

**When School is Out.**

Did you ever hear a rush and a roar,  
Such as you never heard before?  
If you haven't, I pray you pass the door  
Of the public school when school is o'er.

A catrachelet with a thunder cloud,  
A demon dancing about in a shroud,  
A thousand wild animals bellowing loud  
Could make more noise than this rollicking crowd.

Gay little rebels sparkling with fun,  
Half resenting that school has begun;  
Away they start on a race and a run,  
And laughing gayly, every one!

And we who pass the school house door,  
And hear the rush and madling roar,  
Sigh that our own school days are o'er!  
And long to run and shout once more!

So run, boys, and enjoy the fun,  
The happiest days have just begun;  
Dance and frolic, shout and run,  
Each and all and every one!

**Norman English.**

New York Tribune.

Norman English is much more used in America in ordinary conversation than in England, where among the cultured classes Saxon English greatly predominates. For example, an American would say "return" when an Englishman would say "come back." We generally use "receive" where the English simply "get," and so on to any extent. People who are self-conscious in their culture are apt to use the Norman derivatives almost together. Just now it is the fashion to be off-hand in modes of expression, and the genteelly elegant phrases of those who are not people of the world sound stilted and old-fashioned. This, however, does not apply to writing, where more ornate diction is permissible.

**A Fugitive From Justice.**

John W. Turner, colored, was arrested on Gentilly road near the New canal by Officer Terrebonne for killing his wife three weeks ago at Magnolia plantation, parish of Plaquemine.

The prisoner claims that he had a row with a laborer the day before the killing on account of his familiarity with his wife. On the morning of the killing, the prisoner asked his wife to mend a pair of pants. At noon, when he returned, he found that the pants had not been repaired and a quarrel ensued, during which he struck her over the head with an iron bar and killed her.

He fled and came to this city and secured employment. Sheriff Thebault has been searching for the prisoner, and left his description at the fifth precinct, which resulted in Turner's arrest.—Phil. Record.

The good people of Pennsylvania have been taking a good deal of Confederate money lately. Two of the gang engaged in showing this worthless paper have been captured, but others are still at large. For some time past Confederate money has victimized quite a number of people in New York and Pennsylvania. It seems that anything with a picture and a figure on it will pass for money among busy people.

Europe dreads a Russian invasion, but if recent reports are reliable the invasion will assume the shape of the Asiatic cholera. The New York Tribune has received advices to the effect that thousands of peasants in Russia are dying of this destructive plague, and no country in Europe can hope to escape it. The chances are that it will not stop on the other side of the Atlantic. If it appeared in Russia it will probably make a circuit of the globe.

Humor has its fashions. The funny men of the past generation do not please the readers of today. Mark Twain realizes this, and he is trying to strike a new vein. The Danbury News man, Bill Nye, Eli Perkins and a host of others have found their popularity waning, and they are working hard to adapt themselves to change in public taste. Their failure is inevitable. The average humorist has only one career. When the public drop him he is at the end of his row.

Pianos packed for shipment or moved from house to house. Charges reasonable. W. S. Uzzle, 19 E. Hargett street.

**Railroad Schedules, &c.**

**Raleigh and Augusta A-L R R**

To take effect 9 a.m. Sunday, Sept. 27, 1891.

Trains moving South.		Trains moving North.	
No. 41.	No. 38.	Pass and Mail.	Pass and Mail.
Daily ex Sun.	Daily ex Sun.	Leave.	Arrive.
4:00 p.m.	Raleigh,	11:30 a.m.	
4:19 "	Cary,	11:01 a.m.	
4:31 "	Apex,	10:49 a.m.	
5:05 "	Monrore,	10:16 a.m.	
5:25 "	Sanford,	9:52 a.m.	
5:54 "	Cameron,	9:26 a.m.	
6:31 "	Southern Pines,	8:58 a.m.	
7:20 "	Hamlet,	8:00 a.m.	
12:05 "	Gibson,	Ar 8:00 a.m.	

Northbound Trains.		Southbound Trains.	
Thro Frt and Pass—31.	—Stations—	Thro Frt and Pass—22.	Daily exet Sunday.
Daily exet Sunday.		Daily exet Sunday.	
P.M.	Lv	Ar	A.M.
5:10	Raleigh	6:45	
5:35	Cary	6:16	
5:55 a.m.	Apex	5:55	
7:06 a.m.	Monrore	4:35	
8:00 p.m.	Sanford	4:10	
9:46 p.m.	Cameron	3:20	
9:39 p.m.	Southern Pines	3:30	
11:30 p.m.	Hamlet	Lv 12:45	

**PITTSBORO R R.**

Leave Pittsboro,	9:10 a.m.
Arrive Monrore,	9:55
Leave Monrore,	10:25 a.m.
Arrive Pittsboro,	11:10

**CARTHAGE R R.**

Leave Carthage,	8:00 a.m.
Arrive Cameron,	8:45
Leave Cameron,	9:45
Arrive Carthage,	10:30
Leave Carthage,	4:00 p.m.
Arrive Cameron,	4:45 p.m.
Leave Cameron,	5:50
Arrive Carthage,	6:35

WM SMITH, Supt.

