Salisbury, N. C., Sept. 5th, 1885. On and after the 6th inst., the following Schedule will be operated

WF	S T	n di	[]	EAS		
WEST.		Main Tine	TRAIN No. 2		TRAINNO.4	
Arv Leav	Arv Les	RV Derec	1	Leav	Arv.	Leav
3.84 2.85 8 48 3 44	7.54 8. 10.02 10. 11.07 11. 12.20 12. 1.05 1. 2.59 2. 3.49 3. 5.17 5. 5.38 6. 6.45 6. 6.57 P.		11.29 10.33 10.04 9.38 9.10 8.12 7.42 7.07 6.19 6.06 5.41 5.22 4.48 4.11 3.50	11.30 10.33 10.05 9.38 9.10 8.12 7.42 7.27 6.22 6.06 5.41 5.32 4.49 4.12	7.80 5.30 4.00 2.57 2.17 1.09 11.85 10.23 8.20 7.55 7.07	4.05 3.20 2.11 1.30 11.30 10.40 8.40 7.50

WEST.	Murphy	EAST, Train No. 8		
Psain No. 7	Division.			
A.M. 9.49 10.26 10.29 10.54 10.58 11.31 11.26 11.51 11.54 18.19 12.29 1.49 1.53 9.28 2.29 2.39 2.41 8.31 3.31 4.15 P. M.	ASHEVILLE HOMINY TURNPIKE PIGEON RIVER CLYDE WAYNESVILLE HALL SYLVA WEBSTER WHITTIER CHARLESTON	4 39 P. M. 3 59 4 01 3 37 3 39 3 12 3 17 2 45 2 47 2 00 2 25 12 34 12 35 11 56 11 57 11 45 11 46 10 54 10 55 A. M. 10 06		

Round Knob is Breakfast station for Train No. 1, and Supper station for Train No. 2.

Trains Nos. 1, 2, 7 and 8, run daily.

Trains Nos. 3 and 4, run daily except Sunday. W. A. TURK, A. G. P. A. V. E. McBEE, Supt.

REGISTER YOUR DEEDS.

The General Assembly of North Carolina do enact:

SECTION 1. That section one thousand two hundred and forty-five of The Code be stricken out, and the following inserted in lieu thereof: No conveyance of land, nor contract to convey, or lease of land, for more than three years shall be valid to pass any property, as against creditors or purchasers, for a valnable consideration from the donor, bargainor, or lessor, but from the registration thereof within the county where the land lieth: Provided however, that the provisions of this act shall not apply to contracts, leases or deeds already went their rifles all around, but their ger engine, coming unconsciously on-to executed, until the first day of January, one thousand eight hundred and eighty- bullets were too tardy for the desperate certain destruction, had we not caught Bix: Provided further, that no purchase from any such donor, bargainor or the tender. The balls rattled harmlessly "It was an easy matter for them now to lessor shall avail or pass title as against any unregistered deed executed prior to hit and killed the reckless fugitive, the grade. the first day of December, one thousand eight hundred and eighty-five, when condition of affairs would hardly have the person or persons holding or claiming under such unregistered deed shall the person or persons holding or claiming under such unregistered deed shall out and away, rattling down the grade be in the actual possession and enjoyment of such land, either in person or by toward the approaching passenger his, her or their tenants, at the time of the execution of such second deed, or when the person or persons claiming under or taking such second deed, had at tance, and escape during the confusion they all were to death that afternoon. the time of taking or purchasing under such deed actual or constructive notice would naturally crash into the other of such unregistered deed, or the claim of the person or persons holding or train, like a ball from a cannon. claiming thereunder.

SEC. 2. That any person or persons holding any unregistered deed or claiming title thereunder, executed prior to the first day of January, one thousand eight hundred and fifty-five, may have the same recorded without proof of the execution thereof: Provided, that such person or persons shall make an affidavit before the officer having jurisdiction to take probate of such deed, that the grantor, bargainor or maker of such deed, and the witnesses thereto are dead or cannot be found, and that he, she or they cannot make proof of their handwriting. Said affidavit shall be written upon or attached to such deed, and the same, together with such deed, be entitled to registration in the same manner the frog. and with the same effect as if proven in the manner prescribed by law for other deeds.

SEC. 3. That all deeds, contracts or leases, before registration, except those mentioned in section two hereof, shall be acknowledged by the grantor, lessor or the person executing the same, or their signatures proven on oath by one or more witnesses in the manner prescribed by law, and all deeds so executed and alone, rested my chance of overtaking registered shall be valid and pass title and estate without livery of seizin, attornment or other ceremony whatever.

SEC. 4. That for the probate of all deeds, including the privy examination first few minutes; and I gave my machine a of any feme covert executing the same, executed prior to January first, one thousand eight hundred and eighty-five, the clerk shall receive fifteen cents for into the firebox! each name, and the register, for recording the same, fifty cents for the first three copy sheets, and five cents for each additional copy sheet.

