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THE SMITHFIELD HERALD.

A. M. Woodall, Editor.

"CAROLINA, CAROLINA, HEAVEN'S BLESSING ATTEND HER!"

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SMITHFIELD, N. C., THURSDAY JUNE 23, 1892

NUMBER 8.

Highest of all in Leavening Power.—U. S. Gov't Report, Aug. 17, 1889.

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Missionary Baptist Church—on Second street, Rev. F. H. Poston, Pastor. Services at 11 o'clock a. m. and 8 o'clock p. m. on the second Sunday of each month. Sunday School every Sunday morning at 9 o'clock. J. M. Beatty, Superintendent. Prayer meeting every Thursday evening at 8 o'clock. All are cordially invited to attend these services.
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Judge Bright Morgan, of Herndon, Mississippi, was shot and killed Saturday morning by Henry Foster, a lawyer, on an Illinois Central train. Judge Morgan was a delegate to the Chicago convention and was on his way there when Foster boarded the train and killed him. They had quarrelled over a lawsuit and Morgan had cased Foster. Foster surrendered to an officer at the first station after the shooting was done.

GENERAL NEWS.

Many workmen in the Pennsylvania coal regions are being overcome by the excessive heat.

At Dallas, Tex., Friday, a police officer was killed while attempting to arrest an offender. That night a mob assembled for the purpose of lynching the slayer of the officer and three other murders in jail, but were prevented from so doing.

A freight train on the James River division of the Chesapeake & Ohio road jumped the track between Lees and Stanard, in Goochland county, killing Engineer Richard Slater, Richmond, Va., wrecking the engine and train.

Four men were killed and twenty-five more or less injured in an accident on the Chicago, Burlington and Quincy Railroad Saturday morning. A construction train on the Keithburg branch ran into a drove of cattle. The engine was killed and his body buried under the wreck. The other victims were Italian laborers.

Rules For Teaching.

1. Study constantly and carefully the pupil's language to learn what words he uses and the meanings he gives them.
2. Secure from him as full a statement as possible of his knowledge of the subject, to learn both his ideas and his mode of expressing them, and to help to correct his language.
3. Express your thoughts as far as possible in the pupil's words, carefully correcting any defect in the meaning he gives them.
4. Use the simplest and fewest words that will express the idea. Unnecessary words add to the child's work and increase the danger of misunderstanding.
5. Use short sentences, and of the simplest construction. Long sentences tire the attention, while short ones both stimulate and rest the mind. At each step the foot rests firmly on the ground.
6. If the pupil evidently fails to understand the thought, repeat it in other language, and if possible with greater simplicity.
7. Help out the meaning of the words by all available illustrations, preferring pictures and natural objects for young children.
8. When it is necessary to teach a new word, give the idea before the word. This is the order of nature.
9. Seek to increase the pupil's stock of words, both in number and in the clearness and extent of meaning. All true enlargement of a child's language is increase of his knowledge, and of his capacity for knowing.
10. As the acquisition of language is one of the most important objects of education, be not content to have the pupils listen in silence however attentive they may seem. The teacher is succeeding best whose pupils talk most freely upon the lessons.—Ex.

A Revolutionary Prison.

The Cuyler sugar house, as it was known before the revolution, or "the old revolutionary prison," as has been known for more than a hundred years, is undergoing demolition. It is situated at Duane and Rosestreets, New York. In 1777 it held 400 American prisoners of the British and many died there. It is a small structure and one can hardly imagine 400 persons packed within its walls. There has been no protest made against its demolition, as most New Yorkers do not consider the building in the line of colonial relics.

A WESTERN FLYER.

A Lightning Express by Electricity Between St. Louis and Chicago.

The Empire State express, which flies from New York to Buffalo, is soon to be entirely eclipsed by an electric express traveling at thunderbolt speed over a road as straight as an arrow's course, if the story be not a dream which Dr. Wellington Adams unfolded recently to the members of the Electric Club, in New York city. This wonderful train of the future, according to Dr. Adams, is to run between St. Louis and Chicago, and in comparison with it all of the present "thunderbolt" and "lightning" vestibuled expresses will fade into the significance of way trains, fit only for third-class traffic.

