

WANTED SOME ON ACCOUNT.

A few days since a well known negro man, who was the fortunate possessor of a fine lot on one of the leading residential streets of the city, sold his property for \$10,000 cash.

He was given a check for that amount, which was carried in due time to one of the banks. The paying teller asked the negro how much of the money he wanted in cash.

"I want all that 'ar paper call for," replied the negro.

"What! You don't want \$10,000 in cash?"

"Jesse, sah?"

"All right," answered the man, who shuffled the bank bills, and in five minutes he began piling the money on the counter. As he laid the \$500 packages on the counter the negro's eyes began to grow larger and finally, when twenty of the packages were placed before him, his eyes looked as large as new moons. The negro looked intently at the stack of money for a moment and then, with a broad grin on his face, said:

"I've just paroled, boss; gimme \$1.50 and you kin keep de rest of this till I lead agin'."—Chattanooga Times.

WON SUCCESSFUL IF RELIABLE.

Washington, March 24.—Two Kentuckians—one of them a blacksmith—recently called at the Navy Department and announced that they had discovered a process of treating steel which, their claims are borne out by the facts, will practically revolutionize the art of steel toolmaking. They did not divulge the nature of the invention further than to intimate that it related to the chemical bath in which the tool is immersed in the tempering process. The callers asserted that by their method of treatment the commonest grades of metal, such as shears or cast-steel, could be tempered in the matter of hardness and toughness, as to fully equal the best grades of tool steel. An ordinary pair of cheap cast-steel shears could be treated, without disconnecting the blades, so as to ent and hold edge as well as the best English tool shears.

An experiment was made on the blade of Secretary Whitney's pocket-knife, with the result that it was possible to cut or whittle an ordinary steel key without apparent injury to the blade. Moreover, the results of the treatment are asserted to be so under control that it is possible to temper steel to any degree of hardness or toughness that may be required by the use for which it is intended. Surprised was Secretary Whitney by the claims of the inventors that, after consultation with the chief of the Bureau of Ordnance, he decided to permit the process to be tested experimentally at the Washington navy yard. Commodore Sturges accordingly ordered specimen bars of steel to be prepared and the experiments have already begun.—Cincinnati.

Saved by a Hair Rope.

Five minutes later, the tunnel men of the Excelsior mine, a mile below, taking their luncheon on the rude platform of debris before their tunnel, were suddenly driven asunder in the tunnel from an apparent rain of stones, rocks and cobbles from the cliffs above. Looking up, they were startled at seeing four round objects revolving and bounding in the dust of the slide, which eventually resolved themselves into three boys and a girl. For a moment the good men held their breath to helpless terror. Twice one of the children had struck the outer edge of the bank and displaced stones that shot 1,000 feet down the into the dizzy depths of the valley, and now one of them, the girl, had actually rolled out of the slide and was hanging over the chasm supported only by a clump of chimesal to which she clung.

"Hang on by your eyelids, sis, but don't stir for heaven's sake!" shouted one of the men, as two others started on a hopeless ascent of the cliff above them.

But a light, childish laugh from the clinging little figure above them seemed to mock them. Then two small heads appeared at the edge of the slide; then a diminutive figure whose feet were apparently held by some invisible companion, was shoved over the brink, and stretched its tiny arms toward the girl. But in vain, the distance was too great. Another laugh of intense youthful enjoyment followed the failure, and a new insecurity was added to the situation by the unsteady hands and shoulders of the relieving party, who were apparently shaking with laughter. Then the extended figure was seen to detach what looked like a small black rope from its shoulders and threw it to girl. There was another little giggle. The faces of

the men below paled in terror. Then Polly—for it was she—hanging to the long pigtail of Wan Lee, was drawn with his of laughter back in safety to the slide. Their childish treble of appreciation was answered by a ringing cheer from below.

"I'm afraid I ever want to cut off a Chinaman's pigtail again, boys," said one of the tunnel men as he went back to dinner.—Bret Harte in The Queen of the Pirate Isle.

THE GREATEST OF GREAT WALLS.

Says a correspondent of the Milling World, who has recently been travelling in China: Of course we had to go to see the great wall of China. This country abounds in great walls. Her mural defenses were most extensive—walled country, walled villages, walled palaces and temples—wall after wall and wall within wall. But the greatest of all is the great wall of China, which crests the mountain range and crosses the gorge from here some forty miles away. Squeezing through the last deep gorge and a deep rift in the solid rock cut out by ages of rolling wheels and tramping feet, we reach the great, frowning, double-bastioned gate of stone and hard-baked brick, one archway tumbled in. This was the object of our mission, the great wall of China, built two hundred and thirteen years before this era, out of well-baked stone, laid in regular courses some twenty feet high and then topped out with hard-baked bricks, filled in with earth and closely paved on the top with more dark tawny brick. The ramparts high and thick and castellated for the use of arms. Right and left, the great wall sprang far up the mountain side; now straight, now curved to meet the mountain ridge, surmounted each three hundred feet, a frowning mass of masonry. No need to tell you of this wall, the books will tell how it was built to keep the warlike Tartars out, twenty-five feet high by forty thick, twelve hundred years it kept these hordes at bay, nor that, in the main, the material used upon it is just as good and firm and strong as when put in place. Twelve hundred miles of this gigantic work built on the rugged, craggy mountain tops, vaulting over gorges, spanning wide streams netting the river archways with huge hard bars of copper, with double gates, with swinging doors and bars set thick with iron armor, a wonder in the world before which the old time classic wonders, all gone now save the great pyramids, were toys. The great pyramids have 35,000,000 cubic feet, the great wall 6,350,000,000 cubic feet. An engineer in Stewart's party here some years ago gave it as his opinion that the cost of this wall, figuring labor at the same rate, would more than equal that of all the 100,000 miles of railroad in the United States. The material it contains would build a wall six feet high and two feet thick right straight around the globe. Yet this was done in only two years without a trace of debt or bond. It is the greatest individual labor the world has ever known.

