Uncle Lem's Potations.

A few nights since Colonel O. C. King of this place delivered an excellent speech before the Morristown Cleveland and Thurman Club, writes a Morristown, Tenn., correspondent of the *Courier-Journal*. To illustrate the fallacy of the Republican charge that the Democrats are free traders, because they want to reduce the tariff, he told the following anecdote of the doctor's experience with his patient, Uncle Lem Austin:

"But," the Republican orators say, "the Democratic policy of reducing the tariff is a step toward free trade; we are opposed to free trade, and therefore oppose anything in that direction."

This sort of talk reminds me of old Uncle Lem Austin's excuse for declining to reduce the number of drinks he was taking daily.

Uncle Lem had been a free drinker or a long time. At last it began to ell on him. He became sick and sent or the doctor.

The doctor came, examined him, inquired as to his symptoms, felt his pulse, looked at his tongue, sounded his chest, etc.

Having, as supposed, suitably impressed the old man, he said: "Uncle Lem, I am afraid you are drinking too much whisky, and it is proper that I should say to you that your trouble is caused almost solely by the excessive use of intoxicants."

The old man did not seem to be at all surprised, but replied promptly: "Well, Doc, I wouldn't be surprised if you wan't more'n half right about that."

"How much do you drink a day, Uncle Lem?"

"Well, I don't hardly know, Doc," replied the old man. "Let me see; I take a drink afore breakfast, and one arter breakfast, and two 'twixt breakfast and dinner, and one afore dinner. How many's that?"

"Five," replied the doctor.

An' one arter dinner."

"Six."

"An' two 'twixt dinner an' supper."

"Eight."

"An' one afore supper."

"Nine."

"And one arter supper."

"Ten."

"And two 'twixt supper and bedtime."

"Twelve," said the doctor.

"Well, them's about my daily rashins, Doc."

"That's too much liquor, Uncle Lem. You can't stand it; it will kill you. Now, I suggest that you curtail the amount. It won't do to quit off entirely. It would prostrate you. But you could reduce the number of drinks, say a third, and after awhile make another reduction. Now suppose you drop off the two drinks between breakfast and dinner and the two between dinner and supper at first, and begin the reform in that way."

Uncle Lem held his head down and reflected a moment; then looking up and fixing his bleary eyes on the doctor, said:

"See here, Doc; blame my cats if I don't sorter believe you're one o' them prohibitionists, and I'm agin prohibition, tooth and toe nail. Now this here propersion of your'n looks to me mighty like a step in the direction of prohibition, and I ain't agwine to take it, durn my skin if I do; I'll die fust."

Dangers of the Canal.

When the yatchman on the moaning sea wants to stop he has to reef his sail and cast his anchor. When we wish to pause in our mad career on the canal we have merely to say "Delay" to the driver on the tow-path, and he says "Whoa," or its French equivalents to the pale horse, and that makes him stop with an enthusiasm that scatters gravel over the adjacent scenery. I never saw a horse that could stop in a more unanimous way or delay on such small provocation. He also occasionally made an extemporaneous stop. One of these occasions was nearly being his last. There was a light breeze, and we had put up a small sail to lighten the labor of the old horse. The spend obtained by the yatch under sail required that he should trot to keep the tow line taut. He missed his driver, who had stepped into a house to get a light for his pipe, and he made one of his impromptu pauses. It was not quite what could properly be called a full stop, but more in the nature of a semicolon. The yatch kept on at double the horse's speed and there was no means of stopping her. We suddenly realized that if that horse did not toddle along with more velocity there would presently be a dire catastrophe. We were lunching on deck at the moment, and we promptly got up from the table. There was great tumult for a time, and we began shouting at the horse to go on. The artist in his excitement yelled. "Whoo! Get up! Fire! Scat!" and hit him on he jerky leg with a cold potato. Our impetuous cook threw a stove lid at him, and the captain put his whole soul into a few boisterous notes on the fog horn. Deafness seemed to be one of the horses many infirmities. Our cries of warning he heeded not. The tow-line became slack, dipped in the water, trailed along in a great loop, then as the yatch forged ahead of the horse the line gradually straightened out, rose dripping from the water, because taut, and whang! slash! yacht and horse had changed places: the yacht was towing the horse "stern on," as the nautical phrase goes. I cannot do descriptive justice to the wild and voluble excitement of the pirate driver when he saw us sailing away with his pale horse surging in our wake, and for the same reason I must leave you to imagine the pulling, hauling and profanity required to get the brute ashore.—*Log of the Champlain.*

"Public office is a public trust."—GROVER CLEVELAND.

