESSNESS.

There appears no doubt that the accident was due to the carelessness of the engineer and conductor of the freight train. They both disappeared immediately afterwards, and have not been seen since. The wreck has caused great excitement here, and public opinion is rapidly crystallizing in a demand for the punishment of the guilty parties.

LIST OF KILLED AND INJURED.

Mrs. Hampton McDowell, of Asheville, killed.
Robert F. Wall, of Charlotte, killed.
J. B. Irwin, of Asheville, leg broken and foot crushed.
J. L. Webster, fatally mangled.
Philip Black, colored, fatally shocked.
Ed Parnell, scalded.
James Killian, of Greenville, spine injured.
S. M. Dykeman, of Atlanta, back injured and hand wounded.
W. R. Wilson, of Atlanta, bruised.
Misses Mary and Nellie Erwin and Willie Erwin, bruised painfully.
Miss Quinn, of Washington, slightly injured.

FIREMAN WEBSTER DEAD.

STARTANBURG, October 20.—Another death from the Air Line collision occurred here at 6 o'clock this evening. He was a white fireman by the name of Webster, from Selma, Ala. A colored train hand is in a critical condition. They had the best medical attention possible. A detachment of the Morgan Rifles was on the train, but fortunately escaped injury.

THE CRIMINAL CARELESSNESS OF THE CONDUCTOR AND ENGINEER OF THE FREIGHT TRAIN.

Special to the Register.

GREENVILLE, October 21.—An inquest was held to-day at Greer's Station over the dead body of Robert F. Wall, the engineer of the passenger train who was killed in the collision yesterday morning. The inquest was held by Coroner McBee, of this county, and a jury, with William Hill as foreman.

C. F. Marshall, conductor of the passenger train, was sworn, and said that he was running from Atlanta to Charlotte by orders, with the right of track. When the collision occurred he was taking up tickets in the sixth car back from the engine, but went forward immediately and found Engineer Wall dead.

The evidence of other witnesses went to show that the freight train passed Greer's contrary to orders, and that it was wild and reckless. The verdict of the jury was that the deceased, R. F. Wall, was killed by the collision, and that the collision was occasioned by the reckless running of Conductor Reville and Engineer J. F. Harris on the special train which collided with the passenger train.

It is now clearly established that Conductor Reville and Engineer Harris jumped from the freight train before the collision, and, with the knowledge of their own recklessness, became frightened at the horrible disaster and fled. It is reported here to-night that they went to Charlotte, drew their pay and went to Salisbury, where they have been arrested.

Tampa, Florida, Asking for Money.

JACKSONVILLE, Fla., October 20.—Dr. King Wylie, president of the State Health Protection Association, telegraphed C. H. Jones, editor of the Times-Union, as follows: "The mayor of Tampa has wired me that they are in need of money in Tampa. Will you please, through the Associated Press and your columns, ask the different counties and committees to send such amounts as they can to either the mayor or the First National Bank of Tampa to be used as may be deemed expedient for all existing suffering, caring for sick and taking care of the large number of persons thrown out of employment. The suffering falls especially on the laboring class, white and black, now out of work who must be provided for."

Frost.

JACKSONVILLE, Fla., October 22.—A light frost fell here this morning. The report from Tampa is: "Twenty new cases to-day; no deaths. The disease is of a very mild type. Weather cool and favorable." Jacksonville's relief fund for Tampa's sufferers exceeds thirteen hundred dollars.

State of an Historical Document.

WORTHINGTON, Minn., Oct. 19.—Mrs. Charles Ballis of this place has just sold to George H. Treadwell, Commander of the G. A. R., of Albany, N. Y., the original ordinance of secession passed by the State of Virginia. The consideration was \$1,000.

RAILROAD CONSOLIDATION.

The Central System in Upper Carolina to be Run by the Richmond and Danville System.

Augusta Chronicle.

There are rumors in the air that the Central system in upper Carolina, embracing the Augusta and Greenville, Laurens and Spartanburg, and the Savannah Valley railroads, is soon to pass into the hands of the Richmond Terminal Company, to be worked in connection with the Richmond and Danville system.

These rumors cause no surprise. Since the purchase of the Georgia Central by a New York syndicate interested largely in the Richmond and Danville, the absorption of its lines in Carolina by the Richmond Terminal Company has been a foregone conclusion. Indeed, there are those who regard the consolidation of the Georgia Central with the Richmond and Danville as almost a certainty.

Nor are these all the changes that are destined to take place in the near future in the railroad map of the South. Indications are not wanting that railroad lines in Virginia, North and South Carolina, Georgia, Tennessee and Alabama will join under one management.

As the Western Union swallowed up all competitors, so will the Richmond Terminal in the States named.

