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A BELLE IN TEARS.

SWINTON'S LAST TRIP.

Railroad accidents are often caused by disregard or disobedience of orders, and the loss of life and damage to property are sometimes fearful. When much disasters may result from carelessness it is not alrange to find rules and regulations to guide those employed in the train service as rigid as those employed in efficient military forces.

Operating a single track Tallroad, and particularly one over which the traffic is frequent, requires great skill and long experience on the part of trainmen, as well as on the part of the train dispatchers.

The train dispatchers regulate the

trainmen, as well as on the part of the train dispatchers.

The train dispatchers regulate the movements of all trains from the general or head office by means of special telegraph wives to the various stations along the line. The head office is in communication with every train running over the road; but so long as a train is moving upon its regular schedule time it does not require any special order to govern it.

Only in time of an accident, perhaps, or for some unusual cause, or in the case of erres trains, which, not being down on the printed time table, are called wild trains, are the good Judgment and ingenuity of a train dispatcher brought into full play. To avoid collisions under such circumstances it is necessary to laste explicit orders and to have them positively obeyed.

nd best engineers on a certain road. Is had been in the certics for years;

humor, and was altogether careful and trustwosthy.

John might have had this "run" still if it had not been for an accident which so spart his nerves that he became unfut for the regular service, and was put on the "ertra list." He ran specials when the president went over the road, or some other dignitary had occasion to travel in that way, when haste was especially accessary, and was always called upon to run the pay car on its regular monthly trips. He had a way of blowing his whistle so that one might easily imagine that it meant more than "Look out for us." He could sound it for the arcestings or blow for a station with a musical thrill and finish that was yearly pleasing.

out he was arged to do thus by the mymmater for particular reserve. The

nd he did not tose any wages by it.

It was said by some of John's friends but his had a presentiment that some biller was going to happen on that day, as winter, when he can the pay on at of the main station for the last time. It had been snowing and blowing the great fairy for some hours, and here was every indication of severy eather. The snowplows had been at in order and were already at work a some divisions where the storm was sreast. It looked as if there would a pleaty of work and worry for the impulations from "stalled" trains, "tead" angines and a general disarrangement of the regular schedule.

Engine 9, with the pay car, had or easy to "run with to Mincola and resort." Mincola is a junction and a stay place, even in winter. A branch direct training through a farming discont terminates there, and some fifteen a twenty trains a day run over it, r twenty trains a day run over it, asking connection with the trains on the main line, most of which stop.

One ordinarily finds there two or three freight crews, who lie over waiting for connections.

mg for connections.

When John Swinton, after a hard truggle with the elements, pulled up thougaide the station and ordered his freman to give Engine Pa drink from he water tank, there was a scene of reat confusion. Passenger train 15, roing east, was snow bound. West bund freight No. 2 was in a drift two niles east of the station, and there was report that the branch road was liked in full of snow where the cuts were the deepest.

Four or five extra engines, steaming and blowing, were awaiting orders on the siding, and the platform and station were crowded with passengers and rain men waiting for something to be lone.

A report came after a time that a snowplow was working west, down the branch, and that the road was likely to be cleer by afternoon.

It was the custom to pay off employees engaged on that division first before going cast over the unin line, so the pay car stood awaiting orders to proceed.

A gang of men were busily at work digging out freight train No. 2, and it was expected that the main line would also be clear before evening. Snow was no longer failing, but the wind blew with much force. The wintry sky foreboded continued cold weather and a blustering night.

The day were on. The snow bound passengers had grown tired of saking questions as to what were the prospects

questions as to what were the prospects of raising the blockade, and had distributed themselves among the neighboring reclaurants in quest of something to eat. The newsboys had long since cold out their supply of peanuts and candles, so that edibles from that source were no longer to be obtained.

Engines were blowing off steam, the cirill winter wind whiatled about the cars, and the weird gloom of a short day drawing to a close had settled down.

that either train could take a side track.

It is impossible to describe the terrible feelings of that operator; nor does any one wonder that the dispatcher's hair turned white that night. The two trains were now approaching each other under full beadway on a single track.

It was fark, the line was full of curves and dangerous embankments and there could be but one result.