A Very Contented Man.

A physician while strolling through the woods near Jacksonville, Fla, heard a peculiar noise, and looking about him, discovered an old negro sitting on a log, humming a tune. The physician approached the negro and said:

"You seem to be happy, old man."

"Wall, sah, I ain't got nuthin' ter plain erbout."

"Do you know that yellow fever is raging all around you?"

"Ought ter know it, sah, when I dun buried my wife yistidy."

"Then how can you sit around here and sing?"

"Dis yere is God's worl' ain't it?"

"I suppose so."

"An' I b'longs ter God, doan I?"

"Yes."

"Well, ef de Lawd put it it in my heart ter sin, I doan see why I oughter keep my mouf shet."

"Are you not afraid of taking the fever?"

"Whut's de use'n bein' erfeered? Ef de Lawd wants me ter take it, I will, an' if He doan' I ain't, dats all; and sides dat, I ain'tgwine ter take it no quicker ef I sings. I lay you mer go round dat town, no wan you'll fin' mos' o' de folks whut's got de feber dodn't sing er tall."

"I don't see," said the amused physician, "how you can feel disposed to sing when your wife was buried only yesterday.

"No sah; case you didn't know dat lady like I did."

"Didn't you get along well together?"

"Didn't get erlong tergedder ez well ez we did erpart, sah."

"What was the trouble?"

"On, wall, sah, I is er Baptis' an' she wuz one o' deze year blind Meferdis. She b'lived dot flingin' er little dab o' water on er man would do de wuck fur him, when all sensible pussons oughter know dat ef he wanter be saved he must be souzed in de bayo head an' years. I tell you dat w'en dis yere plan o' salwation comes up man better not dodge de p'int Ef John de Baptis' he got out in de ribber down at the ferry an' souzed folks under de water, w'y I doan see w'y folks wanster take de chances by bein' sprinkled."

"Old man, do you want a job of work?"

"No, sah, I kain' say dat I does."

"Isn't your name Reuben White?"

"Dat's my nomination, sah."

"Didn't I see you some time ago, going around asking for work?"

"You mout; yes sah."

"Why did you want work then?"

"Had to work den ter git suthin' ter eat."

"Well, but don't you have to eat now?"

"Yes, but I doan wuck fur it. Look yere, you reckon Ise gwine ter wuck w'en de folks all ober de country is sendin' hams an' flour an' all sorts o' visions down yere? Is er cat gwine ter w'ar herself out scratchin' roun' after mice w'en dar's er big piece of meat lyin' side her? Look yere, man, what sorter flosipher is you, nohow?"—*Arkansaw Traveller.*

A Man in Maine.

HE WAS SOMETHING OF A LIAR, BUT FORTY CENTS WOULDN'T TEMPT HIM.

A number of members from the House of Representatives have stolen away at various times and for sport periods from their Congressional duties. Most of them have enjoyed themselves, but none to a greater extent than did Wade of Missouri, Lind of Minnesota and Sawyer of New York. They invaded the State of Maryland and studied the unsophisticated natives until they got tired. The last placed at which they made any stay was Leonardtown. From there they intended coming to the capital by boat, but that semi-occasional craft having departed, they were compelled to travel by rail.

The train was started with a pinch-bar, and proceeded at a very deliberate guit. Occasionally the conductor would get off and gather a few peaches, with which he would treat his passengers. After the train had been crawling along for an hour and had covered at least six miles, the conductor collected the fares, which, for the congressional crowd amounted to 80 cents each. When he reached Colonel Wade, that genial. "Bald Knobber" remarked in his innocent way:

"Do you charge preachers full fare on this road?"