Ancient Roman Aqueducts.

The Romans know the syphon and its use, but in their ignorance of metallurgy they were unable to use it as an economical means of crossing valleys when the volume of water was considerable. They did not use cast iron, but employed lead pipes of a crude character, as also clay pipes; and they knew how to prepare solder. The builders of their aqueducts had some acquaintance with the mode of levelling, the instrument they used being a sort of fore-sighting of the modern level. Still they knew that the means they adopted might lead them into error, and they preferred to err on the safe side, giving their aqueducts a great fall, from one foot in 500 to one in 750.—Cuba Herald.

Money in Mud.

"You will never have clean streets in America," said an Italian gentleman in the Colonnade hotel yesterday, "as long as you throw away the dirt. In Italy the cleaning of the streets is sold to the highest bidder at public auction, and the man who gets the contract fairly scrapes the streets to collect all the dirt he can. It is then taken to a factory; where it is pressed into blocks which are then sold for fertilizing purposes. You Americans do not seem to know that your street dirt is valuable. I think if you would advertise you would find some smart man who would be glad to take a ten years' contract to clean your streets for nothing. He would get very rich."—Philadelphia Call.

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Condensed Schedule

Table with columns: Dated March 1st, 1887, No. 15, No. 23, No. 27. Rows: Leave Weldon, Arrive Rocky Mount, Arrive Tarboro, Leave Tarboro, Arrive Weldon, Leave Weldon, Arrive Selma, Arrive Fayetteville, Leave Goldsboro, Leave Magnolia, Leave Burgaw, Arrive Wilmington.

Table with columns: No. 62, No. 78, No. 66. Rows: Leave Wilmington, Leave Burgaw, Leave Magnolia, Arrive Goldsboro, Leave Fayetteville, Arrive Selma, Arrive Wilson, Leave Weldon, Arrive Rocky Mount, Arrive Tarboro, Leave Tarboro, Arrive Weldon.

Train on Scotland Neck Branch Road leaves Halifax for Scotland Neck at 3:00 P. M. Returning leaves Scotland Neck at 9:30 A. M. daily except Sunday. Train leaves Tarboro, N. C. via Albemarle & Raleigh R. R. Daily except Sunday, 6:00 P. M., Sunday, 5:00 P. M., arrive Williamston, N. C. 8:10 P. M., 6:40 P. M. Returning leaves Williamston, N. C., Daily except Sunday, 8:00 A. M., Sunday 9:50 A. M., Arrive Tarboro, N. C. 10:05 A. M., 11:30 A. M. Train on Midland N. C. Branch leaves Goldsboro, Daily except Sunday, 7:00 A. M., arrive Smithfield 8:30 A. M. Returning leaves Smithfield 9:00 A. M., arrive Goldsboro 10:30 A. M. Train on Nashville Branch leaves Rocky Mount for Nashville 4:00 P. M. Returning leaves Nashville 11:25 A. M., daily, except Sunday. Southbound Train on Wilson & Fayetteville Branch is No. 51. Northbound is No. 50. Daily except Sunday. Train No. 27 South will stop only at 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. 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. J. R. KENLY, General Sup't, T. M. EMERSON, General Passenger Agent.

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6:08 P. M. ACCOMMODATION, daily (except Sunday.) 6:58 A. M. freight (except Sunday.) 9:18 A. M. } Sunday excursion 5:58 P. M. }

LEAVE PETERSBURG—NORTHWARD—FROM APPROXIMATE DEPART.

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7:30 A. M. ACCOMMODATION, daily (except Sunday.) 3:27 P. M. daily. Stops at Chester, Centralia and Drewry's Bluff. Pullman sleeper Savannah to New York.

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TIME TABLE. Tarboro (Lv.) 6:00 Tarboro (Ar.) 10:5 Harrells 6:15 Harrells 10:20 Warrens 6:25 Warrens 10:10 Bethel 6:30 Bethel 9:42 Robersonville 7:15 Robersonville 9:05 Everett's 7:35 Everett's 9:00 W. J. Ston (ar) 8:05 Williamston (vi) 8:30

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