

The Franklin Times

JAMES A. THOMAS, Editor & Prop'r

FRIDAY, JANUARY 20, 1888.

The Wadesboro Messenger announces the call of Rev. P. H. Perrell to Thomasville, N. C.

In the Northwest a large number of persons and cattle died from the effects of the severe cold weather of the last few days.

The Trustees of Wake Forest College have elected Dr. Chas. L. Rees, of Baltimore, Md., to fill the vacant chair in the faculty of that College, occasioned by the death of Dr. Dugan. The Biblical Recorder says:

Dr. Rees is an A. M. graduate of the University of Virginia, and a Ph. D. of Heidelberg, Germany. He has for some time held the position of Instructor in Chemistry at Johns Hopkins University, and has the highest recommendation of Professor Bensinger, the eminent professor of that institution, both as a teacher and a chemist. Dr. Rees will at once enter upon the duties of his position.

The New York Herald is an influential paper although it is not a party organ. It has this to say of the Blair Bill:

"The year of public education should not come out of the National Treasury. The different states are quite able to take care of this matter, and certainly ought to depend upon themselves. Indeed we are inclined to agree with Senator Vest that the pending bill would be a greater calamity to the Southern people than war, pestilence and famine."

"It would destroy the common school system by shifting the responsibility for education from the State, where it belongs, to the Government, which has no business to interfere with or control it, and that we can't afford to do."

No. This is not a paternal Government, and the less it has to do with what the states should take pride in doing for themselves the better it will be for us in the long run."

LAMAR CONFIRMED.

The confirmation of Lamar as one of the Judges of the U. S. Supreme Court took place in the Senate on Wednesday last, the vote standing 32 to 28. Senators Riddleberger, Stanford and Stewart, Republicans, voted with the Democrats for confirmation. This is a grand victory for the party over the sectional and hypocritical Republicans of the North, as well as those bitter and abusive newspaper. The South broken did you say? She is as solid as ever, and just such meanness as has been shown in this last act, by the Republican leaders, will cause her to continue solid for years to come.

THE BLAIR BILL.

The following from the pen of a strong advocate of education, Bro. E. Hilliard, of the Scotland Neck Democrat, so well expresses our sentiments that we publish it in full, so that our readers may understand what is meant by the "Blair Bill."

This bill is before the United States Senate for the fourth time. Much has been said by the press of the country in discussing the measure, and much learning and eloquence have been called forth in the Senate in its discussion. The bill itself shows that much labor must have been expended in framing it. We suspect that many persons, even newspaper editors, have discoursed and written fluently on the subject without having ever read the bill, or heard it read. We have read it and have studied it somewhat. We have read it more than once.

We have read the views of the State press on the subject, both for and against the bill. We have never dared express our opinion on the subject before. We claim to have given it unbiased consideration; and after studying the subject carefully, we are not able to see the great advantage the nation would realize by the passage of this bill that some have either erroneously considered it would, or have taken for granted it would, without consideration whatever.

The first section of the bill provides that, of the capital, \$10,000,000 the second year, \$15,000,000 the third year, \$16,000,000 the fourth year, \$21,000,000 the fifth year, \$20,000,000 the sixth year, \$27,000,000 the seventh year, \$30,000,000 the eighth year; and section 16 provides that \$2,000,000 more shall be appropriated to be known as the construction fund, "making a total sum of \$76,000,000 for the benefit of the literati in the United States."

Well, these figures sound big and bold. But let's see what they actually pan out.

If we are not mistaken in our calculations, the amount of money to be appropriated to the construction fund, "making a total sum of \$76,000,000 for the benefit of the literati in the United States," will be three times that of the amount appropriated to the regular fair and

colation, according to the census of 1880, the number of children in the State and Territories, leaving out Alaska, between the age of 5 and 17 both included, was something more than fourteen millions. Say fourteen millions to make it an even count. Then, according to the provisions of the bill, each child would get 50 cents out of the first year appropriation; 71 cents out of the second; \$1.07 cents out of the third; 62 cents out of the fourth; 79 cents out of the fifth; \$1.43 cents out of the sixth; 90 cents out of the seventh; 135 cents out of the eighth, making a grand total of \$5.48 for each child for eight years.

We cannot see, like some of our contemporaries, that upon this bill hangs the salvation of the Democratic party in North Carolina. We may be mistaken in our figures. For the sake of argument, we will grant that we are but if we understand the matter this \$76,000,000 is to be raised by taxation after the bill becomes a law, and is not to be taken from the surplus in the Treasury as some of our contemporaries think. No one can be more favorable to the cause of education than we are, but why raise this money by taxation through the powers of the Federal Government, when the States have the power to raise money for such purposes? Where is the necessity for the Congress of the United States to pass a bill for raising this money when the States may collect the taxes at a much less expense through their own officers and off their own subjects of taxation? Who knows how many Federal officers there would be to appoint for the examination and supervision of all the reports from the States and Territories? What would it cost to collect the money, pay the salaries of the clerks and all the various offices whose fingers would be greased?"

With the money before the dear children of the country could heat of this great sum for their benefit? The eggs and chickens from one good dung-hill hen would be worth more towards the education of a boy in the South than all he would get out of the Blair Bill. There are other things to consider in the matter, but we will say no more for the present.

The Pullman Vestibule Train. On Monday, the Pullman Vestibule train, known as the New York and Jacksonville special, was put on the Coast Line. On its arrival here it attracted a good deal of attention, as being the first train of the kind ever seen in the South, and a description of it may be of interest to our readers.

The train runs practically one long car, jointed at intervals to allow for curves in the road, but through which one may walk from end to end without being out of doors or exposed to bad weather or even change of temperature. The vestibules take the place of the open space between ordinary cars, the car roofs and platforms being drawn closely and the sides closed by glass doors. At the point of juncture of the two cars is an arrangement of steel springs, and folded rubber which, while it shuts in the space, provides for the oscillation, turning, etc. of the car. Besides conducting greatly to the luxury of travel, the vestibuled plan gives an easier motion to the train; and in the event of an accident, the vestibules would greatly lessen the shock of collision, and would be almost certain to prevent the telescoping of cars, to which the serious injuries to passengers are generally due. The carpeting and other finishings entirely conceal the points of connection between the joined cars, and the train will be made up of drawing and dining room, smoking and sleeping cars, the comparison of a hotel on wheels forming a palatable stretch of description, will represent a simple fact. It is scarcely necessary to state the appointments of the cars are of luxurious character. The vestibules are devised not as a mere attachment to ordinary cars, but as a necessary part in the conception of a traveling hotel fitted up in a superb manner. They represent the idea of the train as a whole, not merely collection of cars, and each car is put in apartment in a moving space. The completeness and comprehensiveness of the plan is further illustrated in the outside appearance of the track over which the vestibuled trains are to run will be the most direct, while the roadway and rails will be the best and the locomotives the most powerful that associated capital can command.

This train will leave New York at 9:30 and will arrive here at 12:15, P. M. reaching Jacksonville at 1:30 P. M. on the following day, and will return on the following day reaching here at 6:30 A. M. There will be three of these trains a day each way. The dining room car will go no farther South than this point.

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