"No, sir," was the conductor's reply. "We only charge them half-rates. Are you a preacher?" he added, looking squarely at the Colonel's Methodist countenance.

"No, I am not" said the Missourian, "but that gentleman is" pointing to Judge Sawyer, who sat a couple of seats in front of him.

The conductor at once returned to the Judge, and after a searching glance at the sun-kissed countenance of the New York steamer, proffered him 40 cents, with the remark: We only collect half rates from preachers."

"Who in blank said I was a preacher?" asked the judge, with considerable show of anger.

The conductor threw his thumb over his shoulder in the direction of Colonel Wade, and looked as though he thought all the time that the colonel was garbling the facts in the case.

In the meantime the three dimes, the nickel and five pennies rested calmly in the judge's fat palm. He regarded them in silence for a moment, and handed them back to the official, saying: "I am a good deal of a liar, but I will not lie for 40 cents."

Then he relapsed into absolute silence and would not look at Colonel Wade until Washington was reached.—*Exchange.*

Men love to hear of their power, but have an extreme disrelish to be told of their duty.

Some of Sam Jones' Sayings.

[From the Durham Tobacco Plant.]

We preachers ain't preaching for money, but there ain't one of us but what would quit to-morrow if you'd stop our salary.

One rotten potato in a pile of five hundred bushels will get the whole pile if you let it stay. It'll get your pile, sure as gun's iron.

God himself can't do much with a coward. There is no foundation to work on.

I don't believe in evolution. I don't believe we came from monkeys, but when I look at some of you I think you're heading that way. You may get there.

A prim, nice, elegant Methodist is a monstrosity. These nice, little prominent Methodists ain't worth killing; they ain't worth ten cents a dozen.

Methodists ain't got nothing to run on but religion. Some of you ain't got that and you ain't running.

You take a Methodist church, with rented pews, and a starchy preacher, with silks and satins setting around—its the coldest place on earth.

I never try to stick to my text, but I stick to my crowd, don't I?

I don't get mad. When they tell a lie on me I'm glad its a lie and when they tell the truth on me I'm sorry its the truth. I get sorry but I don't get mad.

If a man's sick, lame or diseased he can get on me and ride me without bridle or saddle, but when one of these strong ones gets on me, when he wakes up he'll find me at the trough eating, with one of his galluses tied around my hind leg.

Dockery's Expenses.

ARE THEY PAID BY THE NATIONAL REPUBLICAN COMMITTEE.

The Monroe Express contains this important announcement: We have it upon the authority of Hon. M. S. Robins, of Asheboro, whose word no one will doubt, that Col. Allen Jordan, the leading Republican of Montgomery county, told him that Col. Dockery's expenses were being paid by the National Republican Executive Committee. Jordan said that the money had not been paid over by Chairman Quay, but that he had given such undoubted assurance that it would be forthcoming that certain private individuals had advanced the money necessary to defray Dockery's expenses upon the promise of being reimbursed when the funds from the National Committee were received. As to how much money the Northern Republicans are furnishing to buy votes in North Carolina Col. Jordan did not say, but it is reasonable to suppose that if the money is furnished to pay Dockery's campaign expenses it is furnished for other campaign purposes as well. Jordan gave J. C. Pritchard, Republican candidate for Lieutenant Governor, as his authority for the statement; so if Dockery's expenses are not being paid by Northern money, Pritchard or some one else has been guilty of uttering a falsehood.

Attend carefully to the details of your business.

Be prompt in all things.

Consider well, then decide positively.

Dare to do right. Fear to do wrong.

Endure trials patiently.

Fight life's battle bravely, manfully.

Go not into the society of the vicious.

Hold integrity sacred.

Injure not another's reputation or business.

Join hands only with the virtuous.

Keep your mind from evil thoughts.

Lie not for any consideration.

Make few acquaintances.

Never try to appear what you are not.

Observe good manners.

Pay your debts promptly.