SEC. 5. That this act shall be in force from and after the first day of December, one thousand eight hundred and eighty-five, and the Secretary of State confused patch of green, as we tore shall cause the same to be published in at least three newspapers in each judicial district in the State for six weeks before said day, and shall furnish to each for no engine could carry steam down elerk and register in the State a copy thereof, to be posted in their offices. The register of deeds of each county shall post or cause to be posted in four public places in each township of his county, for sixty days prior to the time when the act shall go into effect, printed notices explaining the provisions thereof and see that we were lessening the distance. notifying all persons interested to comply with the provisions of said act.

In the General Assembly read three times, and ratified this the 27th day of February, A. D., 1885.

STATE OF NORTH CAROLINA,

OFFICE OF SECRETARY OF STATE, RALEIGH, Oct. 5, 1885. I, W. L. SAUNDERS, Secretary of State, hereby certify that the foregoing is a true copy of the Act on file in this office. W. L. SAUNDERS.



THE ENGINE-DRIVER'S STORY.

From the Youth's Companion, --- Boston.

"The most dangerous run I ever made as it works up the mountain.

"Near the top of the mountain is the famous mud cut," which has so puzzled all the railway engineers. Soft mud at the pilot frame, ready to leap to the tenthat place is being continually forced up into the road bed by the pressure, probably, of the strata on each side of the cut, so that a 'gravel train' and corps of labor- plunged into a cloud bank that lay piled ers is constantly required to keep the track clear. For this service the company or two, nothing was visible; but the roar has for some time employed a gang of the of the wheels as they spun along the nar-

"I was at this time in charge of the 'aid,' or 'helper,' engine, which assists the trains to climb the heavy mountain grade; and on the day in question, I had pushed up the morning freight, as usual, and then 'side tracked' in the cut, to alto pass, on its way to Asheville.

"From this elevated situation a wide view is commanded down the mountains, back on the running board and straining and already the smoke from the passenger locomotive could be seen in the distance, as it slowly ascended the foothills caught upon the rear of the tender, hung and drew toward the spiral grades up the for a moment, then with might and main side of the main ridge.

gang of shovel men, had moved on the not the trains had the same relative speed main track in the cut, and the convicts and motion.
were busily engaged in throwing the soft "Truly, that was a spring for life! Not the guards, stealthily slipped the coupling pin behind the tender. The fireman was out by the cylinders, oiling the bear
ling pin behind the tender. The fireman for there would then be a recoil. ings. Seizing his chance, this bold con- "It required but an instant now to happening, had pulled the throttle wide for our own engine. open. In an instant the engine started up, and in less time than it takes to say, was moveing off rapidly, under a full

head of steam, "The fireman's shout was the first intimation that anyting was really wrong. Then the guards waked up. Bang! bang! rogue; he ducked nimbly down behind the runaway just as we did. train. Evidently the convict had intended to jump off when at a safe disof a wreck. That heavy 'gravel' engine

"The trainmen and the guards stood, staring after the receding engine, as tified it. though paralyzed.

"What, indeed, could they do?
"Then the thought flashed to my mind, could I give chase with my own engine, and catch the runaway? "It was the only chance to save the

passenger train from the horrors of a col-lision on that winding, perilous grade; and desperate as the chance looked, it must de taken, instantly.

umped on the pilot as we dashed past who for years have escaped the visitations

ering headway under full pressure of "But the gravel engine had the start, and was the heavier of the two locomotives, though mine ran on the higher wheels. On this latter circumstance, the gravel engine; and it seemed a doubtful chance at best. It is a reckless business to give an engine full steam on a down grade. But all depended on the heavy headway at once, and bade Henry,

my fireman, dump his oil and kindlings "In half a minute we were going at sixty miles an hour! "The rocky crags and ledges beside the line flew behind us in long streaks; and

"Instinctively now I closed the throttle; such a grade and live! Ahead was a sbarp | the RALEIGH REGISTER. Each new subscriber, recurve. We swayed round it, like lightning, and then caught sight of the forward engine, still several hundred yards But could we overtake it in time? The passenger train could hardly be more than

three or four miles away. "Catching sight of us bearing down upon him, I saw the convict run out on the tender, and look about as if trying to see a smooth spot to jump off; but the gravel engine had gotten up such a terrific speed that he was evedently afraid

to leap.
"Point your rifle at him and call to him to stop.' I shouted to the guard, but the guard, terrified at the rate we were running, had dropped his carbine on the coal heap, and was crouching and hold-ing on, the most abject picture of fear I Oct. '84 1:1y

"My fireman, Henry, was a mere slip of a boy then; but a pluckier lad never opened a fire door. Bidding him to give her the road, I caught up the rifle, and getting out on the 'running board,' pointed the weapon at the scoundel in the forward engine, motioning to him, at the same time, to reverse the lever. But either misunderstanding my motions, or frightened by the awful speed, he jumped off the tender, the instant he saw the office, and at as low rates as elsewhere. rifle raised, and was instantly hurled headlong over the ledges—down the steep mountain side, below the track. I caught a glimpse of him, whirling heels over their orders to agents or sending them

head, as we shot past.

