The Carolina Watchman.

VOL. XXII.---THIRD SERIES. SALISBURY, N. C., THURSDAY, NOVEMBER, 6, 1890. NO. 3.

That Boy Jim.

F. L. STANTON.

He was the "devil," that boy him,
Couldn't do nothing at all with him;
Ragged an' dirty—a gutter snipe—
Pilin' the cases, distributing type;
Peltin' the neighbors on their heads
With Lian' Row Quoins an' slugs an leads,
From early mornin' to evenin' dim—
He was the "devil," that boy Jim!

Editor cussed him—t'want no good;
Head as hard as a piece o' wood;
Jest bust out in a loud hooray,
An' kept right on his hard-head way.
But once when the train was passin' by
An' the editor's child on the track—Oh my!
Jim he rushed with his same don't care
Right in front o' the engine there!

Child was saved! * * But where was Jim?
With flaming lanterns they looked for him,
While the people trembled an' held their breath.
"Under the engine, crushed to death!"
There in the dust and grime he lay—
Jim! he had gived his life away!
'Twasn't no use to weep for him;
He was an angel—that boy Jim!

Laugh and Grow Fat.

The foe who is open faced loses half his terrors.

Now that Chicago has got the World's Fair, it behooves her to put her best foot forward, even though it is a big one.

Landlady: "You haven't eaten your soup, Mr. Roberts, Is there anything in it?' Boarder: "I dont think there is; I couldn't taste anything."

"Have you read Longfellow's 'Resignation'?" asked one department clerk of another. "No," was the reply; "I did not know he had resigned."

The golden age never leaves the world; it exists still, and shall exist, till love, health, poetry are no more—but only for the young.

Smokeless powder has been invented. Now if some genius would introduce smokeless cigars for street-car use, the world would indeed be making progress.

Human nature requires change for its recreation. Variety is charming, not only because it is variety, but because continuous effort in one direction produces lassitude, staleness, and decrease of power.

Mrs. Brown: "What made you make a face behind my back?" Little Johnnie: "Why, ma, you didn't think I was fool enough to do it before your face, did you?"

Little Marie: "O, Edith, there's a hole in your stocking as big as a silver dollar." Edith: "Why, Marie, how you exaggerate." Marie: "Well, it's as big as ninety cents, anyway."

"Yes, 'down with the encore,' that's what I say," said young Musicle; "it's a terrible bore to have to do a thing over again after you have done it as well as you can. Mother, pass up another piece of pie." "Down with the encore, my son," was the response, and he didn't get the pie.

"Mamma, our Sunday-school teacher says every hair on my head is numbered. It ain't true, is it?" "Certinly it is dear. The Bible tells us that." "Well, then," said Bobby, singling out a hair from his curly locks, "what number do you suppose that is?" Mamma gives it up.

Smith: "Jones' wife has had no education whatever. She can't even read" Brown. "She can't! Why, he told me when he came home late the other night she read him a lecture that made his eyes bulge out."

Watts: "I suppose your wife is like women,—never admits that she makes a mistake." Wickwire: "O, she occasionly assert that she made a mistake marrying me. But she never admits that outside the family."

Do not think of your faults; still less of others' faults. In every person who comes near you look for what is good and strong; honor that; rejoice in it; and, try to imitate it, and your faults will drop off, like dead leaves, when their time comes.

Russell Sage, a fifty-millionaire, says any man could become rich by adopting—industry, economy, and patience. Yet all the industrious, economical, and patient men in this country are not rich.

So few of us ever saw a three-dollar gold piece that it certainly will not be missed, as it is already forgotten, Its further coinage has been stopped by Act of Congress, together with the three-cent nickel and the gold dollar. It is a fact that although double eagles are by no means as common as we wish they were, they are more familiar to most people than the three-dollar piece.

One of the Wellesley professors on a recent Sunday was dusting a pile of books. A bright little girl living in the neighborhood came in during the operation, and opening her eyes wide in surprise, exclaimed, "Why, Miss Blank, what lots of books! Does you alway do dusting on Sundays?" Then, after a moment's silence, she added, "I 'spect they must all be Bibles!"

Aerial Navigation

ALUMINUM MAY SOLVE THE LONG TRIED PROBLEM —A REVOLUTION IN TRANSPORTATION TO BE MADE BY THE GREAT INVENTION.

Cincinnati Commercial Gazette.

Aerial navigation has at last been solved by Mr. E. J. Pennington and R. H. Butler, whose inventive abilities have been very prominent and successful in the mechanical line. Thousands of machines have been made from their designs and inventions, and are shipped to all parts of the world, where they are recognized as being of a superior quality. These gentlemen's past careers have been noted for their highly moral and social standing, and advanced ideas in mechanics.

