

THE FRANKLIN TIMES.

Vol. XXIV.

LOUISBURG, N. C., FRIDAY, MAY 18, 1894.

NUMBER 12.

PUBLIC SCHOOL TEACHERS

The Superintendent of Public Schools of Franklin county will be holding on the second Thursday of February, April, July, September, October and December, and for three days, if necessary, for the purpose of examining, applying to teach in the Public Schools of this county. I will also be in Louisa on Saturday of each month, and all public days, to attend to any business connected with my office.

J. N. HARRIS, Supt.

Professional cards.

M. COOKE & SON,
ATTORNEYS-AT-LAW,
LOUISBURG, N. C.

Attend the courts of Nash, Franklin, Warren and Wake counties, also the Federal court of North Carolina, and the United States District Courts.

J. E. MALONE,
Two doors below Aycock & Co's
opposite the O. L. Ellis.

W. H. NICHOLSON,
PRACTISING PHYSICIAN,
LOUISBURG, N. C.

W. TIMBERLAKE,
ATTORNEY-AT-LAW,
LOUISBURG, N. C.

Opposite the Court House.

S. S. SHERILL,
ATTORNEY-AT-LAW,
LOUISBURG, N. C.

Attend the courts of Franklin, Vance, Warren and Wake counties, also the Federal court of North Carolina. Prompt attention given to collections, etc.

N. Y. GELLEY,
ATTORNEY-AT-LAW,
FRANKLIN, N. C.

All legal business promptly attended to.

J. B. WILDER,
ATTORNEY-AT-LAW,
LOUISBURG, N. C.

Opposite the Court House.

W. M. PERSON,
ATTORNEY-AT-LAW,
LOUISBURG, N. C.

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W. L. DOUGLAS,
SOLE MANUFACTURER OF
PATENT LEATHER SHOES,
189 N. 4TH ST. PHILADELPHIA, PA.

FOR SALE ONLY
BY
AYCOCK & CO.,
DRUGGISTS,
LOUISBURG, N. C.
Price 10 cents.

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THE WORLD.

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NOT A PATH OF ROSES.

The Life of a Railroad Flagman Is a Pretty Hard One.

No one knows better than a practical railroad flagman that a flagman's life is not the rosiest, and the responsibility of his position only seems to dawn upon travelers when he has neglected his duty and loss of life has resulted. It is his duty to look after the rear end of the train, and if any mishap occurs the flagman is the man who has to answer for it. It is not the most gratifying thing in the world to be stirred up from a snug corner in a warm caboose on a cold night and sent back for perhaps a mile in the storm to flag a train. Yet this is done nightly, and not infrequently the flagman has to stand anywhere from 90 minutes to an hour and a half unprotected until the welcome blast from the engine calls him in.

There is a peculiar code of signals, familiar to all flagmen, but not understood by the mass of travelers. For instance, a freight train leaves this city, going east, and is followed by a second section. When the first train reaches B—, the freight conductor receives orders to hold his train. He doesn't know why. It isn't necessary. He has the order and carries it out. He then dispatches his flagman back to prevent the approach of the train following.

If it is in daylight the flagman takes with him a small flag for the purpose, and by means of which warns the engineer of the approaching train. If at night, he carries a lantern and by a peculiar swing accomplishes the same result. If the trains are running fast and close together and the stop order to the first train is unexpected, the flagman has to hustle to prevent the rear train from crashing into the train ahead.

Very often the trains are running far apart, or again there may be danger of a passenger train overtaking the freight. In such case the flagman may have to wait for quite awhile until it approaches. If the train ahead should receive further orders to proceed, and the flagman is out of sight and hearing, the engineer gives four long blasts on the whistle, which is a signal for him to return.

If the train were going west, four long and one short blast would be given. If up to the time that the flagman is called in the rear train has not approached, he then places on the track one or two torpedoes, according to the circumstances. These are exploded by the engine following. One torpedo indicates a full stop, while two simply mean that caution is to be exercised.—Pittsburg Post.

It Looks Easy.

It is amusing to watch a green conductor trying to place a trolley on the wire. To a practiced hand it is easy enough, but to the pretense it is a work of woeful kind. One of these men found to his sorrow that it is not so easy as it looks. It was at night, and the passengers were ruddy disturbed in the perusal of their papers by the lights going out, and soon after their equilibrium was upset by the car coming to a dead stop. There was nothing to do but to wait until the conductor replaced the trolley. He tried for some minutes, but the festive wire eluded him. The trolley would bang against it in a tantalizing manner and make a fine display of blue sparks, but the vexation continued until the passengers were becoming angry and had about made up their minds to get out and walk, when a conductor of one of the long string of cars behind the stalled one went to the rescue and adjusted the trolley and the tempers of the passengers with the greatest ease imaginable.—Buffalo Express.

What They Called Him.

