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**THE HOME OF TWENTY YEARS AGO**  
BY PARKE WILSON.  
Fond Fancy brings to dreaming eyes  
A picture sweet and clear—  
And, as I gaze, my beauties rise,  
And many an image dear.  
'Tis not of hoary castles gray,  
Nor hamlets on the down,  
Nor where the lingering moonbeams  
O'er ancient tower or town—  
But sleeping now in summer's light  
And now in winter's snow,  
She brings the home again to-night  
Of twenty years ago.

And where are they? The happy band  
Who gathered 'round their sire,  
And prayed for fate of foreign land  
Beside the evening fire?  
The laughing girl, the bright-eyed boy,  
The youth, the maid were there;  
The tottering infant spread his toys  
Beside his mother's chair.  
But now how dear each well-known room  
When fades the sunset glow!  
For but one lamp lights up the home  
Of twenty years ago.

**The "Atlantic" Calamity.**  
DETAILS OF THE TERRIBLE DISASTER.  
This unfortunate ship left Liverpool on her last trip on the 20th of March, and experienced stormy weather during the voyage, and on the morning of the eleventh day ended her career at sea in a watery grave nearly six hundred out of the nine hundred and seventy-eight persons whose lives depended on her safety.

**THE CHIEF ENGINEER'S REPORT.**  
John Foxley, Chief Engineer, says the vessel struck on the rock at aquator past three o'clock, a. m., on the first inst., and commenced to heel over the port side, the sea breaking over the ship and vessel filling rapidly. All the female passengers who were asleep at the time the ship struck were prevented from coming on deck by the seas washing over the ship and filling her. Some of the passengers got into the lifeboats, the davit falls being cut away to allow the boats to float clear of the davits in the expectation of getting clear of the vessel by that means, but a sea broke on board and washed the greater portion of the passengers who were in the boats out, the lots were stove, and those who ventured in them perished. The third officer, Mr. Brady, and two quartermasters swam ashore with a small line which enabled a great number of the passengers and crew to get on shore. I got on the rock soon afterwards, and also Robert Horring, second; John Hodgson, third; William Patterson fourth; Samuel Davis, sixth, and Robert McFarlan, seventh, engineer, and we and others of the crew and passengers assisted others to proceed from the vessel by the rope to the rock. The cold was so intense that some of them, being benumbed, were unable to hold on to the rope and they let go and we were unable to render them any assistance. The rock that we were on was covered with sea weed, which made it very dangerous to stand upon, and its edges were on the rock being soaking wet and all were unable to render any assistance to those who were in the greatest of peril. A number of them washed off the wreck and drowned, and a number who were trying to get from the rock to the island by a line were also washed from it and drowned. We could perceive people falling from the ship's side and rigging. Three boats which were carried across the island rendered assistance in conveying the passengers and crew from the vessel and rock to shore. Several persons who became completely exhausted laid down on the rock and died; some of the passengers became maimed, fainted at the mouth and tottered about like children. We were very kindly received and treated by the people on shore. Mr. Ryan, magistrate, and Mr. James Covelley, fishman, rendered us every assistance. The chief officer, Mr. Frith, who is supposed was drowned, was seen clinging to the rigging, but no assistance could be given him. At eleven o'clock the same morning the ship was breaking up and cargo washed ashore. Coopses were also washed within reach. We started at two o'clock yesterday afternoon for Halifax and arrived in town at eleven o'clock P. M., where we were well cared for. The fifth engineer, Thomas Grant Urquhart, belonging to Dunfermlie, Scotland, is among the drowned. Incidents of the most heartrending character occurred. The little fellow, the only child saved from the wreck, rushed up on deck with the stream of passengers when the first alarm was given. His parents and other members of his family were still below. They perished when the ship filled and fell over on her side. Huddled about along with that struggling mass of excited humanity, the piteous screams of the poor little fellow went to the stoutest heart. He leaped upon the back of one of the men in the hope of being saved by him. But the man shook off the wailing boy. His