Question not the veracity of a friend.

Respect the counsels of your parents.

Sacrifice money rather than principle.

Touch not, handle not, taste not intoxicating liquors.

Use your leisure time for improvement.

Venture not upon the threshold of wrong.

Watch carefully your passions.

Extend to every one a kindly salutation.

Yield not to discouragement.

Zealously labor for the right.

SUCCESS IS YOURS.

The Great Eastern.

The great vessel, as she silently lies on the mud off New Ferry, appears to be enveloped in an atmosphere of settled melancholy, which almost conveys the impression that her impending fate is known to her. The vast decks are nothing short of a howling wilderness, here and there studded with deserted and dismantled deck houses, which are obsolete in the extreme. Below board her appearance is even worse; the enormous tanks which did such good service in the cause of the cable are removed, and nothing remains but a gigantic space large enough to hold a small church. The floor of this tremendous apartment is full of large holes, and the visitor is reminded of their existence by his guide, lest a false step into one of them should be followed by a fall of forty feet into the dark and dismal hold below. The screw engines have been working on her late voyage and are in good condition. They are capable of propelling the ship at about four miles an hour. The paddle engines have not been used for some time, and present a dreary appearance. The gigantic pistons are motionless, and the telegraphic indicator silently points to an ominous "Stop ther."—*Pall Mall Budget.*

Daniel Webster was the greatest Yankee ever born. He was a man of very great abilities and his reputation grows with the age of the republic. On the tariff he thus spoke in 1824. He never was able to answer the paragraph we will quote. It was true in 1824, it is true in 1888, and it will be true when the volume of time closes. The great expounder said:

"On the general question, Sir, allow me to ask if the doctrine, be not preposterous? Suppose all nations to act on it; they would be prosperous then, according to the argument precisely in the proportion in which they abolished intercourse with one another. Protection and encouragement may be and are doubtless, some times wise and beneficial if kept within proper limits, but when carried to an extravagant height or to the point of prohibition, the absurd character of the system manifests itself."

NORTH CAROLINA, ROWAN COUNTY } Superior Court Before the Clerk.

John D. Miller, Adm'r of Wm. Litaker, dec'd, Plaintiff,
vs.
Albertine Miller, D. J. Brown and wife, Josephine C. Brown, heirs at law of Wm. Litaker, Defendants.

Petition to sell land to make assets.

It appearing by affidavit to the Court that D. J. Brown and Josephine C. Brown are necessary parties defendant to the proper determination of this proceeding, and that they are non-residents of this State, now, therefore, this is to notify them to be and appear before John M. Horah, Clerk of the Superior Court of Rowan county, at his office in Salisbury, N. C., on or before the 22d day of November, 1888, and answer or demur to plaintiffs complaint which is now filed therein, or this proceeding will be heard ex-parte as to them.

Dated this the 25th day of September, 1888.

J. M. HORAH,
Cl'k Super. Court of Rowan county.
Theo. F. Kluttz, Plaintiff's Attorney.
50:6t.

LAND SALE!

By virtue of a decree of the Superior Court of Sampson county, in the case of L. A. McKoy and others, exparte, I will sell at the Court House door in the town of Salisbury, on Monday, the 5th day of November, 1888, about 350 acres of valuable land in Rowan county, about ten miles west of Salisbury, known as the McKoy land. This land will be sold in tracts of 50 to 150 acres. They are among the best lands in a section famed for the excellent qualities of the soil; and furthermore there is sufficient timber of fine quality to pay for the land if it were worked up and sold—Pine, Oak, Ashe and Hickory being abundant, and situated within 2½ miles of the Western North Carolina Rail Road.

Terms:—One-fourth cash and the balance in twelve months. Persons desiring further information will please call on me or Col. W. A. Houck.

J. W. MAUNEY, Com'r.

Sept. 22, 1888. 50:

Administrator's Notice.

Having qualified as Administrator upon the estate of Margaret Ritchie, dec'd, all persons having claims against said estate are required to present them on or before the 27th day of September, 1889, or this notice will be plead in bar of their recovery. All persons owing said estate are hereby notified to make immediate payment.