Senator McLaurin was trying a case before the circuit court in Rankin county, Miss., just before his election to the senate. There were a negro and a dog involved.

"What is the dog good for, uncle?" asked Mr. McLaurin. "Will he catch coons?"

"Never hear 'er his catchin' nuthin'," replied the darky. "Ain't no count at all. He jes' lays roun' de house, he does, an' eats an' sleeps. Aint' wuf shucks. Dat's what makes us call 'im what we do."

"What do you call him?"

"Lawyer."—Washington Times.

Had Enough In That Line.

Sire—Come here, Harry! Throw off that unmanly ennui and give attention to something more worthy your contemplation. Just come to this window and devote yourself to a study of the declining sun.

Harry—No, thank you! The little setback I got last evening from a declining daughter will do me for awhile.—Yonkers Gazette.

Partly Self Made.

"Where did young Browne get his money, papa?"

"From his uncle, old Sam Brown. He inherited everything he has in the world except the final 'e' to his name. He started that on his own hook."—Boston Home Journal.

Unpardonable.

She—I should like to know who you are staring at?

He (coarsely)—"Whom, if you please, not 'who.' Be offended, if you will, but ungrammatical never."—Boston Transcript.

Young Blood In Business.

"Traveling as I am," remarked a well known man about town, "constantly remark the characteristics of numerous trade centers, and I want to impress upon you this one fact, that the growth of our modern American cities is due to young men. You may argue to the contrary, but this one thing holds good, that when a city begins to grow and improve it is either a very young and new site or the elder population have begun to drop off. Every city on the continent will afford the positive negative view of this fact—either old men are living to conserve the unbroken tenor of their business way or the young men have stepped in their shoes to scatter the careful policy to the winds and venture upon new schemes. Old men live to save and young men to spend.

"A city usually passes through periods of 20 years of quiet progress and then 20 years of rush. This comes from the fact that the 20 years of rush constitute the early business lives of young men just come into inherited wealth, and the last 20 years mark the period of solemn thought and the desire for absolute security in the matter of general wealth. New cities are examples of places where conservatism has never been, because old men have not flocked there to make their fortunes. Old cities by a period of progress come upon them indicate that the fathers are dying off."—Toledo Blade.

Dangers of Chloral.

Professor Tyndall had taken sleeping drafts of one kind or other for years. His "usual quantity," according to Dr. Buzzard, was 15 teaspoonfuls every night. It had evidently become a habit with him even more than a necessity, or it was a necessity only because it was a habit. Yet we have the authority of The British Medical Journal in an article devoted to this particular case for the assertion that 99 in 100 of those sleeping doses are worse than useless, even for any purpose of relief worthy of the name. "Insomnia," we are told, "is not a disease, but a symptom," and it is the clear duty of every sufferer to ascertain the cause with a view to its removal by legitimate treatment.

Of all the empirical treatments, that by chloral is probably the worst. The temporary relief which it affords tends to divert attention from more radical measures. The sham solace being always at hand, the true one is never sought. Chloral has slain its thousands before this; it ought not to claim as many more victims before it is laid aside forever. Or, if it does, this great national loss we have just sustained should be held equivalent for the purpose of warning and example, to the total count.

Ruined His Stomach For Science.

One of the most singular things about the great nervous specialist, the late Dr. Brown-Sequard, was the way in which he saved his nerves for science, but injured his stomach for the same cause. Throughout his life he was opposed to the use of tobacco. "I never smoke," he once said, "because I have seen the most evident proofs of the injurious effects of tobacco on the nervous system." But his desire to investigate the contents of his own stomach, by swallowing sponges to which a thread was tied and pulling them up to examine the gastric juice which they had absorbed, brought on a rare affection, known as merycism, or rumination, which compelled him to masticate his food a second time.—Detroit Free Press.

A Graveyard Expedition.

A man living in Australia who has been so unfortunate as to lose five excellent wives desired to erect a headstone for each, commemorating her virtues, but has been deterred by the expense. The other day a happy thought struck him. The five wives were buried side by side in the same graveyard. He accordingly had the Christian name of each engraved on a small stone—"Emma," "Jane," "Mary," "Margaret," "Elizabeth"—a hand cut on each stone pointing to a large stone in the center of the lot and under each hand the words, "For epitaph see large stone."—London Tit-Bits.

Proud of Him.

"Your husband seems to have the artistic temperament," said the lady who was calling on the recently married young woman.

"Do you think so?" was the response, with a happy little smile.

"Yes, I should think he might have made a good painter."

"I never saw him try to paint," replied the little wife, "but he can whitewash beautifully."—Washington Star.

Severely Classic.

Professor—What are you doing there?

Scholar (poring over his book)—Digging at Greek verbs.

Professor—What's that for?

Scholar—Oh, I'm going to see if I can pull them up by the roots