cries at last attracted the Captain, who, perceiving the tenacious manner in which he was struggling for life, called out to the men who were surrounding the lines that led to the rock and safety to endeavor, if possible, to save the boy. The poor little fellow was immediately passed over the heads of the struggling mass of beings and placed in the boat. The kindly men who were struggling to save life almost wept for sympathy as they put the lad on shore, safe in his body, though sadly afflicted by his parents' loss.  
Mr. Foxley, the chief engineer who remained on the rock for several hours assisting the passengers to land from the ship, says it was extremely harrowing to behold the sufferings of the unfortunate creatures even after they were rescued. Many of them became insane, frothed at the mouth and toppled off the rock into the water and were drowned; others were so chilled and exhausted with the cold that they laid down and died. Some died after that they had been taken to the main-deck. All the passengers speak in the highest terms of the gallant conduct of the third officer, Mr. Brady, and the first engineer in particular, who remained on the wreck for hours assisting the passengers to reach the rock. Two lady cabin passengers came on deck in the excitement and stood near the wheelhouse. They hesitated a moment. Presently they came out and endeavored to reach the forward part of the ship from where the passengers were being sent ashore on the lines. At that moment a huge wave swept over the ship's quarter. The men clinging to the rigging heard two heart rending shrieks, and when they looked the women had disappeared. These are only a few of the terrible incidents of that fearful wreck. Young men as well as old became paralyzed, and as they clung to the rigging or to the sides of the vessel they seemed bereft of all reason, and when spoken to by the others to make some effort to reach the boat and save themselves they would roll their eyes, and stare fixedly at the speaker and ask, in a whining tone, "What boat? Many again who were roused out of their berths had scarcely time to put their clothes on and rush on deck ere they perished. One cabin passenger, a young man, came up with only a vest on. He clung to the ship side for a time and finally rolled off into the sea and was lost.

**STATEMENT OF MR. McALLISTER.**  
James McAllister, a native of Glasgow, Scotland, who proved to be a very intelligent person, gave a clear and distinct account of the wreck. He says that the Captain sighted land on Tuesday morning near his exact position, being near Halifax harbor, where he had decided to call for coal. The three o'clock bell rang "all's well," and quarter of an hour afterwards, when I was asleep in my berth in the forward stowage, I heard a crash. I immediately jumped up, put on my clothes and rushed on deck. Nearly all the passengers in that part of the stowage, to the number of one hundred and twenty-eight, if not more, also rushed upon deck at the same time. Some of the passengers who first succeeded in getting upon the deck were told by some of the officers in command that nothing was wrong; that they had only lowered the anchor. The passengers then went down again and tried to persuade the rest to that effect. I think this was done to prevent confusion on deck. I came up again and had just time to get on the stowage deck. It was about five minutes after the ship first struck when she turned over towards the land and sank. A number of persons clung to the bulwarks, but the sea being high, they were washed off and many were drowned. The others, along with myself, who got in the rigging, swung themselves, off by ropes into the water and swam to the rock a distance of about fifty yards. About one hundred and fifty, who were passengers principally belonging to that part of the stowage that I was in, saved themselves in this way. We remained on the rock about two hours when assistance came to us from the shore and we taken off, but in an exhausted condition.  
One steerage passenger, who succeeded in reaching the rock, died there from exhaustion before assistance came. We were treated well and every care taken of by the fishermen on shore at Prospect. About one hundred and fifty who got in the rigging and on the ship's side, beside the number I have already mentioned, were taken off first and landed.  
The Captain, who was clinging to the ship's side, passed off about a hundred passengers into the boat and advised them to jump into the water and swim ashore.  
About fifty who were still clinging to the ship's side when the Captain got ashore rescued by boats. I think that the 150, same number which were clinging to the ship's side and rigging were saved, making about three hundred saved. I think that no more than that number were saved. My chain and one of the passengers named Cunningham, of Glasgow, I know were saved.

**INCIDENTS.**  
**HOW A QUARTERMASTER LOST HIS LIFE.**  
This officer was one of the number who had secured a place on an impromptu raft that had been thrown overboard. One after another the others had been washed away, until he only remained, the wind blowing his frail craft rapidly towards the shore. He evidently thought that he would be saved, as he waved his hat to those on board the ship, not in a despondent but rather in a triumphant manner. A wave which came immediately, even while he had his hat in his hand, dashed the raft against it to the foot of the rugged ascent, where still another threw him about six feet upon the rocks, where it stranded him. When the water was receding it carried the raft away, leaving the Quartermaster lying motionless. On first striking he scrambled about on the

