

THE WEEKLY ERA.

READING.

English Mail Coach Days.

An English gentleman of true Bull proportions—weighing some eighteen or twenty stone—had occasion to travel in summer by stage-coach from Oxford to London.

These youths, being lighter than our modern Lambert, reached the stage before he did, and each snugly possessed himself or a corner seat, leaving a centre seat on each side vacant.

"My good sir," said a pert young law-student, "possession is nine-tenths of the law. You engaged two seats. There they are, one on each side. We engaged one each, came first, entered regularly into possession, and our titles to the seats we occupy are indisputable."

"O, hang politeness!" said a hopeful young scion of some noble house. "I have a horror of a middle seat, and would not take one to oblige my grandmother; it's ungraceful as well as uncomfortable; and, besides, one has no chance of looking at the pretty girls along the road."

Our corpulent friend, though a man not easily discomposed, was somewhat put out by this unmannerly obstinacy. He turned to a smart looking youth, with a simper on his face—a clerical student who had hitherto sat in a conveyance, possibly thinking over the chances of a rich benefice in the future.

"Some temporal affair, no doubt," said the graceless youth, with mock gravity; "some speculation with filthy lucre for its object. Good father, at your age your thoughts should turn heavenward, instead of being confined to the dull heavy tabernacle of clay that chains us to earth."

A glow of indignation just colored the stranger's cheek; but he mastered the feeling in a moment, and said, with much composure, to the fourth, "Are you also determined that I shall lose my place; or will you oblige me by taking a centre seat?"

"Ay, do, Tom," said his lordship to the person addressed; "he's something in the way of your profession, quite a physiological curiosity. You ought to accommodate him."

"May I be poisoned if I do!" replied the student of medicine. "In a dissecting room he'd make an excellent subject; but in a coach, and this warm weather, too! Old gentleman, if you'll put yourself under my care, I'll engage in the course of six weeks, by a judicious course of depletives, to save you hereafter the expense of a double seat. But, really, to take a middle seat in the month of July is contrary to all the rules of hygiene, and a practice to which I have a professional objection."

And the laugh was renewed at the old gentleman's expense. By this time the patience of coachee, who had listened to the latter part of the dialogue, was exhausted. "Harkee, gemmen," said he, "settle the business as you like; but it wants just three-quarters of a minute of twelve, and with the first stroke of the university clock my horses must be off. I would not wait three seconds longer for the king, God bless him. 'Twould be as much as my place is worth." And with that he mounted his box, took up the reins, bid the hostler shut the door, and sat with upraised whip, listening for the expected stroke.

As it sounded from the venerable belfry, the horses, as if they recognized the signal, shot off at a gallop with the four young rogues, whom their own rudeness and fat friend's dilemma afforded a prolific theme for merriment during the whole stage.

Meanwhile the subject of their mirth hired a post-chaise followed and overtook them at the second change of horses, where the passengers got out ten minutes for lunch. As the post-chaise drove up to the inn-door, two young chimney-sweeps passed with their bags and brooms and their well-known cry. "Come hither, my lads," said the corpulent gentleman; "what say you to a ride?"

The whites of their eyes enlarged into still more striking contrast with the dark shades of the sooty cheeks. "Will you have a ride, my boys, in the stage-coach?" "Ees, zur," said the elder, scarcely daring to trust the evidence of his ears.

"Well, then, hostler, open the stage door. In with you! And d'ye hear? be sure to take the two middle seats; so, one each side." The guard's horn sounded, and coachee's voice was heard: "Only one minute and a half more, gentlemen; come on."

They came, bowed laughingly to our friend of the corporation, and passed on to the coach. The young lord was the first to put his foot on the steps. "Why, how now, coachee? What confounded joke is this? Get out, you rascals, or I'll teach you how to play gentlemen such a trick again."

"Sit still, my lads; you're entitled to your places. My lord, the two middle seats, through your action and that of your young friends, are mine; they were regularly taken and duly paid for. I choose that two proteges of mine shall occupy them. An English stage coach is free to every one who behaves quietly, and I am answerable for their good conduct; so mind you behave, boys! Your lordship has a horror of a middle seat; pray, take the corner one."

