

1896 JUNE 1896

Calendar for June 1896 showing days of the week and dates.

MOON'S PHASES.

Table of moon phases including Third Quarter, New Moon, and First Quarter.

LAI D A SOLDIER'S GHOST.

A Slender Thread Unraveled the Mystery of Clanking Chains.

I was a young and timid girl, but a few months married, when my husband, a marine officer, was ordered to the marine barracks at Boston.

One gloomy evening toward bedtime my husband had to visit the sentinels, and I, being left alone, went to my bureau to prepare for retiring.

Again I moved and began my preparations for the night. A rumbling, rattling sound again met my ear and made my heart almost cease to beat in my terror.

Louder, more prolonged, the rattling seemed to follow me as I rushed for the door, which, to my joy, at that moment opened, and I fell into my husband's arms, almost fainting.

"The chain the soldier drags!" I cried. "I have heard it in this room."

"Nonsense," said my lord and master. "You have become alarmed at being alone and imagined your terrors."

But as I withdrew from his arms the same fearful sound, distinct and within the room, was heard by us both.

"Sit still, my dear, and let me fathom this mystery," said my husband, placing me in an easy chair. He looked puzzled and no longer smiled at my fears.

"Do not leave me," I cried and clung closely to his arm.

"Only to search the room and dispel your dread," he answered. So, tenderly displacing my hands, he walked across to a divan and examined underneath and behind its drapery.

"This is strange surely and must be sifted to the bottom," continued my husband, now almost as excited as I was. "But I must free my foot of this string which has caught my ankle ere I look farther."

Needless to say I also laid him, and after a good laugh slept the sleep of the untroubled. Having unraveled the mystery, given you the thread of the story and my hairbreadth escape, I bid you farewell.—Washington Post.

Millinery at M. T. Ycung's at half price.

HARSH MANAGERS.

It Seems to Be the Custom to Humor Nagging, Profane Bosses.

"The way some men are managed is queer sometimes," the manager of a big concern remarked to an acquaintance who had dropped into the office. "I have never had any difficulty in managing men and getting the proper amount of work out of them, and I think I have some executive ability, but I doubt whether I could manage a gang of workmen on the river front, and I think that if I were a workman I would not be managed as I have seen men managed. I happened to be near one of the drydocks during the shifting of an old propeller from the deck to the shore.

It wasn't what any one would call an expert job, but if you had seen and heard the foreman of the gang of workmen you would have thought that he was moving a battleship.

"Finally they moved the mass of iron to the ends of the planks and began to pull it up the incline. The foreman acted as if he were in hot water all the time, and it was a wonder that he didn't fall overboard. Some of the men went ashore and hauled on the tackle, and two of them attended to the rollers. The thing was heavy, and it had to be moved slowly. 'Pull, there! What the hell you doing? Going to sleep? Hold on! Now! Pull! Once more! Hold on! What's the matter with you? Hold fast, I say! Here, you, shift that roller! Not that way! Gimme that! Now! Easy! Once more!' I have left out the cuss words, but perhaps you have some notion of how he went on. I watched the men to see how they took that kind of treatment. Not one of them said a word during the half hour that I stood there. They were not foreigners, and they were not stupid. In fact, I thought any one of them was the equal of the foreman in intelligence and knowledge of his trade. They were inclined to be sullen, I thought, no matter how many times he swore at them and nagged them."—New York Herald.

His Unprofessional Advice.

Two or three lawyers were discussing the tricks of their trade. "A big, burly fellow from the Michigan pine forests came into my office," said one of them, "and told a very mean story about a rich man here in town who was trying to cheat him out of \$2,000 or \$3,000 and who had managed to get a pretty tight clutch on the money. The backwoodsman looked and talked like an honest man, and the old

misers' reputation was mean enough to match the story, so I felt inclined to believe it. When he had finished, I looked him up and down from head to foot. He asked me what I was looking him over for. 'Well,' said I, 'I was thinking that if I were over 6 feet tall and as powerful a man as you I wouldn't hire a lawyer to help me get that money.' The man's excited face smoothed out into blank astonishment. 'What do you mean?' he said. I answered: 'I mean just what I say. You are sure, are you, that he has that money in his office?' 'He had it there last night.' 'Well, you don't need a lawyer.'

"The man turned on his heel and left without another word. In a day or two he sent me a check for \$50 and his thanks for my advice."—Chicago Times-Herald.

He Was Unfortunate.