Dr. Adams is the engineer of the proposed road, and as a company of St. Louis capitalists has raised \$6,000,000 to build the road, the dream-stage of the project, at least in their minds, appears to have been passed. The tremendous speed of this new railroad is not its only curious feature. The shape and nature of its cars, the track, the roadbed, the mode of propulsion, all are equally curious to those who have been accustomed to steam railroads, and not the least curious thing about the whole scheme is the calculation which Dr. Adams made to the effect that one-tenth of all the visitors to the World's Fair are expected to pay \$5 apiece for a round trip on the road.

"The plan of the road was suggested to me while in Europe last year," the Doctor said, "and my original plan was to run it from New York to Boston. After returning to America I investigated this route and found it to be impracticable for high speed and a straightaway and level track, because of the great number of the towns on the way and the hilly nature of the country. Between Chicago and St. Louis we found the conditions to be perfect. We have surveyed the air line, an absolutely straight line, between the two cities, and the distance is 218 miles. By the Chicago and Alton railroad it is 282 miles, and by the Wabash road it is still further. Our route lies between these routes, and is 34 miles shorter than the Chicago and Alton.

"We have already acquired over 60 per cent. of the right of way and we will soon have the rest. The road will cost \$6,000,000 and will be in operation when the World's Fair opens. For 200 miles of the distance the country is as flat as the surface of a billiard table. Our maximum grade will not exceed two feet in 100 and that will occur at only two points, in Madison county. At present there are 1,200 freight passengers between Chicago and St. Louis on railroads and the transportation of the through mails costs \$105,000 per annum. We expect to transport 3,000,000 World's Fair visitors at \$5 apiece for the round trip.

"We will have two central stations on the line—one at Wilmington or Fairbury, Ill., and the other at Edinburg. At the last we have bought a coal mine, at Wilmington there is a 10,000 horse power waterfall which we will lease, so that we can furnish our power at a normal cost. We will divide the road into four sections, or equal circuits. At first we will build two heavy tracks for through express trains. They will travel at the average rate of 100 miles per hour, and will make no stop between the two cities. We will build spurs out to Springfield, Decatur, Bloomington and other large towns.

"From Springfield and Decatur through trains will run to Chicago without stop, at the same rate of speed. Eventually we will have a four-track road, with the two outside tracks for local traffic. The local trains will stop every mile, and will constitute practically a continuous street-car service between Chicago and St. Louis. Our trains will run into the Union station at St. Louis over an elevated railroad, and the Chicago terminus will be at the Fairgrounds. We have secured the right of

way for twenty-nine miles out of Chicago, and we are all right at the St. Louis end. The roadbed will be sloping with a porous bottom, and there will be a ditch between the two sets of track and a ditch outside of each set. This will prevent the settling of the tracks.

"We will use the seventy-pound California continuous, overlapping rail, with stone ballast, and all crossings will be overhead. The trolley, or overhead wire system, will be used. The wire will run along about on a level with the side of the roof of the car. The car will weigh only fifteen tons, and will carry forty passengers. The roof will be only ninety feet above the top of the rails. Every car will be a motor car and passenger coach combined. The passenger compartment will be in the middle section of the car. The forward end of the car will have the shape of a half cone, and will come down to a point near the ground and between the center of the tracks. The motorman will stand to the front compartment.

"There will be a pilot wheel on each side of the car at the front and rear, and a driving wheel six feet in diameter at the front and rear. The shape of the front of the car is calculated to decrease the atmospheric resistance, and it will also serve as a cow-catcher. At the rear of the car will be a compartment for mails and baggage. On each driving wheel will be a motor weighing 6,132 pounds, and capable of 200-horse power at a speed of 500 revolutions of the wheel per minute. The armature will be mounted rigidly on the axle of the driving wheel. Each car will be equipped with air and electric brakes.

"The poles for the trolley wire will be so constructed that the wire will not sag and thus interfere with the speed and motion of the train when traveling at a high velocity. There will be but a single wire for each set of tracks, and through the wire we can develop an electric power of 25,000 volts. The trolley wheel will be twelve inches in diameter. The entire road will be fenced in and will be divided into twenty-five sections, with a transforming station at the center of each section. By our system the cars will not wear out the rails and roadbed, and we will need no conductors or brakemen."