M. A. BOSTIAN,
Sept. 25, 1888. Adm'r.
T. C. LINN, Att'y. 49:6t.

PIEDMONT AIR-LINE ROUTE

Richmond & Danville Railroad.

CONDENSED SCHEDULE.

IN EFFECT JUNE 24, 1888.

TRAINS RUN BY 75° MERIDIAN TIME

SOUTHBOUND	No. 50.		No. 52.
	DAILY		DAILY
Lv. New York	*12 15	A M	*4 30 P M
" Philadelphia	7 20	"	6 57 "
" Baltimore	9 45	"	9 42 "
" Washington	11 24	"	11 00 "
" Charlottesville	3 40	P M	3 00 A M
" Lynchburg	5 50	"	5 10 "
Ar. Danville	8 30	"	7 45 "
Lv. Richmond	3 10	"	2 30 "
" Burkesville	5 17	"	4 25 "
" Keysville	5 57	"	5 05 "
" Drake's Branch	6 13	"	5 20 "
" Danville	6 50	"	5 05 "
Ar. Greensboro	10 35	"	9 42 "
Lv. Goldsboro	2 40	"	†3 10 P M
" Raleigh	5 00	"	†4 45 A M
" Durham	6 04	"	3 12 "
" Chapel Hill	†5 20	"	†7 27 "
" Hillsboro	6 37	"	4 06 "
Ar. Greensboro	8 35	"	7 40 "
Lv. Salem	†7 20	"	6 30 "
" Greensboro	11 16	"	9 50 "
" High Point	12 37	"	10 16 "
Ar. Salisbury	12 01	A M	11 18 "
" Statesville	1 51	"	12 12 P M
" Asheville	7 28	"	4 31 "
" Hot Springs	9 15	"	6 10 "
Lv. Salisbury	12 26	"	11 23 A M
Ar. Concord	1 10	"	12 01 P M
" Charlotte	1 55	"	12 40 "
" Spartanburg	4 40	"	3 37 "
" Greenville	1 20	"	4 48 "
" Atlanta	11 00	"	9 40 "

NORTHBOUND	No. 51.		No. 53.
	DAILY.		DAILY.
Lv. Atlanta	*6 00	P M	7 10 A M
Ar. Greenville	1 06	A M	1 51 P M
" Spartanburg	2 13	"	2 53 "
" Charlotte	4 50	"	5 30 "
" Concord	5 43	"	6 30 "
" Salisbury	6 22	"	7 05 "
Lv. Hot Springs	8 05	P M	11 40 A M
" Asheville	9 55	"	1 25 P M
" Statesville	3 30	A M	5 56 "
Ar. Salisbury	4 37	"	6 38 "
Lv. Salisbury	6 27	"	7 15 "
Ar. High Point	7 32	"	8 15 "
" Greensboro	8 00	"	8 40 "
" Salem	14 40	"	†12 24 A M
Lv. Greensboro	9 50	"	10 50 P M
" Hillsboro	11 55	"	3 10 "
" Chapel Hill	1 15	P M	†5 20 "
" Durham	12 35	"	4 30 A M
" Raleigh	1 55	"	6 55 "
" Goldsboro	4 10	"	†11 45 "
Lv. Greensboro	8 05	A M	8 50 P M
Ar. Danville	9 47	A M	10 20 P M
" Drake's Branch	12 25	P M	11 23 A M
" Keysville	12 40	"	1 43 "
" Burkesville	1 23	"	2 36 "
" Richmond	3 30	"	5 00 "
" Lynchburg	12 40	P M	2 55 "
" Charlottesville	2 55	"	3 05 "
" Washington	7 55	"	7 00 "
" Baltimore	8 50	"	8 20 "
" Philadelphia	10 40	A M	10 47 "
" New York	6 20	"	120 P M

*Daily. † Daily, except Sunday.

No. 50 and 51 connects daily except Sunday at Keysville for Clarksville and Oxford.

No. 53 connects at Richmond with C. & O. for Old Point and Norfolk.