They have sold their patents and other valuable inventions to the Mt. Carmel Aeronautic Navigation Company, whose authorized capital is $10,000,000, the majority of stock in which is already taken, and the company will proceed to erect a mammoth plant at Mt. Carmel, Ill., at an early day, covering many acres of ground, and will work a vast army of skilled and common labor in the construction of those air ships and other machinery. The directors have decided to manufacture everything needed in the construction of their machines, from the raw material even to the aluminum, which will be used in enormous quantities. These plants will undoubtedly be the largest in the West. Messrs. Pennington and Butler are taking out patents also on their aerial ship in all foreign countries.

When the Montgolfier brothers made the successful experiment of raising a balloon in the open air at Annonnay, France, in June, 1783, it attracted scientists and inventors to a field that, if developed, would yield a harvest rich in fame and fortune to them, and render incalculable benefits to mankind. That it has not engrossed their attention more is due, probably, to the fact that the elements, aluminum and electricity, which are destined to form a very important feature in aerial machine construction, were not until recently perfected to such a degree that their properties could be considered for that purpose.

There have been several machines constructed that have been more or less successful, but none that have achieved that degree of perfection that the aerial recently invented and patented by Messrs. E. J. Pennington and R. H. Butler. This machine has all the important features necessary to make aerial navigation popular and practicable. The inventors have taken in view the safety, speed and comfort to make this mode of traveling a tractive; they have perfected their ship so that it is under the absolute control of the operator, and can be raised at will, to go to any given point and return, attain a speed of 200 miles an hour or come to a standstill in midair.

The design of this aerial ship is on the same principle as the hull of a ship, with about the same proportions, its appearance, except being A-shaped, is round and conical at both ends, having attached at either side two large wings extending the full length. These wings are arranged with a device that will adjust themselves automatically into a parachute, allowing the machine to descend to the earth gradually in case of accident. On the outward corners of these wings are placed propeller wheels, which run right or left, for raising or lowering the ship. At the bow is a very large propeller wheel, which propels the ship forward or backward, and directly on top of the buoyancy chamber is a rudder extending its full length and half the width of the wings that is used to steer the ship horizontally.

A little to the rear and just behind this top rudder, is an adjustable rudder to steer the ship sideways, either to the right or left. Directly under this is a rudder running horizontally. This is used to raise or lower the ship while in motion.

The cabin is hung directly under the main part of the frame, and directly underneath the cabin is a space for storage batteries, and, being at the extreme lower side, acts as a ballast and keeps the ship from tipping to either side.

The front end of the cabin is occupied by the pilot or steersman, who has in front of him a map and compass of his route to steer by. On his right and left are small levers for switching the electrical appliances necessary to direct or guide the ship. Both rudders and the five propeller wheels are controlled by electricity, and a child ten years old would have sufficient intelligence to man the entire ship. An automatic mechanism keeps the cabin heated to any desired temperature. The gas engine for driving the propeller wheels, and the storage batteries, is of an entirely new design, suitable for this purpose, and weighs only one-fifth the amount of ordinary designs. The mental aluminum is freely used in the construction, in fact aerial navigation would still remain unsolved were it not for these properties.

The speed of the machine depends on the will of the operator, who can attain the speed of 200 miles an hour, or gradually slow up until it stops. The [illegible] claims that this machine [illegible] of wh[illegible]

convenient for a person to have his place of business one or two hundred miles from his place of residence if he so desires, and he can go back and forth daily with more convenience than at present with the facilities afforded by the railroads if he lives but fifteen miles away. Passengers desiring to go to San Francisco from New York can take berths on the aereal navigator in the evening at the latter city and wake up at their destination. Any one desiring to go to London or any other European city can take passage on the air ship at night and be in the desired city the next day.

The safety of the passengers is provided in the general construction of the ship. If by any accident the buoyancy chamber should become inoperative in keeping the ship afloat, the wings can be instantly formed into a parachute and the propeller wheel brought into play to lower it, if necessary, or the ship could proceed on its journey, as the propellers attached to the wings would keep the machine afloat independently of the buoyancy chamber.

There are also small parachutes on board suitable for single passengers in case a jump was resorted to, and comparing the danger of aerial travel with that of railway it might be stated that the passenger has no fear of meeting with a collision or wreck of any kind, of being imprisoned in a car and slowly roasted or otherwise mutilated beyond recognition. Neither are there any shrieking or screaming whistles, rattling of loose rails, smoke, dust or cinders to dread, for the jolting and shaking which make railway travel so disagreeable will be unknown on the aerial route.

The traveler gets aboard the air ship and is wafted gently above the unhealthy gases and disagreeable odors of earth, where at a perspective view, changing scenery greets the eye, and at a glance one can take in whole cities, towns and villages along the route. It will impress one with the perfect topography of the country, give an idea of geography that it would be impossible to get from maps, and when the passenger arrives at his journey's end he would feel invigorated and refreshed from his contract with the pure air.