**Cape Fear & Yadkin Valley Railroad Company.**

CONDENSED SCHEDULE. In effect Sept. 27th, 1891.

NORTHBOUND   D'y ex S'y   D'y ex S'y		No 2		No 4	
Le Wilmington,	1:45 a.m.	Ar Fayetteville,	3:42 p.m.	Le Fayetteville,	3:10 p.m.
Le Fayetteville,	3:10 p.m.	Le Sanford,	4:28 p.m.	Le Greensboro,	7:10 p.m.
Le Greensboro,	7:10 p.m.	Le Greensboro,	7:35 p.m.	Le Walnut Cove,	9:05 p.m.
Le Walnut Cove,	9:05 p.m.	Ar Mt Airy,	11:00 p.m.	Le Bennettsville,	12:05 p.m.
Ar Mt Airy,	11:00 p.m.	Le Maxton,	1:05 p.m.	Ar Fayetteville,	2:40 p.m.
Le Bennettsville,	12:05 p.m.	Ar Ramsaur,	7:25 a.m.	Le Greensboro,	10:05 a.m.
Le Maxton,	1:05 p.m.	Le Greensboro,	10:50 a.m.	Ar Madison,	1:05 p.m.
Ar Fayetteville,	2:40 p.m.	Ar Madison,	1:05 p.m.		

**ATLANTIC & N. C. R R.**

Time Table No. 15. In effect December 19th, 1888.

Going east.		Schedule.		Going west.	
No 51.	Pass trains	No 50.	Pass trains	No 50.	Pass trains
Ar Lve	Stations	Ar Lve	Stations	Ar Lve	Stations
4:17 4:20	La Grange	10:46	10:48	4:49 4:54	Kluston
6:18 6:42	New Berne	8:27	8:44	9:26	Morehead City

**TOBACCO MARKET**

Reported for the EVENING VISITOR by Parker & Barvey, Tobacco Manufacturers.

Smokers—Common	52 1/2
Good	82 1/2
Fillers—Common	52 1/2
Good	72 1/2
Cutters—Common	10 1/2
Good	20 1/2
Fancy	28 1/2
Wrappers—Common	14 1/2
Good	22 1/2
Fine to fancy	32 1/2

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**RALEIGH & GASTON R R.**

To take effect Sunday, April 5, 1890.

Trains moving North

Stations.	Mail train.	Pass & Mail.
Le Raleigh,	11:25 a.m.	5:00 p.m.
Wake,	12:05	5:39
Franklinton,	12:26	6:01
Kittrell,	12:44	6:19
Henderson,	1:00	6:36
Littleton,	2:07	7:45 p.m.
Ar Weldon,	2:45	8:30 a.m.

Trains moving South

Stations.	Mail train.	Pass & Mail.
Le Weldon,	12:15 p.m.	6:09 a.m.
Littleton,	12:52	6:42
Henderson,	2:22	7:53
Kittrell,	2:39	8:11
Franklinton,	2:56	8:29
Wake,	3:17	8:50
Ar Raleigh,	3:55 p.m.	9:30 a.m.

Louisburg Railroad.

Trains moving North.

Stations.	Mail & Express.
Le Louisburg,	7:35 a.m.
Ar Franklinton,	8:10
Ar Franklinton,	9:35

Trains moving South

Stations.	Mail & Express.
Le Franklinton,	12:30 p.m.
Ar Louisburg,	1:05 p.m.

WM SMITH Supt.

## Fire! FIRE! Fire!

Are you insured?  
Is the evidence of your insurance insured?  
A good Fire Proof Safe for their protection is the only insurance for them. Have you a good Safe?  
When placing your insurance did you obtain bids from several companies and select the lowest priced company?  
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Why not follow out the same line of reasoning in the selection of a good Safe in which to insure your insurance policies, books and valuable papers from destruction by fire or from theft by burglars?  
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**W. H. BUTLER, Agent,**

79 Duane Street, New York.

**Notice of the Incorporation of the Switchback Railway Co. of Raleigh, N. C.**

Notice is hereby given, that I have this day issued letters declaring H. B. Battle, J. D. Boushall and J. N. Holding, their associates and successors, a corporation under the name and style of the Switchback Railway Co., of Raleigh, N. C., for the purposes set forth in the articles of agreement and plan of incorporation which have been filed and recorded in this office, with all the privileges and powers under Chapter 16 of the Code of North Carolina and the laws amendatory thereof.

The business proposed to be done by said Company is the owning, operating and running Switchback Railways with power to charge and collect toll or fare for the use thereof; the construction and selling of Switchback railways and rights to operate and run the same, and to do by and all things necessary for the proper conduct of said business. The place of business of said corporation is at or near the city of Raleigh, Wake county, with power to do business anywhere in the State of North Carolina or the United States. The capital stock of said corporation is five thousand dollars divided into one hundred shares at \$50.00 per share, with privilege to increase to fifty thousand dollars. No stockholder or proprietor of said Corporation is individually or personally liable for the debt, contract, omission, tort or liability of, or demand on said corporation.

JNO. W. THOMSON C. S. C.  
Sept. 21st 1891. 4wks.

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