No. 51 and 53 connects at Richmond daily except Sunday for West Point and Baltimore.

No. 52 from West Point has daily connection at Richmond with No. 50 for the South.

SLEEPING-CAR SERVICE.

On train no 50 and 51, Pullman Buffet Sleeper Montgomery and New York, Danville and Augusta Raleigh and Morristown, Tenn.

On trains 52 and 53, Pullman Buffet Sleeper between Washington and New Orleans via Montgomery; and between Washington and Augusta, Richmond and Greensboro, and Pullman Parlor Cars between Salisbury and Knoxville

Through tickets on sale at Principle stations, to all points.

For rates and information, apply to any agent of the Company, or to

SOL. HAAS, *Traffic Manager.*
J. S. POTTS, *Div. Pass. Agt.* RICHMOND, VA.
W. A. TURK, *Div. Pass. Agt.* RALEIGH, N.
JAS. L. TAYLOR, *Gen. Pas. Agt.*

Richmond and Danville Railroad Co

W. N. C. Division
Passenger Train Schedule.
Effective May 13th, 1888.

Train No. 52. West Bound.				Train No. 53. East Bound.
Lv 9 00	a. m.	Boston		10 30 p. m. Ar
4 30	p. m.	New York		3 20
6 57		Philadelphia		12 35 noon
9 42		Baltimore		10 02 a. m.
11 00		Washington		8 10
5 05	a. m.	Lynchburg		2 10
8 05		Danville		11 29 p. m.
2 30	a. m.	Richmond		6 15 a. m.
9 38		Keidsville		10 44 p. m.
8 10	p. m.	Goldsboro		11 45 a. m.
1 45	a. m.	Raleigh		6 55
3 12		Durham		4 30
3 12	a. m.	Greensboro		9 50 p. m.
11 25	a. m.	Salisbury		7 20
Ar 12 12	noon	Statesville		6 37
12 36	p. m.	Catawba		5 58
12 55		Newton		5 37
1 14		Hickory		5 17
1 46		Connelly Springs		4 46
2 10		Morganton		4 30
2 20		Glen Alpine		4 17
2 49		Marion		3 44
3 13		Old Fort		3 13
3 27		Round Knob		2 35
4 00		Black Mountain		2 00 Ar.
4 31		Asheville		1 25 Lv.
Lv. 4 40		Asheville		1 10
Ar. 5 09		Alexanders		12 46 p. m.
5 34		Marshall		12 19 noon
6 10		Hot Springs		11 40 a. m.
Lv. 5 40	p. m.	Hot Springs		10 25
Ar. 7 30		Morristown		8 25
8 50		Knoxville		7 15
11 40		Jellico		4 15 a. m.
7 30	a. m.	Louisville		7 30 p. m.
11 10	a. m.	Indianapolis		4 00 p. m.
6 35	p. m.	Chicago		8 30 p. m.
1 50		St. Paul		3 00 p. m.
6 40	p. m.	St. Louis		8 00 a. m.
7 10	a. m.	Kansas City		8 25 p. m.

Murphy Branch.

Daily except SUNDAY

TRAIN NO 18			TRAIN NO 11
8 00 a m	Leave	Asheville	Arr 4 50 p. m
10 25	Arr	Waynesville	2 20
2 26 p m		Charleston	10 15 a. m
5 05		Jarretts	Leave 7 10

A. & S. Road.

Daily except SUNDAY

TRAIN NO 12			TRAIN NO 11
2 50 p. m	Leave	Spartanburg	Arrive 2 10 p. m
7 17	Arrive	Hendersonville	9 25 a. m
		Asheville	Leave 8 10

75th meridian time used to Hot Springs.

90th " " " west of Hot Springs.

Pullman Sleepers between Washington & Salisbury
" " " Richmond & Greensboro
" " " Raleigh & Greensboro
" " Parlor Cars " Knoxville & Louisville
" " " Salisbury & Knoxville

JOS. L. TAYLOR, G. P. A.
W. A. WINBURN, Act'g D. P. A