"Overreached us, by Jove!" said the law student. "We give up the cause, and cry you mercy, Mr. Bull."

"Blythe is my name."

"We cry quits, worthy Mr. Blythe."

"You forget that possession is nine-tenths of the law, my good sir, and that the title of these lads to their seats is indisputable. I have installed them as my locum tenentes, if that be good law Latin. It would be highly unjust to dislodge the poor youths, and I cannot permit it. You have your corner."

Heaven preserve us!" exclaimed the clerical student.

"You are surely not afraid of a black coat," retorted the other.

"Besides, we ought not suffer our thoughts to dwell on petty earthly concerns, but to turn them heavenward."

"I'd rather go through my examination a second time than to sit by these dirty devils," groaned the medical student.

"Soot is perfectly wholesome, my young friend; and you will not be compelled to violate a single hygienic rule. The corner you selected is vacant. Pray get in."

At these words coachee, who had stood grinning behind, actually cheated into forgetfulness of time by the excellence of the joke, came forward. "Gentlemen, you have lost me a minute and a quarter already. I must drive on without ye, if so be ye don't like your company."

The students cast rueful glances at each other, and then crept warily into their respective corners. As the hostler shut the door, he found it impossible to control his features. "I'll give you something to change your cheer, you grinning rascal!" said the disciple of Aesculapius, stretching out of the window; but the hostler nimbly evaded the blow.

"My white pantaloons!" cried the lord.

"My beautiful drab surtout!" exclaimed the lawyer expectant.

"The filthy rascals!"

The noise of the carriage-wheels and the unrestrained laughter of the spectators drowned the sequel of their lamentations.

At the next stage a bargain was struck. The sweeps were liberated, and dismissed with a gratuity; the seats shaken and brushed, the worthy sons of the university made up, among themselves, the expenses of the post-chaise; the young doctor violated, for once, the rules of hygiene, by taking a middle seat; and all journeyed on together without further quarrel or grumbling, except from coachee, who declared that "to be kept over time a minute and a quarter at one stage, and only three seconds less than three minutes at the next, was enough to try the patience of a saint—that it was!"—Examiner and Chronicle.

432,000 Years Before the Deluge.

Mr. George Smith, notwithstanding his name, deserves to be called the most distinguished historian who ever lived. Who was Herodotus, compared with the man who can go back in time some four hundred and thirty-two thousand years and fix in the most exact

manner possible the schedule of dynastic chronology as the kings came to and fell from the throne of Assyria? We fear very much that Herodotus and his contemporaries will have to take "back seats" after this neat historical triumph of Mr. Smith, for it shows the value of critical antiquarian knowledge as compared with the clumsy manner in which the historians of the Christian era have been wont to cloud and mystify even such modern epochs as those marked by the deeds of King Arthur and the Knights of the Round Table, the Iron Mask of the question of "Have we a Bourbon among us?"—Berossus, it seems with a due regard for the archaeological cravings of the nineteenth century compiled from the tablets sculptured nearly half a million years ago an exact and succinct account of the reigns of our Assyrian forefathers. There were ten of these dynasties, and so little did the modern element of strife between families representing such principles as "Divine Rights," "Bonapartism" or "the Republic," enter into the polity of the period that each dynasty held the reins of power during forty-three thousand years—that is the ten dynasties according to our Mr. Smith, did not become defunct until they had occupied four hundred and thirty-two thousand years in the pages of history.

NORTH CAROLINA ITEMS.

Mr. Johnson Merritt, of Pamlico county, felled a swamp cypress to get shingles. By an accident his axe slipped out of his hand, and when he jumped after it he sank to his waist in the mire. Being unable to extricate himself he called for assistance to a colored man named James Skidmore. James rushed unwarily in the same danger. Skidmore at last laid hold on a root, by means of which he got out, and finally rescued Merritt.

The Greensboro Patriot says: Our friend Eugene Morehead left last Thursday for Savannah, where he marries to-day one of Georgia's brightest daughters. If he gets as good a wife as she does a husband, a couple of very happy people will start out on life together. After a bridal tour among the orange groves of Florida and elsewhere in the South, they will reach here sometime about the 26th. We wish them all possible bliss in advance.