The pay car had already passed the next station, and it was beyond human possibility to remedy the awful mistake. The only hope left was that the angineers of the two trains might by chance see their danger in thise on some straight stretch of track. But that was only a mere possibility.

Did John say to himself he was right after all, when, looking ahead into the darkness, he thought he distinguished the glimmer of a distant headlight? At any rate he was haif disposed to shut off and ease down a bit.

He consulted his original order once more by the dim light in the cab, looked out again, saw nothing, and changed his mind. He glanced at his watch, turned on the inspirator to let more water into the boiler, looked at his steam gauge and opened it up a notch or two instead.

It was not Engine 9's fault if she didn't exceed regulation speed they and

It was not Engine 9's fault if she didn't exceed regulation speed then and plunge through the snow and darkness to destruction.

to destruction.
Suddenly a glare, an awful crash, a fearful plonge, the noise of escaping steam, a few stifled cries—and it was all over. The trains had met on a sharp curve against the hopes and prayers of those now responsible for the calamity.

They found John's body in the wreek badly mangled. His hand still held the throttle. He had gone down to death with his engine. His fireman escaped with a broken leg by jumping, but both engines were completely wrecked.

wrecked.

The pay car was thrown from the track violently and was hadly smashed. It seemed a miracle that its occupants were saved. They were fortunate enough to escape with a few bruises.

Poor John! He died a hero, and there was no one on the road who could quite fill his place.—Benjamin Norton in Youth's Companion.

The Chinaman's Blue Blones.

One Chestnut street firm sells all the peculiar blue material worn by the thousands of Chinamen in this vicinity, and has a practical monopoly of the business. The stuff costs but little to the manufacturer, but it wears averlastingly. Many mills have tried to produce the material, but with little success. The peculiar color is lacking, and without this the stuff has no marked with the Chinese. The quantity sold is enormous, and the prices paid are almost excepitant. Mr. Jonathan Chinaman toils in a suit of blue drill that costs ten couts a yard. When he plays fan tan in winter he wears a suit of regular blue cloth, a feit that is cheap at \$1.50 a yard, but he is never so comfortable as when attired in a cloak of blue Barnaby rephyr gingham of a peculiar shade, that costs twenty-five cents a yard, and a pair of white lines, high water-raining-in-London trousers. It is this material that reaps a harvest of sterling gold for the Brin that monopolities its American production and sale.—Philadelphia Record.

Paper for English Bank Nesse.

cars and the wired gloon of a short day drawing to a close had settled down.

At last a report came over the wire that a monyllow from up the branch had successed in working its way invogh the luge drifts, and was nearing the junction. Soon there was a shell widele, and the great plow, forced along by six powerful engines covered with les and snow, came dessing by the station. Every one knew that the trank was not unusual; but to one time sight was not unusual; but to one time, and a pair of white come and inapressed with the magnificent sight.

Then came orders for Engine 9, with pay sar, to proceed up the branch.

Everything was acts. John had lighted the headilight and had thorough whose the regular states should not be interfered with and over preparation made to get over the road in a hurry, so that the regular states should not be interfered with and in order that an analy start might be made in the morning to pay off the mean on the branch, coming back.

"I can't pull out till the relief train following the anovalow comes up."

John still to his conductor.

"Parker park "John susswered; "but it you suppose the boys have been shooted that susveption all these hours without a life you suppose the boys have been shooted that susveption all these hours without a life you suppose the boys have been shooted that susveption all these hours without a life you suppose the boys have been shooted that susveption all these hours without a life you do not have been shooted that susveption all these hours without a life you suppose the boys have been shooted that susveption all these hours without a life you suspect the post in the susveption will the selled train following them down the branch, coming back.

"Parkerp net, "John susswered; "but it you then must be a relief train following them down the branch, and we unit you along the proper."

"Parkerp net, "John susswered; "but it you then must be a

DUEL IN MIDAIR.

Hivat Brethers Fighs for the Hand of a Malden, but Multher Wips Her.

They were brothers—came into the world the same day, the same hour. In like manner they appeared before the tent of Pedro, the showman, ask ing employment.

"What can you do?"

"Anything requiring strength and agility."

The words were scarcely spoken then they is aped over his head, land-ng before him in smiling precision. Pedro was delighted; the engagement

region before him in smiling precision. Pedro was delighted; the engagement soon concluded.