It may not be generally known that a person travelling in a horizontal direction through the air at a speed of several hundred miles an hour, will not notice it as much as one travelling on a railroad train at a speed of thirty miles an hour. This can be demonstrated by looking down while passing over high trestles while travelling on a train. What makes railroad travelling so fatiguing is the jarring and jostling, and when the speed is increased it increases the terror of the passenger to such an extent that any pleasure he might derive from his journey is lost.

The cost of the construction is the great advantage of navigating the air, for all that is required is the ships and landing stations. There are no lobbies needed to work the Legislatures for charters, no rights of way to buy, the air is free and space unlimited; there are no hills to tunnel, no rivers to bridge or steep grades to climb, no surveys are necessary, nor are there difficult feats of engineering to perform. Nature provides a straight route, with no obstacles to impede the way, and for a reasonable price each family can own its own flying machine.

For scientific purposes its purposes are inestimable. It is believed the north pole will finally be reached by this means; while for exploring remote regions, such as the interior of Africa, the dangers and hardships experienced by Stanley will no longer be possible and emigration to that country would naturally follow, and its resources be developed. For taking observations for forecasting the weather, sudden changes of the temperature could be actually predicted, and storms, tornadoes and hurricanes could be noted, and residents along their course notified in time to seek a place of safety until the danger had passed.

As an instrument of war it could be used to such terrible destruction that to prevent a total annihilation of the warring forces, a system of arbitration would of necessity be enacted, and all disputes would then be settled without bloodshed. The astronomer could soar to any height that would give him a better opportunity to observe the planets, and aid him, no doubt in making discoveries heretofore unknown.

The company will manufacture special cars for quick mail and passenger service, and when they are put in operation the business that will be developed cannot be computed; as a means of communication by mail it will almost if not equal telegraph, and the amount of mail carried will increase to several times what it is now.

For transferring grain and other produce the farmer would only have to handle it once in loading, as the air ship could alight at any place most convenient for loading. The same thing could be done with cattle and all kinds of merchandise. There would be no necessity for refrigerator cars for perishable goods, as they could be transferred so rapidly that the chances of spoiling while enroute would be small. It will equalize rates everywhere, and give the best results to producer and consumer alike.

The aerial navigation is the coming ing mode of travel cannot be doubted. It will advance man to a higher element of thought, disseminate enlightenment throughout the world, open the way to new ideas, revolutionize the present system of affairs, solve the problem of capital and labor, distribute the comforts and luxuries equally, bring mankind into closer relationship, and be a long stride in the direction of the millenium.

Samuel Slater's Dream.

An interesting centenary will be celebrated next December at Pawtucket, Rhode Island, where Samuel Slater, on the 21st of December, 1789, virtually began cotton manufacture in this country, although previous efforts had been made. Slater was a pupil of Arkwright, and as the English law forbids the communication of models of the cotton spinning machinery to other countries, Slater, trusting to his memory, reconstructed it under a contract with William Almy and Smith Brown. But for some time he could not recall a small but essential part of the process, and the tradition is that in a dream he returned to England, examined the machinery, found what he wanted, and upon awaking completed his work successfully.

A recent article in the *Evening Post* alludes to this story. But many, many years ago Mr. Slater himself related the circumstances to a gentleman in this country, who often repeated it in his family, from whom we have it. After long labor, working secretly, with the aid of one man only, Slater thought that he had put the machinery in running order, and invited a few gentlemen interested in the enterprise to see the happy result of his toil. Proud and excited, he essayed to start the machine, but it did not move. In vain he tried, and, mortified and grieved, he dismissed his friends, assuring them, however, that he certainly would discover the difficulty.

But he was deeply discouraged. All the day and night he pondered and examined and tested and tried to move the machinery. But still it remained motionless. At length, heart-sick and weary, he leaned his head against the machine and fell asleep. As he slept he heard distinctly a cheerful, friendly voice, saying, "Why don't you chalk the bands Sam?" He started up, broad awake, and knew at once that slight friction in the working of the machine was what was wanting, and again summoning his friends he saw the smooth action of the jenny the triumphant result of his work. It is a pleasant story, and the Slater legend is not an invention unless Mr. Slater deceived himself.—*Harper's Weekly.*

What Industry Will Do.

The life of Charles O'Conor, the eminent lawyer, shows what diligence and perseverance will accomplish.

When but eight years old he was an office boy and a newspaper carrier.

His father published a weekly newspaper, and Charles, besides attending in the office, delivered the journal to its subscribers in New York, Brooklyn and Jersey City. He used to take a skiff to cross the rivers, and frequently would be out all Saturday night serving his route. It is said that he never missed a subscriber.

When seventeen years of age he entered a lawyer's office as an errand boy. He borrowed law books, took them home and read them by the light of a tallow-candle far into the night. Several lawyers, noticing the boy's industry, aided him in his studies.