PAINFUL ACCIDENT.—Yesterday morning 8 o'clock, as the way freight train on the Wilmington & Weldon Railroad, going North, was moving off from Magnolia, Mr. James S. Knight, the Engineer and Conductor of the train, in attempting to step up on the engine slipped and fell, his right foot striking the rail, when it was run over by one wheel of the engine. At first it was feared that it would be necessary to amputate the foot and Mr. Knight's father, Capt. Jas. Knight, Master of Transportation on the Road, was telegraphed to at this place. Mr. Knight at once secured the services of Drs. W. G. and Geo. G. Thomas, and accompanied by them, left for Magnolia. We are pleased to learn that a surgical examination found that the injuries were not so severe as at first reported and that it is not thought that an amputation will be necessary. The wheel of the engine passed over the foot at the instep, yet, strange to say, none of the principal bones were broken, although the foot is badly crushed and Mr. Knight may be laid up with it for some time.—Wil. Journal.

The Oxford correspondent of the Raleigh News is responsible for the following: The other day, while an intelligent gentleman of this county, whose veracity is above reproach, was entertaining at his house some half dozen of his friends, he was the victim of a strange freak of imagination which lasted for a minute or perhaps longer. He saw vividly and distinctly images of a large number of persons passing in procession before him. He says the images of the persons in this fanciful throng were as clearly discerned as if a procession of human beings had actually passed directly in front of him. He recognized perfectly several of the faces as those of his acquaintances, who have not "shuffled off this mortal coil," yet the visages of most of them he did not recollect ever before to have seen. These imaginary persons were engaged in conversation, a portion of which was clearly heard by the victim of this singular phantasm. This is no ghost story because the remarkable apparition occurred about the middle of the broad open day. It was of a duration and did not disturb the current of social enjoyment participated in by the gentleman and his visitors.

We are apt to be horrified at the mention of the French marriage de convenance, where the parents select husbands and wives for their children from other motives than that of love subsisting between the contracting parties. It is questionable

if that system, faulty as it may be, is worse in its results than one which permits to children scarcely out of short-clothes the absolute control of a step fraught with the greatest consequences, not to themselves alone, but to the well-being of society and the cause of public morality as well. For such part of occurrences like this as may be justly charged to home education and home influences, parents themselves are to blame. But part also is due to the laxity of our laws, for which we do not despair of seeing in legislation the appropriate remedy.—New York Times.

Mr. Peck seems to be so afraid of himself that he wants to be prevented by law from sleeping or eating with negroes. He even wants the law to provide that he shan't be buried with them. If Mr. Beck don't mend his ways it won't be who he is buried with that will trouble him hereafter. He will be content to be buried with anybody, only provided he is buried deep enough, and can stay buried when his company is getting up.—Louisville Commercial.

PROSPECTUSES.

AN EXQUISITE CHROMO,

[Size 14x20, in 18 Colors] "The Strawberry Girl," For Every Subscriber to

HEARTH and HOME For 1873.

This beautiful Chromo, which the Publishers of HEARTH and HOME have provided, is printed 18 times, in colors, to produce the beautiful coloring and shading of the original. A copy is now within easy reach of every Home in America. The Journal itself is a rich treasure for any Household. A single volume contains about \$25,000 worth of splendid engravings, finely printed, and of a highly pleasing and instructive character. It has, also, a vast amount of the choicest reading, carefully prepared, and full of instruction. With all these attractions, and other improvements contemplated, the price of HEARTH and HOME continues at the low rate of only \$3 a year, or \$4 for HEARTH and HOME and the American Agriculturist. (With the Agriculturist there will also be presented a most beautiful Chromo of an original picture, painted expressly for this purpose, entitled "Mischief Brewing," by E. F. Reinhardt. Sent, mounted, for only 25 cents extra. N. B.—\$4.75 secures both papers for the year 1873, and both Chromos, mounted and sent prepaid.)