The whispermings in the air are that the time is not far distant when the Richmond Terminal Company will control, in addition to the Richmond and Danville system, the East Tennessee and the Georgia Central systems from Washington and Richmond in the east to Knoxville, Chattanooga, Birmingham, Atlanta, Montgomery and Selma in the south and southwest, and Columbus, Macon, Augusta and other interior cities in Georgia, Virginia and the Carolinas, with Newport News, Port Royal, Savannah and Brunswick on the Atlantic.

NOTHING TO LOSE.

Abbeville Press and Banner.

The people of Abbeville will have nothing to lose by the talked of change, but the possibility of much gain is evident. For the last few years Abbeville has paid dearly for her failure to secure either the Augusta and Knoxville road or the Savannah Valley road. Besides getting none of the advantages of the new roads has felt at liberty to impose on us at will in the matter of freight charges and convenient passenger schedules, so that between the three roads we have been in a bad way.

With the Augusta and Knoxville in the hands of the owners of the Columbia and Greenville road, they will not in all probability have their schedules arranged so as to give the travelling public the most useful and vexatious delays at Greenwood or elsewhere—at least we shall hope for the better. Nothing could be worse than the present schedules by which the passenger train on the Spartanburg road leaves Greenwood half hour before the arrival of the Columbia and Greenville train.

"Christ in the Camp."

Charleston Sunday News.

The Rev. J. W. Jones, one of the "fighting parsons" of the Army of Northern Virginia, has published a work for which he had been gathering materials for more than twenty years. It was his privilege to follow the veterans of the Army of Northern Virginia as private soldier, or as a chaplain, from Harper's Ferry in '61 to Appomattox Courthouse in '65. He knew personally most of the teaching officers. He mingled freely with the private soldier in camp, on the march, in the bivouac, on the battlefield, and in the hospital. Dr. Jones, therefore, had special qualifications for his self-imposed task, which was to describe the religious side of the history of the Army of Northern Virginia.

Gordon to Meet Foraker on the Stump.

Special to the News and Courier.

ANANTA, October 21.—Governor John B. Gordon will enter the State campaign in Ohio next week, where he has consented to deliver a series of political addresses. The appeals to the Governor from prominent Ohio Democrats have been so urgent that he has finally consented to take the stump, where he proposes to answer Foraker's continued assaults on the South and to pledge the fealty of the Ex-Confederates to the General Government.

Chairman B. F. Jones' Call.

PITTSBURG, Pa., October 22.—The Chronicle-Telegraph to-day prints Chairman B. F. Jones' call for the National Republican Committee to meet at Arlington Hotel, Washington, at 10:30 a. m. December 8th, to fix the date and place of the next National Republican Convention.

A Cautious Analysis.

From The Bilt.

"I have a letter of introduction to Mr. Samuel Slump," said a stranger in a western town to a citizen. "Can you tell me if he is a man of drinking habits?" "Wall, stranger," replied the citizen, expectorating copiously, "I would go so far as to say that Sam is a hard drinker, but I reckon if you ask him to go an 'take suitin' you won't have to build a fire under him to get him started."

THE QUEER LAWS AND CUSTOMS OF THE GOOD OLD DAYS.

How the Romans Secured Wives—Why the King is Worn—Jewish Marriage Rites—The Uninvited Guests' Revenge in the Colonial Days.

Pittsburg Dispatch.

Adam would probably never have married if he had been compelled to hunt around the present Allegheny court buildings to find the little back room of the Register's office, where he would be obliged to pay his half dollar and swear to more things than he ever dreamed of before he could get a marriage license. He would certainly have been in a bad fix when he came to swear that Eve was of full age, or to produce the written consent of her father or mother. It is safe to say that he would have given it up and died an old bachelor. Yet without minister, magistrate, register or other official intervention the marriage of Adam and Eve was such that it would have stood the test of the old English common law.

From earliest times the various states of society have imposed regulations for the observance of this solemn contract. For marriage is simply a contract, except that the parties cannot now change or terminate it by mutual consent, as they can all other contracts. There is in the Royal Library of Paris a written contract made in 1297, between two persons of noble birth in Armaignac. The husband and wife were bound to each other for seven years. It was also agreed that the parties should have the right to renew the tie at the end of that time if they mutually agreed; but if not, the children were to be equally divided, and if the number should chance not to be even, they were to draw lots for the odd one.

The Roman Church alone regarded marriage as a sacrament, but all the other churches recognized it as a divine institution, and, accordingly, every denomination has provided religious services for its solemnization. So strong a hold did the church in England gain upon it that for a long time the regulation of marriage and divorce was almost exclusively under the church's jurisdiction.

