

CHIEF MISERY MAKER.

Whisky Has No Equal as a Contributor to Human Woe. When Dr. Thomas J. Hillis asserts that whisky contains all the constituent elements of food, he probably speaks from medical knowledge. But when he states that whisky makes hundreds merry for every ten it makes miserable he knows not whereof he talks. One drunkard may feel exceedingly merry, but he is sure to make everybody within his sphere of influence miserable. Where there is deep and consistent drinking there can be no happiness. Mr. Hillis seems to think that all drunkards are hereditary drunkards and that they drink because they are unable to abstain from it. Generally speaking, we are an intemperate nation, but the intemperance of 10 men in 20 is not hereditary. It is acquired. There are men who achieve drunkenness deliberately and periodically. Others have drunkenness thrust upon them. The periodical drunkard is a prey to circumstances. If he happens to be a rich man, either joy or sorrow will arrange him at the bar. If he is a laboring man, he gets drunk on pay days, because the task of earning his money is over, and he seeks the relaxation which on penniless days he is unable to purchase. But, whether a man be a periodical or a habitual drunkard, he is sure to cause misery. Dr. Hillis inveighs against ministers and ultra temperate physicians who "assemble in a floral blockhouse, deaf to the bugle of common sense." The excessive use of whisky has nothing to do with common sense. As a medicine it is a fine thing for snake bites. As a merriment producer it is a failure throughout the world. As a misery maker it is perfection.—New York Evening Journal.

EUROPE'S DRINKERS.

England Consumes Most Beer, While Germany Leads in Spirits. From the statistics of the board of trade the following information may be derived with regard to the beverages consumed in three of the principal European countries—France, Germany, England. A Frenchman drinks annually 141 bottles of wine, 30 bottles of beer and 11 bottles of spirits; a German, 9 bottles of wine, 141 bottles of beer and 12 bottles of spirits; an Englishman, 2 bottles of wine, 173 bottles of beer and 6 bottles of spirits (six bottles, an imperial gallon). These figures show that, although the consumption of wine in France is 141 bottles per head of population, or 1,000,000,000 gallons altogether, in England it amounts to only 2 bottles per head, or a total of but 16,000,000 gallons, while in Germany the consumption is 14 bottles per head, or an aggregate of 78,000,000 gallons. In other words, for every bottle consumed by an Englishman a German drinks 4 1/2 and a Frenchman 7 1/2 bottles of wine. It need not be assumed that the quantity of wine consumed in the United Kingdom will ever seriously affect our reputation as a beer drinking nation; but, although our mode of living more nearly approaches that of the continent year by year, it does seem curious that even the German, who, with a similar climate, drinks twice as much spirit and three-fourths as much beer, also consumes over four times as much wine as the Englishman.—London Times.

A VITAL QUESTION.

Drunkenness is a Great and Over-shadowing Evil. There is today in the English speaking countries no such tremendous, far-reaching, vital question as that of drunkenness. In its implications and effects it overshadows all else. It lies at the center of all social and political mischief. It paralyzes energies in every direction. It baffles penal reform. It obstructs political reform. It rears aloft a mass of evil inspired power, which at every salient point threatens social and national advance, which gives to ignorance and vice a greater potency than intelligence and virtue can command, which deprives the poor of the advantages of modern progress which debauches and degrades millions, brutalizing and soddening them below the planes of healthy savagery and filling the centers of population with creatures whose condition almost excuses the immorality which renders them dangerous to their generation. Can any political organization be said to represent the best aspirations and the strongest needs of the people while this abiding source of misery, crime and poverty is allowed to spread and flourish?—New York Tribune.

Two Ladies of Fashion Meet.

A family living in a North Side flat welcomed a new housemaid last week. The girl had just come from Michigan, and her appearance was prepossessing. Soon after her advent it was discovered that she was inclined to treat the family with a patronizing air. "Mary, you must do better, or I shall have to find some one to take your place," the mistress remarked the other morning. "I don't allow any one to speak to me that way," replied Mary, with a toss of her head. "I'm just as good as you are, and I want you to know it." Mary bounced out of the room and returned in two minutes with the weekly paper from her town. Among the social items was the following: "Miss Mary Hanson has gone to Chicago to spend the winter. Miss Hanson is an acknowledged belle in the leading circles of Sawdust Creek." Mary waited until her employer had had time to read the "personal," and then she said with withering scorn: "As I have always been accustomed to going with the best in my town and as I don't believe you ever have your

name on the society page of the Sunday papers I guess I can't afford to stay with you." The North Side woman declared the domestic incident closed.—Chicago Inter Ocean. Unique Why of Identification. The Sauterter happened to be in a prominent bank, where he saw an identification effected in the most unique way yet heard of. A young railroad man came hurrying in with a check to cash. He was not known in the bank except by one man, and he, of course, was out. "Well, here's my railroad pass," said he, producing the transportation card made out in his name. "Will this do?" The cashier took it and compared the indorsement on the back with the writing on the pass. "That won't do you any good," said the owner. "All our passes are made out before we get them." "I guess it's all right," said the cashier hesitatingly. "Haven't you something else?" "Well," was the answer after a moment's thought, "I've got an itemized dentist's bill in my pocket, and you can compare it with the fillings in my teeth," and he displayed the latter in a broad grin, which secured for him the money.—Philadelphia Inquirer.