slippery surface. He must have been wounded, and attempting to rise fell backward into the sea, struggled for a moment and sank to rise no more.  
**WASHED OFF IN GROUPS.**  
"I suppose it is not necessary," said one of the crew, "to give you the minute particulars of how each life was lost. Every succeeding minute redrawing waves washed off one, two or three, sometimes six—then a dozen were swept away and went out side by side into the Valley of Death. There is no language that can describe the feelings of a man holding on for dear life to a bit of rigging and watching his friends and companions struggling, clanking, sinking, dying. The weakest, of course, went first. One poor fellow had managed to get himself in a position where he was pinned in by pieces of timber which could not very well be affected by action of the waves.  
**SHADING OFF THE SHADOW OF DEATH.**  
His body was nearly entirely protected. From my position in the rigging I could see the expression of his countenance as from time to time he took his hands from his face, gazed about as if not daring to lift his head, and then again hid his sight. In an unlucky moment, during a lull he lifted up a portion of his body to make himself more comfortable, when the biggest wave I had yet seen caught and swept him in a moment out of sight.

**HOW THE CAPTAIN BEHAVED.**  
He so conducted himself at the trying time as to win the highest commendations from the passengers.  
**THE NUMBER OF SOULS ON BOARD.**  
A calculation was now made by Captain Williams, showing that the loss of life, though immense, was not so large as had been reported. The Atlantic had on board thirty-three cabin passengers, 800 steerage passengers and a crew (officers included) of 143 men; total, 976 souls, leaving the number lost at 546. This may not be precisely correct, but is nearly so.  
**THE LOST AND SAVED.**  
Accounts vary concerning the numbers of lost and saved. The latest news confirms the statement that over seven hundred went down with the ship or were afterwards swept off and drowned. The rescued are now reported to be about three hundred men and one child, principally German emigrants, and the crew. As there was no time to save the ship's papers or other documents the list of lost cannot be obtained.  
**CARE OF THE LIVING AND THE DEAD.**  
It is understood the government will commence investigation at once. The agent of the Cunard and others are making arrangements to forward all who are able to go to New York by steamer. In the meantime all that is necessary will be done by the citizens and authorities for the comfort of the survivors.  
The passengers were taken care of by the Cunard agents on their arrival here this afternoon. About one hundred and fifty of them will go by the steamer Chase to Portland to-morrow, the remainder might if there is room for them.  
**ONE HUNDRED BODIES RECOVERED.**  
About one hundred bodies have been recovered at Prospect. The agents here have ordered 100 coffins to be sent down at once. The company are paying all the expenses. The city authorities and the Provincial Legislature have taken measures to relieve passengers that may require it. The steamship company's agents are doing all in their power for the welfare of the passengers.

**PATRICK LEAHY'S STATEMENT.**  
Patrick Leahy, a young Irishman, hailing from Waterford, whose brogue was very prominent, had been on deck at 3 o'clock A. M., and then everything was going on as usual. He went into the forward stowage, and had not been there but a few seconds when the crash came. With his chain, one Hogan, he instantly attempted to gain the deck, but even in the moment the passageways had become blocked. Such was the startling nature of the shock that it had aroused passengers out of their berths and into passages before they knew or even thought of what was the matter. When Leahy had reached deck the ship had commenced to rock over from side to side, but then there were few but the officers and crew visible. He saw several men jump overboard and sink. Some of them did not make an attempt to swim, but as in all cases of shipwreck, became dazed and ventured on the first chance of getting out of the vessel that presented itself. There were six life boats swung to deck. These were taken possession of by men and several cast off. Others the waves swept away. All save one succumbed to the fury of the waves immediately, and the occupants were drowned. When the water commenced to come in the steerage the passengers made for the hurricane deck. The captain shouted for any men who had life-belts or buoys to rush into the sea or mount the rigging, as those were the only chances for life. Leahy and his chain immediately ascended the rigging after much trouble and from thence had a good view of what was going on.  
**"GLEAMING DAY," WITH GROANS AND SHRIEKS.**  
"Then," said he, "I saw the first and awful sight. It was just gleaming day. A large mass of something drifted past the ship on top of the wave and then was taken to view in a trough of sea. As it passed by a moan—it must have been a shriek, but the tempest drolled the sound—seemed to surge up from the mass, which extended over fifty yards of water.  
"What is that?" asked Leahy of one next him. "Sea lions," said the one ad-