Nothing could be more graceful or daring than these young acrobate. Only Nitz, Pedro's daughter, segmed indifferent to their attractions. Fresh as a rose and changeful as a butterfly, she tensingly mocked the brothers, who at lently received her coquetries; yet Dielegrew pale when she talked with Dock, and Dock colusponed with rage what she smiled on Dick.

Time rolled on and gold rolled into the coffers of Pedro, who sought to retain his profitable assistants by a bond not easily broken. "I will give them my daughter. Sapristi! Sire can only marry one, Nitz must choose." She laughingly said, "As she couldn't marry both she would have neither."

Then Pedro laid his dilemma before the brothers. "Which one of you will marry my little Nita?" They looked at each other in consternation. He naively repeated, "Which one of Dock replied, "In ten days we will answer." "Ah," said Pedro, "after the asconsion: I understand." He had arranged a balloon ascension, a trapeze attached upon which the brothers would perform their wonderful feats 500 meters above the earth.

The day of the exhibition. A sea of faces. The balloon in the center, swaying like a bird trying her wings. Wild shouts as Nita appears in her silver spangled costume, driving the chariot containing the brothers.

The aeronaut mounts his car ascompanied by the acrobata. "Let he loose." A moment's allence, followed by deafening shouts as the balloon cleaves the air. Two forms appear on the trapeze. Their audacity is marvelous. Here is what occurs:

The men face each other, their arms folded. A light motion of their hips.

The men face each other, their arms folded. A light motion of their hips maintains their equilibrium. Dick

maintains their equilibrium. Dist speaks:

"You love Nits?"

"Yes, and you?"

"Love her, and cannot give her up.

"I will not," answered Dick; "fats must decide."

"These steen heals the length of the

Suddenly Dick loses his hold, falling sak on the trapeze. Dock bends over

"Will you give up Nita?"

He buries his knile in his companion's throat, the blood spurting in his face.

Haising up he looks around, but sees neither the yawning depth below nor the blue sky above. A wild, manias laugh, as he leaps into space, falling a crushed, lifeless mass on a distant roof, while the dead body of bis brother, convalenced a lineary to the tracers. convulsively alinging so the trapeze floats in the blue sky, the aeronaut stil waving his flag.—Jules Lermina.

floats in the blue sky, the aeronant still waving his flag.—Jules Lermins.

To tactificate the lowering of ships boosts in case of aecident a "combined chock and gripe arrangement" has been patented by Mr. W. Bell, manager Camperdown shippard, Dundee. Mr. Bell's arrangement enables a boat to be more securely fastened down into the chocks, and it can be instantly released ready for lowering by one man, who has morely to move a small lever, without touching the "tackles," "gripes" or "thousts." To further increase the rapidity in lowering the boats, patent lowering and disengaging gear has also been designed and patented by the same gentleman.

By it a boat can be safely lowered into the water by one man. All possibility of one end of the boat being lowered before the other is averted by both ropus being wound on the same barrel. The windlass is situated at a convenient point between the davits, and by means of a powerful brake one man can let down or insit up the lifeboat with case and anfaty.—Chumbers' Journal.

Washington's Ressely for Ressuences.

George Washington, while attending

Washington's Remedy for Beareness.
George Washington, while attending a swell reception at Newport, noticed that the daughter of his host, Mes Eliesy, was suffering from a sovere core threat said could not speak above a whisper. General Washington, observing this embaressement of his youthful heaters, said to here.

"Miss Eliesy, you seem to be suffering very unselv; what is the matter?"

Miss Eliesy told him the came of his trouble, upon which the general said to her;

bortion upon warming the presently from "I suffer expect which take a rejectly which I find very useful, and which I would recommend to you were I not more you would not take it."

"But I am sures" replied blue the lery, "that I would take any remedy that Occount Washington would pro-

Combody Pays."

A drugglet to one of our large cities said lately, "If I am prompt and careful in my business, I owe it to a lesson which I learned when I was an errand boy in the house of which I am now menter. I was sent one day to deliver a vist of medicine just at soon, but he-

a vial of medicine just at noon, but hoing hungry stopped to est my luncheon. The patient, for lack of the
medicine, sank rapidly, and for some
days was thought to be dying.