Dr. Adams illustrated his lecture with many stereopticon views of the proposed road, cars, motors, etc. At its conclusion several members of the club expressed mild regret that he had not given away the actual secrets of his motors and the methods by which he transmitted so much power through a single wire. Dr. Adams smiled, but did not further elucidate. Civil Engineer George Forbes, of London, commended the scheme of the proposed road, but confessed it puzzled him.—Richmond Times.

Pants.

The following is a school boy's composition on the above subject. The boy was expelled from school:
Pants are made for men, and not men for pants.
Women are made for men, and not for pants.
When a man pants for a woman and a woman pants for a man, they are a pair of pants. Such pants don't last.
Pants are like molasses, they are thinner in hot weather and thicker in cold.
The man in the moon changes his pants during an eclipse.
Don't go to the pantry for pants, you may be mistaken.
Men are often mistaken in pants.
Such mistakes make breaches of promise.
There has been much discussion as to whether "pants" is singular or plural.
Seems to us when men wear pants they are plural, and when they don't wear any they are singular.
Men get on a tear in their pants and it is all right; but when the pants get on a tear it is all wrong.—News & Observer.

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UNCLE SAM'S LIGHT-HOUSES

Devices Used to Protect Life.

Light-house keepers are paid from \$60 to \$1,000 a year, the highest salaries being given to those who occupy isolated posts like Minot's Ledge and those on the Florida reefs. Each one of them has a book of 152 pages, which tells him what to do in every emergency. If his light goes out he is discharged, no matter what the excuse may be. Experts called "humpists" go from light-house to light-house continually, examining and repairing lamps. A first order lamp consumes two and a half gallons of oil in a long winter night. The oil is fed to it by clockwork and the flash is controlled by similar mechanism. An opaque pane is the cylinder of glass revolving about the light makes a dark interval and a red pane produces a red flash. The lens of a first-order light is six feet in diameter, and the lamp has four concentric wicks, the biggest being four inches in diameter. One of the greatest human inventions is the Fresnel lens, now used in all light-houses, which condenses the light by an arrangement of compound refractors so as to throw all the rays in a single sheet. By its means a first-order light, naturally of 450 candle-power, obtains a power of 12,000 candles.

The most celebrated of light-house-keepers is Ida Lewis, who in deeds of heroism has surpassed the famous Grace Darling. She is now fifty years, and has charge of the Lime Rock light-house at Newport. When she was twenty years of age her mother kept that light, her father being a helpless cripple. That was in 1854, and in September of that year she rescued four young men from a capsized sail-boat. In midwinter of 1866-7 she saved a soldier of the Fort Adams garrison who had been similarly upset, and he was restored to life at the light-house. In the fall of 1867 three men were swamped in their boat near Lime Rock while trying to pick up a valuable sheep that had fallen from a wharf. She saved them and the sheep also. Not long afterward she saw a man clinging to a spindle that marked a reef near the light-house, rowed out to him, and got him safely. In a gale in March, 1869, she rescued two more soldiers from a swamped boat. On February 4th, 1880, two members of the Fort Adams garrison band broke through the ice between the light-house and the fort and she pulled them out. Thus far she has saved thirteen persons from drowning.

Many a deed of heroism is performed by the light keepers in Uncle Sam's employ. Scores of people have been saved from wrecks by the hardy mariners of the New South Shoal lightship who never hesitate to launch a boat in the midst of the most violent storm for the purpose of a rescue. On one occasion twenty-seven persons were snatched by them from a watery grave when the City of Newcastle ran upon the Nantucket banks and sank stern foremost. On another day they caught sight of a black object driven before the gale, and putting forth in pursuit of it, rescued a man on a raft, whom they found seated upon the corpse of a fellow-castaway, his head buried in his hands, and hopeless of the ail which came at last. In February, 1881, the Sharp's Island light-house was carried away by ice in Chesapeake bay. The keepers tended the lamp to the last, and clung to the structure when it was swept from its foundation, finally saving not only themselves, but a great part of the valuable apparatus.