"He had left the 'gravel' running free; and I now knew that I must, myself, stop

it, if it was stopped at all.

"We were gaining upon it, but slowly; and I scarcely dared give my engine more steam. But I could not tell how far down the passenger train was. If our high wheels would but keep the track!

The engine careened from side to side, as we darted around the sharp curves, "Hit her a little, Henry!" I shouted

A TERRIBLE CHASE ON THE WEST- back; for I knew now that what we did must be done inside of another minute and a half; and in my desperation, I determined that if there must be a collision, it should be in an effort to overtake

"The locomotive now scarcely touched the rails as she bounded forward under was down the Blue Ridge, on the West- the fresh pressure of steam. We were ern Carolina' line. This road crosses the within thirty yards of the gravel train mountains at a grade of two hundred now, and we would catch up to it in half feet to the mile. Throughout the long a minute more, if my engine could keep ascent up the Ridge, it winds about the the track. At this point a rocky cliff rose foothills and along the mountain sides on one side of the line; and on the other in spiral curves, often quite sharp, and the steep mountain leads abruptly off into actually in one place passes the same a gorge, hundreds of feet deep, in a sheer point three times, at different elevations, precipice. Looking down across this ravine, we seemed to be literally flying

against the mountain side. For a second row shelf, I could have thought we had jumped from the hill and were plunging down through the clouds into the valley

"When an instant later, we emerged from the fog, the tender of the gravel train was only a few feet before my pilot. I dared wait no longer. Even now I low the early passenger and express train fancied that I could hear the roar of the passenger train from below. Measuring the distance well with my eye, I stepped every muscle for the dangerous leap, sprang across the intervening space, struggled to get aboard it-a feat that "Meanwhile the gravel train, with its could not have been accomplished had

mud upon the 'flats.' The work had pro-ceeded for some minutes in silence, and the engineer of the gravel train had, for some cause, left his cab for a few minutes, frightfuly strong. Had the distance been when one of the prisoners, unobserved by a foot greater, I should have missied-

vict suddenly sprang into the engine from scramble over the coal into the cab, the opposite side, and before either of the thrust back the lever and open the sand guards or the trainmen realized what was boxes. Henry had at once done the same

"How those cylinders wheezed, and how the smoke and sparks flew from those drivers as they ground backwards on the rails!

"And we had scacely brought them to a standstill when, puffing heavily round the next curve below, issued the passen-

"In half a minute more all three enbeen improved, for the locomotive was gines were moving quietly back up the grade. Very little was said; and to this day, I suppose the passengers do not know why that abrupt halt was made on the mountain side, or how fearfully near "The body of the convict was found on the rocks, several hundred feet below the track, so mutilated that but for the striped clothes, no one could have inden-

It is stated that frequent applications of sage tea to the scalp will prevent the falling out of the hair which frequently occurs after an illness.

Beset on all Sides.

By malaria, how shall we escape the dread infection? is the question which the denizens "As my engine moved, one of the guards of fever and ague districts ask themselves. scrambled into the cab; and my fireman The answer comes from former sufferers of the periodic scourge, through the protect-"In a moment we were out upon the ing influence of Hostetter's Stomach Bitters. main line, on the down grade, and gath- When the necessity for using preventive measures arises, use this means of prevenion at once. It regulates the liver, facilitates digestion, and liberates impurities from the system, when such exist, by promoting healthful action of the bowels and kidneys. Act early. In all regions where miasmatic vapors breed disease, it is absolutely necessary to be provided with a safeguard, and this is true, though a sojourn in such localities is destined to be brief. No one can afford to breathe malaria for a short time. The Bitters is a sovereign specific for rheumatism, debility and nervousness. Keep it on hand.

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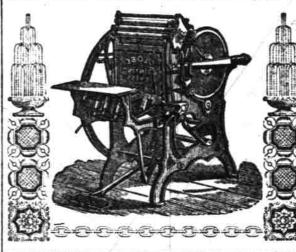
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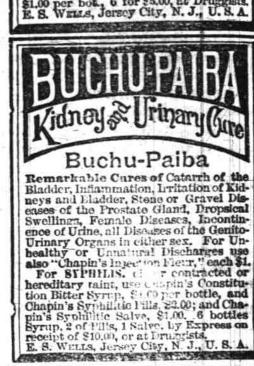
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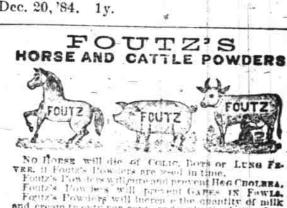
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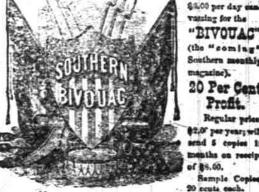
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