The Hearth and Home Chromos are delivered in the order in which the names are received. No charge for the Chromo when taken at the office, unmounted. If to be sent prepaid, unmounted, 20 cents must be sent for payment and packing. It will be mounted and varnished, ready for putting into a frame, for 30 cts extra—that is, for 50 cents it will be mounted, varnished, packed, and sent prepaid to subscribers (to Hearth and Home for 1873.) That is, the Hearth and Home Chromo will be delivered

At office, Unmounted, Free. Mounted, 30c extra. If sent prepaid, Unmounted, 50c extra. Mounted, 80c extra. We advise all to have them mounted, before leaving the office, as in large quantities we are able to have them mounted for a quarter of the cost of doing it singly and better than it can be usually be done elsewhere. The subscription price of the American Agriculturist, which is well known as one of the oldest and best magazines in the world, for the Farm, Garden, and Household, is \$1.50 a year. One copy each of HEARTH and HOME, Weekly, and AMERICAN AGRICULTURIST, Monthly will be sent one year for \$4.32 cents additional postage when the papers are to go to British America. ORANGE JUDD & CO., PUB., 245 Broadway, N. Y.

VALUABLE

PROPERTY FOR SALE!

THE UNDERSIGNED OFFERS for Sale her Plantation, known as Streeter Farm.

A healthy location, convenient to good Schools. Churches near by. Fine water. There are some

2,000 Acres of Land; 1,300 in cultivation. Well timbered woodland so arranged as to render the woods mould, very convenient. The very best Shell Marie on all parts of the Farm.

It is useless to say of the productiveness of these Lands. Corn, all kinds of grain, and Clovers yield abundant; but its reputation is

The line of the New York, Norfolk and Charleston Rail Road is now being run out and it passes through my plantation.

"The Cotton Farm of the East," situated in Greene county, 8 miles from Snow Hill, and 3 miles from Marlboro, Pitt county. A Railroad line recently established within 3 miles of this Farm, leading from Wilson to Greenville, which is designed going into operation this Fall.

Large Commodious Dwelling, all necessary out-buildings needful to a farm this size, newly and neatly fitted up.

TERMS shall be easy. I will sell, if desired, all my personal property with the Farm. I invite purchasers to visit my place and judge for themselves, or address me.

Mrs. VIRGINIA ATKINSON, 9-3m] Marlboro, Pitt county, N. C.

SCHEDULES.

Piedmont Air-Line Railway.

Richmond & Danville, Richmond & Danville R. W., N. C. Division, and North Western N. C. R. W.

CONDENSED TIME-TABLE.

In effect on and after Thursday, Jan. 1, 1874.

Table with columns: Stations, Mail, Express. Rows for GOING NORTH: Leave Charlotte, 7.00 p.m. 8.35 a.m.; Air Line Ju. 7.15 " 8.50 " ; Salisbury, 10.00 p.m. 10.47 " ; Greensboro, 2.15 a.m. 1.15 " ; Danville, 5.28 " 3.27 p.m. ; Burkville, 11.40 " 8.06 " ; Ar. at Richmond, 2.32 p.m. 11.02 "

Table with columns: Stations, Mail, Express. Rows for GOING SOUTH: Leave Richmond, 1.48 p.m. 5.03 a.m. ; Burkville, 4.58 " 8.28 " ; Danville, 9.57 " 1.03 p.m. ; Greensboro, 1.16 a.m. 4.00 " ; Salisbury, 3.56 " 6.33 " ; Air-Line Ju. 6.22 " 8.53 " ; Ar. at Charlotte, 6.30 " 9.00 "

GOING EAST.

Table with columns: Stations, Mail, Express. Rows for GOING EAST: Leave Greensboro 2.00 a.m. 12.30 a.m. ; Co. Shops, 3.55 " Ar 10.05 p.m. ; Raleigh, 8.30 " 6.40 a.m. ; Ar. at Goldsboro, 11.40 Leave 3.00 p.m.

NORTHWESTERN N. C. R. R.

(SALEM BRANCH.)