Among the Romans there were three ways of obtaining a wife—by capture, sale or gift. When a Roman bought a wife, and this was the usual way, the ceremony that followed was merely gone through for the sake of having indisputable evidence of the sale. The head of the family had to give her over to the husband in the presence of witnesses, and it is from this that we now have the custom of giving away the bride. Before the period of Rome's greatness, the parties could dissolve the marriage by mutual consent. When they wished to terminate the contract, they usually went before an altar and in the presence of witnesses declared the marriage was indissoluble. The Roman husband took his wife not as her husband, but as her father. She came into his family the same almost as an adopted daughter. Originally the husband had absolute and complete control over her and her property. Even after her death she was subjected to any guardianship that he might have had appointed for her during his lifetime. But a change came in her condition, and came as changes usually come, from one extreme to another. The wife was now subject to the tutelage of guardians appointed by her own family. This tutelage gave her a very independent position as to her separate estate and person.

THE RIVAL OF THE STANDARD OIL COMPANY GOES UNDER.

CHICAGO, Oct. 22.—A special from Detroit says: The managers of the Alpha Oil Company, the young rival of the Standard Oil monopoly, have made an assignment. Its capital, with that of branch institutions, was \$6,000,000. Its leading spirits are the most prominent men of Detroit and Michigan, with a sprinkling of Cleveland millionaires. Judge Isaac Marston is secretary and treasurer of the International Oil company, which has the same patents as the Alpha, American branch of the organization. He says the International company is not affected by the troubles of the Alpha company and that the latter concern will be reorganized and continued. Money had been so lavishly spent that the supply gave out. The wages of the workmen were not paid and law suits were commenced, representing the claims of the laboring men. The company deeded its property to Mr. Hall for \$100,000, and Hall assigned it to Mayor Thurber, of Marquette.

According to the receipts this leaves Thurber as the practical owner. The outcome will be a matter of great financial moment in Detroit and Michigan. The company has constructed a pipe line to the Canadian oil fields, built immense machine shops and started a bank to conduct its finances.

When Greek Meets Greek.

Edgfield Monitor.

Young Henry Rauch, the oldest son of our honored friend Mr. J. C. H. Rauch, of Wyse's Ferry, has returned to Newberry College. We mention him particularly because at the closing exercises of the college in June last, he took the gold medal for proficiency in Greek. We have not quite forgotten our school days; and we know that he who takes a medal for proficiency in Greek, achieves a great feat.

THE LEVIRATE, IT EXTENDED TO THE WESTERN COUNTIES.

This, however, did not gain much foothold among the Hebrews. Polygamy was simply polygamy reversed. According to it the woman was the head of the house, and might have as many legal husbands at one time as she pleased. Her children bore her name, and recognized her as head of the house.

Some of the customs attending a Hebrew marriage were peculiar. The bridegroom dressed himself in the most gorgeous style he could command. He next performed himself with frankincense and myrrh. Then he went forth covered with garlands, or, if he were rich, he would wear a circlet of gold and ride a gayly caparisoned horse. He was attended to the bride's house by his groomsmen, musicians, singers and torch bearers. The marriage was always celebrated at night, and the bridesmaids were provided with lamps to meet the bridegroom when he came. On his arrival, he found the bride, bridesmaids and company awaiting him. As soon as the actual ceremony was over, the entire party returned to the bridegroom's house with great rejoicing. When they reached the house, they partook of the wedding feast. The festivities usually lasted during fourteen days. The groom not only furnished the feast, but the robes of those who took part in the ceremony.

Pioneer marriages in this country, not a century ago, had some resemblance to a Hebrew wedding. In those days the marriage was the cause of great excitement, and the whole neighborhood was usually invited. As the houses of the bride and groom were generally far apart, the groom started early in the morning on a horse as highly caparisoned as the times would allow. He was attended by his groomsmen. The marriage generally took place before noon to enable the whole party to return to the groom's home before dark. The home journey was not always without incident. If any persons were not invited to attend they were not at all backward about felling trees in the road, piling up all kinds of hindrances and firing off guns to scare the horses. Severe injuries were thus frequently caused, but bravely borne. When the party were within a few miles of the house a bottle race was arranged. Two persons were chosen for this dangerous ride. The most impassable road was selected, and the riders started for the house. Pell mell they went over all kinds of obstacles, and when the fortunate one reached the house he was handed the much-prized black Betty, as the whiskey bottle was then called. He then returned to the party, and after giving the bride a drink, he put the bottle in his jacket for future reference. When the house was reached a feast was ready for the party, who were usually hungry after the long ride. The festivities were kept up all night, till broad daylight, when the feast ended.

The ring which is now so commonly used at marriage ceremonies was originally, in England, made of iron adorned with adamant. Being hard, it was supposed to signify the endurance and perpetuity of the contract. The eminent Swainburn speaks about this ring. "Howbeit," he said, "it skillett not at this day of what metal the ring may be made of the form of it being round and without end doth import that their love should circulate and flow continually. The finger on which the ring is to be worn is the fourth finger of the left hand, next unto the little finger, because there was supposed a vein of blood to pass from thence unto the heart."