ressed, probably a foreigner, who did not know that we had none such on our shores. "My God," said another, "it's the women." And so it was. The sea swept them out of the steerage, and, with their children, the number of two or three hundred, they drifted thus to eternity.  
**FALLING TO DEATH FROM EXHAUSTION.**  
Leahy was in the rigging seven hours, moving up and down to keep his blood in circulation. He saw men on both sides of him fall from exhaustion, mostly able bodied Germans. The only chance of escape there was by means of a rope to the shore, which Mr. Brady, third officer, swam ashore with. Nearly half the number of those who ran the risk of crossing on this, lost their lives.  
**OTHER INCIDENTS.**  
One man had just secured a flour barrel on deck when he was washed overboard, but not before he had obtained a hold, grasping either end, the bottom being out. The barrel, from its build, would be precipitated by the sea some distance above the waves and then fall back. One more than usually heavy sea sent barrel and man at least six feet high. He had lost his hold before he came down, falling in the trough of the sea; but though on top of a wave, which rose a little further on, the barrel rode buoyantly, the man did not come to light.

**THE WOMEN AND CHILDREN.**  
"We saw very little of the women and children," says another informant; "everything happened so quick that before even those who were strongest had got out of the choked passageway the females were either so bewildered or the water had so impeded their progress that very few came on deck. Those that did were swept away before they could fasten themselves or be secured by others.  
**A LAST LOVING EMBRACE.**  
"I saw one woman," said he, "in the water with three children just as they were washed overboard—two in her arms (one infant and the other with his arms about her neck). They went down almost instantly."  
**WESTERN NORTH CAROLINA RAILROAD.**  
*Full Report of the Proceedings.*  
The Western North Carolina Railroad Commission met in the Executive office on Wednesday, April 2nd, 1873. Present, Gov. Caldwell, Judge Manly, Geo. Davis, Jos. H. Wilson and Walter L. Steele.  
On motion, Gov. Caldwell was appointed Chairman, and Col. Steel, Secretary.  
After reading the act under which the Commission was appointed, and a general consultation, the Commission adjourned till 4 o'clock p. m.  
Upon the re-assembling, Hon. Geo. Davis sent in a letter declining to act on the Commission, leaving ascertained the Southern Security Company are the real plaintiffs in the suit in which the decree was made for the sale of the Western North Carolina Railroad, and he being the Attorney of the Security Company in the matter of the Wilmington, Columbia and Augusta Railroad.  
After further consultation (during which Col. Marcus Erwin, one of the commissioners appointed by the Circuit Court was present, but who declined in a letter to the Governor to co-operate with the Legislative Commission, an adjournment was had until Thursday 10 o'clock a. m.  
The Commission met on Thursday morning pursuant to adjournment, when Judge Manly offered the following, which was adopted:  
**WHEREAS**, It seems to the Board of Commissioners that the duties committed to it by the late act of the General Assembly entitled "An act in relation to the sale and completion of the Western North Carolina Railroad Co.," would be best performed by and with the authority of the corporation charged with the building of the road, as well as that of the General Assembly, therefore,  
**Resolved**, That W. H. Howerton, Esq., President of said company, be respectfully requested to call a general meeting of the stockholders as early as practicable, to consult on the propriety of accepting and consenting to the provisions of said act, and of conferring upon the Board organized under it, such powers upon the part of the company as may be deemed requisite for fully accomplishing the purposes of the Assembly.  
**Resolved further**, That a copy of this resolution be transmitted to the President of the road.  
Judge Manly offered the following, which was also agreed to:  
**Resolved**, That the chairman of this Board give notice in one or more newspapers of the State, of the time of our next meeting, and that he invite propositions at that time from any party or parties for the purchase and completion of the Western N. C. Railroad, or other proposals connected with the objects of the General Assembly in constituting this Board.  
On motion of Mr. Wilson, it was ordered that when this Board adjourns, it adjourn to meet at the Executive office in the city of Raleigh, on Monday the 13th May next.  
The Board then adjourned.—Sentinel.

**A GOOD IDEA.**—The passenger cars on the Richmond & Danville Railroad have attached within a patent apparatus showing the station the train is approaching. It is a very simple contrivance, and has attached to it a bell to attract the attention of the passengers when the brakeman regulates it as he does at every station. It is a decided convenience to travellers, and saves conductors the necessity of answering questions.

