

**ABILITY AND GENIUS.**

One Depends on Labor the Other on the Fostering of Unique Powers.

The greatest difference between the kinds of ability and capacity which are now more common than ever and the higher forms of genius is, the London Spectator thinks, this—that the former depend upon the due division of labor, the careful study of appropriate means and methods of intellectual discipline, in a word, on the accumulation of suitable intellectual experience; while the latter depend upon the careful fostering of unique and only half understood instincts and powers, such as induced the prophets of the Jewish people to retire into the wilderness, or in our own century sent up Wordsworth to his retreat among the Cumberland hills, Thomas Carlyle into his Dumfriesshire fastnesses, Alfred Tennyson to his seashore ruminations and John Henry Newman to his lonely Oxford rides and walks and his still more solitary Sicilian wanderings.

Now, what we can clearly see is, that so far as the special influence of the nineteenth century is concerned, it acts distractingly rather than favorably on gifts of this unique order. We think we can see in the case of Browning, for instance, how the genius of the man was frittered away by the distractions of society and the multiplied interests which attracted his shrewd intelligence. What he wrote while he was comparatively unknown was occasionally hardly intelligible to the world (as in the case of "Sordello"), but for the most part it was written under a profound sense of intellectual compulsion, or, as the old world said, inspiration.

But with one great exception—"The Ring and the Book" which was more or less due to the period of seclusion which followed the death of his wife and a few smaller exceptions, especially among the "Dramatic Idylls," his later poems gave no impression of the same kind of subduing intellectual necessity and ardor. They are often gritty in thought and jolting in expression, as well as very obscure, and embody none of the passion contained in such poems as "Pippa Passes," or "Two in the Campagna," or "El Karshish, the Arabian Physician," or "The Bishop Orders His Tomb at St. Praxed's Church," or "Bishop Blougram's Apology," or "Christmas Eve and Easter Day," or even "The Grammarian's Funeral," or twenty others.

The distractions of the world told upon him, and diverted him from that concentrated devotion to the themes most suited to his own genius which was essential to their perfect rendering; so that when he came to write, he only gave us a hasty and confused version of his own meditations. The distractions of a world of scientific research and astounding discoveries, and inventions so ingenious that the human mind itself seems almost dwarfed by its own newest instruments, all militate against that cherishing of the half unconscious instincts of true genius essential to the meditative maturing of great gifts. The cares of this world and the distractions of social amusements and art and science only too easily dissipate that ardor of contemplation which the highest literary achievements require.

**SWIFT TRAVELING.**

Falling a Mile in Less Than Four Minutes.

A stirring incident took place not long ago in Courbevoie, when Paul Leprince, the aeronaut, and one of his friends, made a balloon ascension. They had reached an elevation of fifteen hundred feet, when they began to hear a peculiar whistling sound. Leprince climbed upon the ring, and discovered a tear, a few inches long, made by the branch of a tree, against which they had swept in their upward passage. What followed is related by Leprince in L'illustration.

At this moment, the sun dispelled the clouds and shone with all its force upon the balloon. This produced such an expansion of gas that the valve was not sufficient to lessen the strain, and the fabric tore apart, with a noise like the rustling of leaves. Through the opening poured the gas in great volumes.

"We are lost!" cried my friend.

"The ballast!" shouted I. "The ballast!"

In an instant two bags were thrown out. I saw by the barometer that we were nearly five thousand feet above the ground, and then the fall began. We threw out everything of any weight, and prepared to cast off our clothing, and resolved to cling, at the moment of striking, to the netting above.

Fortunately, there was a strong wind blowing, which carried us along at the rate of thirty-five or forty miles an hour, and enabled us to fall at an angle, thus softening the shock.

The balloon was violently shaken in its flight, and kept swinging and swaying in a horrible manner, but this motion was, after all, what saved us.

During one of the most vigorous of these movements, the lower part of the balloon was thrown to the upper part of the netting, and rested there against the valve, in the shape of a dome, forming an immense parachute. At once, the fall was sensibly arrested, but we were still one hundred yards from the ground. The time had come to throw overboard our clothes, but there proved to be no time.

Scarcely had we reached the ropes attached to the ring, when a terrible shock was felt, and we, the basket and balloon were rolled over on the ground together. We were not injured, nor did we even lose consciousness, and thus was a fall of nearly a mile accomplished in less than four minutes.

**India Rubber Planting.**

A plantation of India rubber was started by the government of Assam in 1873 in a forest at the foot of the Himalayas. Seedlings were planted in the forks of trees, and by 1885 they had reached the ground. The trees were subsequently placed in beds 40 feet wide, protected by the surrounding forest. In 1890 the plantation extended over 1,100 acres, and contained 16,054 healthy plants, besides 84,000 seedlings. The experiment will not begin to be profitable until after several years more.