Before this change came, and even afterward, there was exercised among the Romans complete tyranny by the head of the family over his relations which were members of his family. As head of the family the eldest male was always the head. He had power not only over his relatives, but all persons connected with his household and his children's households. While the father lived his son was subject to him, although the son might be 40 years old and have a large family of his own. The grandchildren were subject to the grandfather the same as their own father. The family was then regarded much as we now regard the individual. If a member committed a crime the whole family was held responsible, and it was perfectly lawful for the injured family to get revenge or satisfaction even if it were necessary to exterminate the whole offending family. This was carried to such an extent that sometimes whole families were destroyed.

The blood feud, and it was well named, descended from father to son. It was to the Roman in effect, what the inherited curse was to the Greek. The feud was kept up not so much for the sake of punishment as to prevent the supposed liability of the offending family to commit fresh offenses. With all their peculiar customs in regard to the family, it must be said to their credit that they never to any extent practiced polygamy.

If the Romans did not countenance polygamy, the Hebrews did; and they had a more peculiar custom. There was a law among them called the Levirate, which means brother-in-law, and according to this law, at the death of the husband, the next oldest unmarried brother-in-law of the widow married her if there were no children. In this way the wife of the eldest brother might, in the course of time, have been the wife of all the brothers. This custom afterward extended to many of the western nations, but the marriage took place whether there were any children or not. There was another kind of marriage called polygamy, and, like

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the Levirate, it extended to the western countries. This, however, did not gain much foothold among the Hebrews. Polygamy was simply polygamy reversed. According to it the woman was the head of the house, and might have as many legal husbands at one time as she pleased. Her children bore her name, and recognized her as head of the house.

Some of the customs attending a Hebrew marriage were peculiar. The bridegroom dressed himself in the most gorgeous style he could command. He next performed himself with frankincense and myrrh. Then he went forth covered with garlands, or, if he were rich, he would wear a circlet of gold and ride a gayly caparisoned horse. He was attended to the bride's house by his groomsmen, musicians, singers and torch bearers. The marriage was always celebrated at night, and the bridesmaids were provided with lamps to meet the bridegroom when he came. On his arrival, he found the bride, bridesmaids and company awaiting him. As soon as the actual ceremony was over, the entire party returned to the bridegroom's house with great rejoicing. When they reached the house, they partook of the wedding feast. The festivities usually lasted during fourteen days. The groom not only furnished the feast, but the robes of those who took part in the ceremony.

Pioneer marriages in this country, not a century ago, had some resemblance to a Hebrew wedding. In those days the marriage was the cause of great excitement, and the whole neighborhood was usually invited. As the houses of the bride and groom were generally far apart, the groom started early in the morning on a horse as highly caparisoned as the times would allow. He was attended by his groomsmen. The marriage generally took place before noon to enable the whole party to return to the groom's home before dark. The home journey was not always without incident. If any persons were not invited to attend they were not at all backward about felling trees in the road, piling up all kinds of hindrances and firing off guns to scare the horses. Severe injuries were thus frequently caused, but bravely borne. When the party were within a few miles of the house a bottle race was arranged. Two persons were chosen for this dangerous ride. The most impassable road was selected, and the riders started for the house. Pell mell they went over all kinds of obstacles, and when the fortunate one reached the house he was handed the much-prized black Betty, as the whiskey bottle was then called. He then returned to the party, and after giving the bride a drink, he put the bottle in his jacket for future reference. When the house was reached a feast was ready for the party, who were usually hungry after the long ride. The festivities were kept up all night, till broad daylight, when the feast ended.

The ring which is now so commonly used at marriage ceremonies was originally, in England, made of iron adorned with adamant. Being hard, it was supposed to signify the endurance and perpetuity of the contract. The eminent Swainburn speaks about this ring. "Howbeit," he said, "it skillett not at this day of what metal the ring may be made of the form of it being round and without end doth import that their love should circulate and flow continually. The finger on which the ring is to be worn is the fourth finger of the left hand, next unto the little finger, because there was supposed a vein of blood to pass from thence unto the heart."

Before this change came, and even afterward, there was exercised among the Romans complete tyranny by the head of the family over his relations which were members of his family. As head of the family the eldest male was always the head. He had power not only over his relatives, but all persons connected with his household and his children's households. While the father lived his son was subject to him, although the son might be 40 years old and have a large family of his own. The grandchildren were subject to the grandfather the same as their own father. The family was then regarded much as we now regard the individual. If a member committed a crime the whole family was held responsible, and it was perfectly lawful for the injured family to get revenge or satisfaction even if it were necessary to exterminate the whole offending family. This was carried to such an extent that sometimes whole families were destroyed.