Table with columns: Stations, Mail, Express. Rows for NORTHWESTERN N. C. R. R.: Leave Greensboro, 4.40 P. M. ; Arrive at Salem, 6.35 P. M. ; Leave Salem, 8.00 A. M. ; Arrive at Greensboro, 10.00 A. M. ; Passenger train leaving Raleigh at 7.40 P. M. connects at Greensboro with the Northern bound train; making the quickest time to all Northern cities. Price of Tickets same as via other routes.

Trains to and from points East of Greensboro connect at Greensboro with the Mail Trains to or from points north or south.

Trains daily, both ways. On Sundays Lynchburg Accommodation leave Richmond at 9.42 a.m., arrive at Burkeville 12.30 p.m., leave Burkeville 4.35 a.m., arrive at Richmond 7.53 a.m.

Pullman Palace Cars on all night trains between Charlotte and Richmond (without change).

Papers that have arrangements to advertise the schedule of this company will please print as above.

For further information address S. E. ALLEN, Gen'l Ticket Agent, Greensboro, N. C.

T. M. R. TALCOTT, Engineer & Gen'l Superintendent.

CHANGE OF SCHEDULE.

RALEIGH & AUGUSTA AIR LINE, Superintendent's Office, Raleigh, N. C., Nov. 23, 1872.

On and after Saturday, Nov. 30th, 1872, trains on the R. & A. A. L. Road will run daily, (Sunday excepted), follows:

Table with columns: Train, Time. Rows for CHANGE OF SCHEDULE: Mail train leaves Raleigh, 3.35 P. M. ; Arrives at Sanford, 6.15 " ; Mail train leaves Sanford, 6.30 A. M. ; Arrives at Raleigh, 9.20 " ; Mail train makes close connection at Raleigh with the Raleigh and Gaston Railroad, to and from all points Western and at Sanford with the Weldon and Railroad, to and from Fayetteville and points on Western Railroad.

A. B. ANDREWS, Superintendent. dec 4-tf.

OFFICE PETERSBURG R. R. CO.,

March 27th, 1872. ON AND AFTER MARCH 31st, the trains will run as follows:

Table with columns: Train, Time. Rows for OFFICE PETERSBURG R. R. CO.: LEAVE WELDON: Express Train, 7:40 a.m. ; Mail Train, 8:25 p.m.

Table with columns: Train, Time. Rows for OFFICE PETERSBURG R. R. CO.: ARRIVE AT PETERSBURG: Express, 10:50 a.m. ; Mail, 7:00 p.m.

Table with columns: Train, Time. Rows for OFFICE PETERSBURG R. R. CO.: LEAVE PETERSBURG: Mail, 5:40 a.m. ; Express, 3:50 p.m.

Table with columns: Train, Time. Rows for OFFICE PETERSBURG R. R. CO.: ARRIVE AT WELDON: Mail, 9:45 a.m. ; Express, 6:50 p.m.

FREIGHT TRAINS.

Table with columns: Train, Time. Rows for FREIGHT TRAINS: Leave Petersburg, 8:00 a.m. ; Leave Weldon, 5:00 a.m. ; Arrive at Weldon, 4:00 p.m. ; Arrive at Petersburg, 12:20 p.m.

GASTON TRAIN. Leave Petersburg, 6:15 a.m. ; Leave Gaston, 1:15 p.m. ; Arrive at Gaston, 12:50 p.m. ; Arrive at Petersburg, 8:10 p.m.

Freights for Gaston Branch will be received at the Petersburg depot only on MONDAYS and THURSDAYS. The depot will be closed at 5:00 p.m. No goods will be received after that hour. J. C. SPRIGG, 53-tf Eng. and Gen. Manager.

W. T. ADAMS & SON,

Manufacturers and Dealers in STEAM ENGINES, SAW AND GRIST MILLS, Plovs, Harrows, Cultivators,

Hoisting Machines, and all kind of CASTINGS.

All work neatly and promptly executed, by skillful workmen, on the most reasonable terms.

The senior partner has had over 40 years experience in the business, and feels justified in saying that he can give entire satisfaction.

WANTED—100,000 pounds of old Cast Iron, for which the highest market price will be paid, in cash or exchange for work.

Works one Square West of Court House. Raleigh, Aug. 13, 1872. w3m