"Ah, that was a sad case!" "What?" "Why, poor Bilkins got in a tight place and defaulted for nearly \$200,000. Very sad; very sad. I wonder if they won't be able to compromise the case in some way?" "By the way, what was done with that fellow who stole a bucket of coal from your woodshed?" "Oh, the thief went to the penitentiary. I prosecuted the case right up to the end. There should be no sympathy with thieves."—Chicago Post.

Why They Preach.

The distinction between a good preacher and a bad preacher has not changed much since Archbishop Whately declared that "a good preacher preached because he had something to say and a bad preacher because he had to say something."—Chicago Standard.

Rotating Shafts.

Some of the results arrived at by tests made by the government authorities at the arsenal in Watertown, Mass., may be regarded as of special importance in relation to the endurance of rotating shafts. Thus, while it has been found that great improvements in tensile strength and elastic limit have been obtained, it has not been shown whether the limit of endurance under repeated strains has been increased. In the rotating tests of cylindrical shafts alternate tensile and compressive strains are successfully applied, and under these conditions of loading no steel has yet been experimented with which will endure a fiber stress of 40,000 per square inch without rupturing, and this result has been reached after a total number of repetitions of from 4,000,000 to 7,000,000 for steel of high elastic limit and tensile strength.—New York Sun.

Two Epochs.

In the Honeymoon—Let me sit by you, darling, while you pour the tea. I love to watch your white hands toying with the cups. Next Season—What does the maid mean by not putting another leaf in the table? We might as well be sitting in each other's laps, etc.—Detroit Free Press.

Trifling With Science.

"What made that X rays lecturer so mad?" "Somebody worked him with a piece of boneless codfish."—Chicago Record.

Cape Fear and Yadkin Valley Ry.

JOHN GILL, Receiver.

CONDENSED SCHEDULE In effect Dec. 8, 1896.

Table showing train schedules for Cape Fear and Yadkin Valley Ry. NORTH BOUND, No 2 DAILY.

Table showing train schedules for Cape Fear and Yadkin Valley Ry. SOUTH BOUND, No 1 DAILY.

Table showing train schedules for Cape Fear and Yadkin Valley Ry. NORTH BOUND, No 4 DAILY.

Table showing train schedules for Cape Fear and Yadkin Valley Ry. SOUTH BOUND, No 3 DAILY.

Table showing train schedules for Cape Fear and Yadkin Valley Ry. NORTH BOUND, No 16 MIXED DAILY except Sunday.

Table showing train schedules for Cape Fear and Yadkin Valley Ry. SOUTH BOUND, No 15 MIXED Daily except Sunday.

NORTH BOUND CONNECTIONS AT Fayetteville with Atlantic Coast Line for all points North and East at Sanford with the Seaboard Air Line, at Greensboro with the Southern Railway Company, at Walnut Cove with the Norfolk & Western Railroad for Winston-Salem.

SOUTH BOUND CONNECTIONS AT Walnut Cove with the Norfolk & Western Railroad for Roanoke and points North and West, at Greensboro with the Southern Railway Company for Raleigh, Richmond and all points North and East, at Fayetteville with the Atlantic Coast Line for all points South, at Maxton with Seaboard Air Line for Charlotte, Atlanta and all points South and Southwest.

J. W. FRY, Gen'l Manager. W. E. KYLE, Gen'l Pass. Agent.

ATLANTIC COAST LINE

WILMINGTON AND WELDON RAILROAD AND BRANCHES AND FLORENCE RAILROAD.

Table showing train schedules for Atlantic Coast Line. TRAIN GOING SOUTH.

Table showing train schedules for Atlantic Coast Line. TRAINS GOING SOUTH.

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S. A. L. Seaboard Air Line.

Route of the Famous "ATLANTA SPECIAL" Between New York, Washington, Norfolk & Atlanta, New Orleans, Southwest.

Also the S. A. L. EXPRESS. Schedule in Effect April 5th, 1896.

Large table showing train schedules for S. A. L. EXPRESS with columns for SOUTHBOUND, NORTHBOUND, and various stations.

No 403, "The Atlanta Special," Solid Pullman Vestibule Limited Train. No 404, "The Atlanta Special," Solid Pullman Vestibule Limited Train. No 405, "The Atlanta Special," Solid Pullman Vestibule Limited Train.

IMMEDIATE CONNECTIONS. At Atlanta—For Montgomery, Mobile, New Orleans, Texas, Mexico, California, Macon, Pensacola, Selma and Florida. At Portsmouth—With Bay Line, coastwise steamers, Washington steamers and "Cape Charles Route," to and from all points North and East.

Advertisement for Advance Publishing Company featuring the text 'We Have Opened Up.' and an illustration of a man and a woman.