"I felt myself his murderer. The
agoncy of that long suspense made a
man of me. I learned then that for
every one of our acts of carnie-sness or
mindology however, with mindolug, however petty, some one pays in suffering. The law is the more terrible to me because it is not al-

ways the misdoer nimself who suffers."

The law is usually ignored by young people. The act of cars lessuess or selfishness is so trifling what harm can selfishness is so triffing what harm can it do? No harm, apparently, to the actor, who goes imppy on his way; but somebody pays. A young girl, to make conversation, thoughtlessly repeats a bit of gossip which she forgets the next incoment; but long anterward the woman whom she has maligned finds her good name tainted by the

finds her good name tainted by the poisonous whisper.

A lad accustomed to take wine, persuades a chance comrade to drink with him, partly out of good humored wish to be hospitable, partly, in may be, out of contempt for "fanatical reformers." He goes on his way, and never knows that his chance guest, having inherited the disease of aicholism, continues to drink, and becomes a hopeless victim.

Our grandfathers expressed this truth in a way of their own: ruth in a way of their own : For the lack of a usil the snoe was

For the lack of the shoe the rider was

For the lack of the rider the message For the lack of the message the battle was lost.

But though we do not see it, we do well to remember that it is there; and to remind ourselves at the beginning of every day, that each careless act, each turkind word in it, will be paid for, not by us, perhaps, but in the want or plan of some one.-Youth's Com-

Country Roads,

As usual at this someon of the year annual complaints about the They step back the length of the crapers, then rush upon such other sith panting broath—a fearful strugger, the bar bending beneath their cultural exchanges. So far as observed, these are manly repetitions of what has been told year after year, with our mirring crowd. has been told year after year, with our little that is new. This of itself is not important, for no amount of loss that can be injured up as the result of had roads will make them any better. The coad question is a thoroughly practical one. What is needed is public action in the right direction, rather than a larger sunual crop or complaints. With the best railroad system of transportation to the month is the second. With the best railroad system of trapreportation in the world in this country,
its important tritiusaries, the country
roads are, is a whole, confessedly the
worst. With this admitted there is no
need of further argument. The question at once presents itself: Shall this
state of things be longer endured, or
shall our antiquated system of readmaking and road-repairing be relegated to the past along with the old-time
methods of barvesting? Shall not a
new system in keeping with the general advence in all other directions be
adopted and put into execution as seen adopted and put into execution as soon as possible? The old saying, "Where there is a will there is a way," is just

> needless for writers on the subject and rural committees on road improvements to tell the people how to make good roads. There are enough men experienced in the business to tell them that. What they need to be told is to begin at once on a new system and entirely finish what they begin to make. gin to make.
> One mile of hard, smooth road, completed for permanent endurance, at a difficult point on an important road will be worth more as an object lesson will be worth more as an object lesson and a real improvement than all the temporary betterments that can be obtained by the expenditure of twice-tia cost widely distributed along had roads generally. The whole matter belongs to the people, who have the power in their hands, and when they are moved to action in the premium to the same extent that has led whole

as true of road improvements as of im-provement on anything else. It is needless for writers on the subject and

In a paper read before the Collient consequent decisty, B. O. Charle and our printing of fruit trees has the a satisfie over the light printing. 3, The satisfies of the trees and large must be coming amplificant and large trees have becoming amplificant and large trees the trees of the tree

bearing surface in a given time will be the largest tree at a given as 5. It is feen at the merry of why

5. It is less at the merry of winds, not so likely to have its bracely broken and it will never blow over.

6. When the outward-inclinat branches of the main timbs are triumed of as they should be, the plough and cultivator one work as close to the tree as to possible under any other method of pruning.

Care of Trees.

If the limbs of a tree are noticed to be growing in such a way so to in-terfore with other limbs, if the wood in not frozen and if the jack-knife is sharp, it is the very best time in the year for pruning. If the little is too large to be taken off with a jacklarge to be taken off with a jack-knife, wait a while, or just as long as it will take to go and get a sharp any. A wash of strong iye or potash erater on the trunk and large limbs of the fruit trees early in the spring will destroy insects under the bark, or their eggs, if there are any. And if it ruce down to the ground and soaks in where the roots find it, will not hart the tree or the fruit at all.—American Citalyator.

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