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**Condensed Schedule.**

**TRAINS GOING SOUTH.**

Dated June 7th, 1891.	No. 23 Daily	No. 27 Daily	No. 41 Daily ex Sun
Leave Weldon.....	12:30 pm	5:45 pm	8:00 am
At Rocky Mount.....	1:40 "	.....	7:24 "
At Tarboro.....	2:17 "	.....	.....
Leave Tarboro.....	10:35 am	.....	.....
Arrive Wilson.....	2:18 pm	7:00 "	7:38 "
Leave Wilson.....	2:28 "	.....	.....
Arrive Selma.....	5:30 "	.....	.....
Arrive Fayetteville.....	1:30 "	.....	.....
Leave Goldsboro.....	3:15 "	7:40 "	8:40 "
Leave Warsaw.....	4:10 "	.....	9:24 "
Leave Magnolia.....	4:27 "	8:40 "	9:49 "
Arrive Wilmington.....	6:00 "	9:55 "	11:20 "

**TRAINS GOING NORTH**

	No. 14 Daily	No. 78 Daily	No. 40 Daily ex Sunday
Leave Wilmington.....	12:35 am	5:15 am	4:35 pm
Leave Magnolia.....	2:45 "	10:57 "	6:10 "
Leave Warsaw.....	2:55 "	12:05 "	7:30 "
Arrive Goldsboro.....	.....	.....	.....
Leave Fayetteville.....	.....	.....	.....
Arrive Selma.....	.....	.....	.....
Arrive Wilson.....	.....	.....	.....
Leave Wilson.....	3:55 "	12:58 pm	8:23 "
Arrive Rocky Mount.....	.....	1:30 "	8:53 "
Arrive Tarboro.....	.....	2:17 "	.....
Leave Tarboro.....	.....	10:58 am	.....
Arrive Weldon.....	5:00 "	9:55 pm	9:30 "

\*Daily except Sunday.

Train on Scotland Neck Branch Road leaves Weldon at 4:00 p. m., Halifax 4:22, arrive Scotland Neck at 5:15 p. m., Greenville 6:52 p. m., Kinston 8:00 p. m., returning leaves Kinston 7:00 a. m., Greenville 8:10 a. m., arriving at Halifax 11:00 a. m., Weldon 11:25 a. m. daily except Sunday.

Local freight train leaves Weldon at 7:00 a. m., arriving at Scotland Neck 10:00 a. m., Greenville 9:00 p. m., Kinston 5:10 p. m., returning, leaves Kinston at 8:00 a. m., arriving at Greenville 10:50 a. m., Scotland Neck 2:40 p. m., Weldon 5:15 p. m.

Train leaves Tarboro N. C., via Albemarle and Raleigh R. R. Daily except Sunday 4:00 p. m., Sunday 3:00 p. m., arrive Wilmington N. C. 7:18 p. m., 4:20 p. m., Plymouth 8:30 p. m., 5:30 p. m., returning leaves Plymouth daily except Sunday 6:20 a. m., Sunday 9:00 a. m., Wilmington, N. C. 7:40 a. m., 9:58 a. m., arrive Tarboro 10:05 a. m., 11:20 a. m.

Train on Midland N. C. Branch leaves Goldsboro N. C. daily except Sunday 7:00 a. m., arrive Smithfield, N. C. 8:30 a. m., returning leaves Smithfield, N. C. 9:00 a. m., arrive Goldsboro, N. C. 10:30 p. m.

Train on Nashville Branch leaves Rocky Mount at 3:00 p. m., arrives at Nashville 5:40 p. m., Spring Hope 4:15 p. m., returning leaves Spring Hope 10:00 a. m., Nashville 10:25 a. m., at Rocky Mount 11:15 a. m. daily except Sunday.

Train on Clinton Branch leaves Warsaw for Clinton, daily except Sunday at 6:00 p. m., and 11:15 a. m. Returning leave Clinton at 8:20 a. m. and 3:10 p. m., connecting at Warsaw with Nos. 40, 41, 78 and 79.

Southbound train on Wilson and Fayetteville Branch is No. 51. Northbound is No. 50. \*Daily except Sunday.

Train No. 27 South will only stop at Rocky Mount, Wilson, Goldsboro and Magnolia.

Train No. 78 makes close connection at Weldon for all points North daily. All rail via Richmond and daily except Sunday via Bay Line, also at Rocky Mount daily with Norfolk and Carolina Railroad for Norfolk and all points North via Norfolk.

Trains make close connection for all points North via Richmond and Washington.

All trains run solid between Wilmington and Washington and have Pullman Palace Sleepers attached.

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 J. F. DIVINE, General Sup't.  
 T. M. EMERSON, Gen'l Passenger Agent.

**ATLANTIC COAST LINE.**

**PETERSBURG & WELDON R. R.**

**Condensed Schedule.**

**TRAINS GOING SOUTH.**

Dated May 3rd, 1891.	No. 23 Daily	No. 27 Daily
Leave Petersburg.....	10:10 am	3:45 pm
Leave Stony Creek.....	10:53 am	4:18 pm
Leave Jarratts.....	11:11 am	.....
Leave Belfield.....	11:30 am	4:49 pm
Arrive Weldon.....	12:10 pm	5:23 pm

**TRAINS GOING NORTH.**

	No. 14 Daily	No. 78 Daily
Leave Weldon.....	5:10 a. m.	3:15 p. m.
Le Belfield.....	5:45 a. m.	3:52 p. m.
Le Jarratts.....	6:00 a. m.	4:09 p. m.
Le Stony Creek.....	6:19 a. m.	4:33 p. m.
Arrive Petersburg.....	6:51 a. m.	5:12 p. m.

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Respectfully,  
**J. H. BOGART**  
 Franklin, Va., Dec. 15, 1888. Sup't