## POLITICAL COMPLICATIONS IN WEST VIRGINIA.

The legislation of the past winter in West Virginia does not seem to have untangled the political difficulties that exist in that State. In the first place the dual congressional elections have not yet been decided. It will be remembered that the Republicans held the 22d of August was the proper time to elect Congressmen, and elected their candidates with but slight opposition, while the other party elected its men on the fourth Thursday in October. The Governor issued his proclamation on the subject, which both parties contend is to be construed in their favor. The Legislature, which has a Democratic majority, passed an act to remedy the evil, which was vetoed by the Governor, and repeated over his veto. Still the question is unsettled, as those excluded by the act from seats in Congress intend to appeal to that body. Another troublesome question has arisen, and that is the apportioning power. The constitution is represented as inconsistent, where it relates to the creation and filling of offices not directly provided for therein including schools officers and managers of the different State institutions, in all a little short of 10,000 officers for the whole State. The Governor claims the power to appoint these officers under the constitutional provision for vacancies, while the Legislature claims that they be appointed by a board of public works appointed by itself. This, it is thought, will lead to the appointment of two different sets of officers in that State, produced much embarrassment in its administration. There is also another class as to the act of the Legislature creating a board of public works, which is held to be unconstitutional by the Governor and his friends. So many are the political complications of West Virginia that it may be well apprehended that they will culminate in the same state of affairs as exist in Louisiana.

**THE TALL THINGS MEN HAVE BUILT.**  
The announcement has recently been made that a Philadelphia manufacturer is preparing a plan for a column 1,000 feet high, to be constructed entirely of iron, in open work, from the summit of which the grounds of the Centennial Exposition are to be illuminated by means of a vast and magnificent Drummond light. It will be the loftiest structure in the world, though possessing, probably but little architectural beauty. The tallest thing of the kind now in existence is said to be the iron open-work central spire of the Cathedral in Rouen, France, which is spoken of as a peculiarly unskillful object. It was erected a few years ago to replace the beautiful spire destroyed many years previously by lightning; and though the builders were determined to make it a few feet higher than the celebrated Strasburg cathedral, their work is pronounced as positively hideous as that of their predecessors was stately and superb. Probably the next highest work of man's hands, allowing St. Peter's, at Rome, to be unequalled are two chimneys of chemical works in Glasgow, though each of these fall somewhat short of 500 feet.

**WHAT A BOY KNOWS ABOUT GIRLS.**  
—Girls are the most unaccountable things in the world, except a woman. Like the wicked flea, when you have them they ain't there. I can explain clear over the improper fractions, and the teacher says I do it first rate; but I can't explain out a girl, proper or improper, and you can't either. The only rule in arithmetic that his their case, is the double rule of three. They are as full of Old Nick as their skin can hold and they would die if they couldn't torment somebody. When they try to be mean they are as mean as pusley, though they ain't as mean as they let on, except sometimes, and then they are a good deal meaner. The only way to get along with a girl when she comes to you with her nonsense is to give her fit for fat, and when you get a girl flummoxed it is as nice as a new pin. A girl can sow more wild oats in a day than a boy can sow in a year, but girls get their wild oats sowed after a while, which boys never do, and then they settle down as calm and placid as a madduppie. But like them first rate, and I guess the boys all do. I don't care how many tricks they play on me—and they don't care either. The boyhood in this world can always boil over like a glass of soda. By-and-by they will get into the traces with somebody they like, and pull as steady as an old stage horse. That is the beauty of them. So let them wave, I say; they will pay for it some day, sewing on buttons and trying to make a man of the fellow they have spoiled on 'em, and ten chances to one if they don't get the worst of it.

**A LIFE FOR A LIFE.**  
It is certainly an axiom that, until the millennium is reached and there is no guilt at all in the world, crime can only be prevented by the fear of punishment, and just in the degree that retribution follows swift and impartially upon the heels of crime does the world more nearly approximate to that blissful State. It may be regarded as another axiom that the punishment must be commensurate with the crime, and upon this basis are all the criminal laws of the civilized world founded. And, as willful and deliberate murder is the highest crime of which the law takes cognizance, so must the severest penalties of the law be visited upon that most grievous offense. Death is the severest penalty which the law may enforce, and death has, and we think properly, been adjudged as the proper punishment for calculated and malicious murder.

Venders of sewing machines are now calling themselves "health agents."