Made His Bed. On returning from the barn early one morning the old man found his wife in tears. "Whincher cryin' about, Melliss?" he inquired. "Nother—one uv our darters—was stole las' night," she sobbed. "The redheaded un?" he asked laconically. "Yes—pore Mag—she was the best gal." "Bob Scuttles?" "Uv course. Hasn't been no other feller waitin' on her. Ain't you goin' to pursue after 'em an arrest 'im?" "Uv course not," he replied sternly. "I'm not under obligations to 'help' Bob Scuttles out uv no difficulty. Let him go ahead and work out his sentence, same's I've been a-doin' fur the las' 40 year."—New York Truth.

A "Knock-turn." When J. A. MacNeill Whistler lived in Chelsea, his peculiarities soon made him a familiar figure even among the bargemen, who got to know him as the artist of their beloved Thames. One afternoon, while sauntering along the embankment, Whistler was confronted by a man who had one eye most effectively blackened. The artist stopped and inquired, "What's the matter, my good fellow?" The man touched his hat. "Oh, nothing, sir—merely a knock-turn in blue and green!"—San Francisco Wave.

A Long Way Afterthought. "That was a pleasing afterthought of yours," remarked the old preacher who had listened to a sermon by one of his youngest brethren, "when you drew upon the analogies of nature to prove the immortality of the soul." "An afterthought?" said the younger clergyman in some surprise. "Yes. You thought of it about 2,400 years after Socrates."—Chicago Tribune.

Africans and the Locomotive. The children of the desert were filled with awe when first the silence of the primeval solitude was broken by the puffing of the steam engine. Down at the other end of the Cape to Cairo line the simple Matabele, when first confronted by a locomotive, were certain that the strange machine was worked by the labor of an indefinite number of oxen, which they assumed were shut up inside; hence, when the engine stopped, they gathered in curious crowds, waiting to see the door open and the oxen come out, nor could they for many days be persuaded that the power of the locomotive could come from other than the strength of the ox.

The Arabs of the Sudan, more imaginative than the Matabele, saw in the fire horses of the railway one of the Djinns of the "Arabian Nights," harnessed by the magic of the infidel to the long train of cars. The steam engine was to them a living, sentient being. Of which belief there is curious evidence in the fact that on one occasion a sheik made an impassioned remonstrance against the cruelty of making so small an engine draw so huge a train.—Windsor Magazine.

James Whitcomb Riley's Joke. James Whitcomb Riley and Nye were playing practical jokes. I remember when we were riding together in the smoking compartment between Columbus and Cincinnati. Mr. Nye was a great smoker, and Mr. Riley did not dislike tobacco. An old farmer came over to Mr. Nye and said: "Are you Mr. Riley? I heard you was on the train." "No, I am not Mr. Riley. He is over there." "I knew his father, and I would like to speak with him." "Oh, speak with him, yea. But he is deaf, and you want to speak loud." So the farmer went over to him and said in a loud voice: "Is this Mr. Riley?" "Er—what?" "Is this Mr. Riley?" "What did you say?" "Is this Mr. Riley?" "Riley, yea." "I knew your father." "No other." "I knew your father." "What?" "I knew your father." "Oh, so did I!" And in a few moments the farmer heard him talking in an ordinary tone of voice. Saturday Evening Post.

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*Daily. *Daily Ex. Sunday. Nos. 403 and 402.—"The Atlanta Special," Solid Vestibuled Train of Pullman Sleepers and Coaches between Washington and Atlanta, also Pullman Sleepers between Portsmouth and Charlotte, N. C.

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- Officers for '98-'99: Moderator—Rev. W. A. Byrd, Newbern, N. C.; Stated Clerk—Rev. D. J. Sanders, Charlotte, N. C.; Secretary—Rev. A. M. Caldwell, Greensboro, Ga.

STATISTICS APRIL 1, 1898. Ministers 93, Teachers 83, Churches 161, Communicants 8,484, Sabbath School Scholars 9,455, Parochial Schools 10, No. of Pupils in Parochial Schools 819, Higher and Chartered Schools 1,609.

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STATISTICS APRIL 1, 1898. Ministers 111, Licentiate 4, Teachers 76, Churches 169, Communicants 10,963, Sabbath School Scholars 11,852, Parochial Schools 99, No. of Pupils in Parochial Schools 1,992, No. of Students in the Chartered and Higher Schools 1,704.

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Southern Railway.

IN EFFECT JULY 1st. This condensed schedule is published for information, and is subject to change without notice to the public. Trains leave Charlotte, N. C. 8:15 a. m.—No. 8, daily. Monday connects at Greensboro with Goldsboro, Morehead and City, also Winston.

4:30 p. m.—No. 78, daily, except on freight and passenger for local stations.

10:15 p. m.—No. 35, daily, except on freight and passenger for local stations.

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