When he was twenty-four years old he was admitted to the bar, and even then it was said that young O'Conor's legal opinion was worth more than that of many old lawyers.

But success comes slowly to a young lawyer, and it was not until his thirtieth year that clients recognized the legal learning and skill of young O'Conor. He was poor, but industry and ability were his capital. He worked hard at the smallest case, never slighting any trust, and in time secured the reputation of a man who would do his best for those employing him. To this conscientiousness and industry he owed his success.—*N. Y. World.*

C. P. Hatington's success, according to his own statement, is due entirely to his personal mastery of the details of his business. "When I was a boy," Mr. Huntington is in the habit of observing, "I worked in a store, and one of the first rules I learned was that whenever I saw a one penny nail on the floor it was my duty to pick it up and take care of it, and not wait until I found a ten penny nail before exerting myself. The details of business are as the great rules."

The millionaire railroad magnate tires out stenographer after stenographer, and he has never had a confidential clerk who could in any sense keep up with him. He is at his office at half past seven, never leaves before six, and not a detail in connection with the vast interest in his hands escape his personal supervision. To make up for this great output of vital energy, Mr. Huntington retires at 9:30 at night and sleeps like a babe for eight straight hours.

He who knows nothing is confident of everything.

Why Will They.

Kate Thora.

Why will people continue to do the things that are to their disadvantag? This is a problem that has puzzled us for a long time.

Why will a man with a mouth like the entrance of the Mammoth cave shave his face smooth, when by allowing his beard to grow he might conceal the opening he so unhesitatingly offers to the world?

Why will short women always wear plaids, which make her look even shorter and more dumpy? And why do tall women take naturally to stripes?

Look about you when you take a walk down one of our fashionable streets, and notice the fact that the plainest faced women wear the most striking costumes, as if they hoped by gaudy colors in dress to make amends for undue length of noses and excess of freckles and pimples.

Short, fat women wear furlined circulars, almost to an individual; and tall, lean women affect short walking jackets, and look like liberty poles with night-gowns on.

Long-necked women invariably "do" their hair in a French twist, so as to let all creation observe the fact that their necks are so long; and short-necked women stick to frogs on the naps of their necks, and from behind present the appearance of their heads resting on their shoulders.

Small, short men appear in tall hats, under the impression that the tile adds to their height, while in reality it gives them the appearance of a hat walking off with a man. One sees a great more hat proportionately than he sees man.

Why will women go shopping after samples that they never will buy any thing like and know that they shall not?

Why will people run down every other religion but their own? They know they never make converts by so doing.

Why can two of a trade never agree?

Why does a young man, when he is going courting, act as if he were doing something he were ashamed of?

Why do old people so hate to see young people enjoy themselves?

What makes everybody like to hear of bad luck coming to somebody else?

There are good souls in the world who will say that they do not enjoy anything of the kind, and perhaps they think so; but just let a scandal arise affecting the minister of "the other church," and see how active those very same good souls will be to find out every minute particular!

Why do boys like to break glass, and stone cats, and tie tin dippers to dogs' tails? Why do men like to see a runaway? Why does everybody in a crowded railway car watch the woman who has a crying baby? Has she not enough to contend with without feeling conscious that every man, woman and child, who knows as much concerning a baby as an elephant knows about frying doughnuts, is looking at her, and wondering why she doesn't do this, and why she doesn't do that?

Why do dyspeptics keep on eating baked beans? Why do fat people, who agonize over adipose tissue, keep on eating candy and using sugar?

Why does a person with "poor circulation" hover a hot stove, and make the circulation afore said still poorer?

Why do men marry women unfitted for them and bewail their fate forever afterward? Why does a girl unite herself for life to a man who she knows drinks, and then spend her life-time in groaning over her lamentable misfortune?

Why do they do it?

We have asked the questions, but we are no nearer answering any of them than we were at the beginning.

It is said that an electric hand lamp has been invented, the illuminating principle of which is generated by some simple chemicals that are ridiculously cheap and easily manipulated. A little sliding drawer at the bottom of the lamp holds the electric spark in solution, while, by simply touching a button, a sufficient light is developed or extinguished, as the case may be. This lamp does not specially differ in appearance from the ordinary kerosene affair, and can be used in the same way, but with complete absence of trouble, odor or danger.

A railroad man can tell you what it costs his company to carry a ton of freight a mile, but not many farmers can tell what it costs to raise a calf, a colt, a sheep, or even a chicken, nor what his income from the farm is per year. Both are business men in a sense, but how differently they manage their business! Who is to blame?

It is said of the eight hundred convicts in the Kansas penitentiary that not one is an editor. But just wait till the poor house statistics are published.—*Marion, (Kan.) News.*

Though creeds are narrow know that truth is wide.