Some of the devices employed by the Light-house Board are regarded by residents on shore as extremely objectionable. Worst of all are the "steam sirens," which are truly a diabolical invention from any other point of view than that of utility. They utter a series of unearthly whoops, which ascend the scale note by note until the unwilling listener feels as if, in case they should go a few notes higher, he would become suddenly insane. Nearly as bad are the "whistling buoys," the establish-

ment of one of which near any inhabited spot is sure to excite most frantic protests from dwellers in the neighborhood. Sixty-two of these buoys are employed in the service, the biggest of them costing \$1,075 each, and being audible at a distance of fifteen miles. The sounds they utter are inexpressibly mournful and saddening. They consist of an iron pear-shaped bulb, with a tube running through the middle and extending thirty-two feet downward into the water. At the upper end of the tube is adjusted a locomotive whistle, through which the air, automatically compressed by motion of the waves, is liberated in horrible toots. Buoys of this description are particularly useful in foggy waters.—Richmond Times.

Largest Libraries in the World.

A paragraph about the largest libraries in the world, taken from Greenwood's "Public Libraries," and put in circulation by the newspapers, states the number of printed volumes in the Bibliotheque Nationale to be upwards of 2,000,000, and of those in the British Museum about 1,500,000. But I might as well reprint the item in full:

"The largest library in the world is that at Paris, which contains upward of 2,000,000 printed books and 160,000 manuscripts. Between the Imperial Library at St. Petersburg and the British Museum there is not much difference. In the British Museum there are about 1,500,000 volumes. The Royal Library at Munich has now something over 900,000, but this includes many pamphlets; the Royal Library at Berlin contains 800,000 volumes, the library at Copenhagen 519,000, the library at Dresden 500,000, the University Library at Gottingen, Germany, 600,000. The Royal Library at Vienna has 400,000 volumes, and the University Library in the same city 370,000 volumes. At Buda-Pesth, the University Library has 300,000 books, the corresponding library at Cracow nearly the same number and at Prague 295,000."

But this paragraph from a New York daily and sent it for verification to the librarian of Amherst College. In returning it he writes as follows: "These figures are nearly the same as those given in the article 'Library' in the new Chambers' Encyclopedia, which is a good authority as is accessible to me. But they are confessedly about ten years old. I suppose the Bibliotheque Nationale must now contain very near 3,000,000 volumes, and the British Museum not far from 2,000,000.—W. L. F. in the Critic."

Sambo on Cork.

We have had essays on girls, on boys, on horses, on cows, but the little darkey has one to contribute now on the subject of cork:
Cork 'un de bark of a tree. It makes no noise. De bark dot comes from a dog does. Cork had a lazy time of it before bottles bethought of. Cork don't like bottles. It won't go into one without a deal of pressin'. Cork am used to stop holes in casks. It makes a bungling job of it.
Legs are sometimes made of cork, but dey hab no feelin'. So I guess people who will do wrong and hab no care for other people have their hearts made of cork, too.
Many a man couldn't have kep, his head above water but for cork. It am a handy thing to have about.
Hats are made of cork, but cork-screws are made of something else. So there's nothing in a name. Some old gentleman who lived a long way back said that. It's true too. A bath-bun am not to wash with, and sponge-cake am made with leavin' all de sponge out.
Dis am all I know about cork, only I should like to say dare ought to be some of it livin' in every house, 'cos it am de only cure for a bottle dat won't keep its mouth shut.—Golden Rule.

Emmons Blain, son of ex-secretary James G. Blain, died in Chicago from blood poison.



ONE ENJOYS

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STATE NEWS.

A fine stand of tobacco is reported in the tobacco section.

The huckleberry crop in Sampson county is not so large as was expected.

It is said that 300 negroes recently left Charlotte to work on Northern railroads.

At a third party meeting in Chatham, two-thirds of the participants were republicans.

Recently in Sampson county the wife of a prosperous farmer gave birth to an 8½ pound boy a few minutes before 12 o'clock at night. A few minutes after twelve a twin sister was born. They are twins but will have different birthdays.

Shelby Review: Some days ago Christina Foster, a fourteen-year old white girl, living near Fancy, was bitten on the ankle by a rattlesnake which was lying beside a path along which the girl was going to the spring. The snake was killed by a sister of the girl, and was found to have six rattles. The girl has been in an extremely critical condition since, but the attending physician, Dr. J. G. Hord, of King's Mountain, thinks she will recover.

Last year flour barrels supplied the demand in this vicinity except four or five thousand barrels sold by Baugham & Bragaw. Very few country barrels were made. To show the increase this year, the entire supply of flour barrels has been exhausted, about 5,000 country barrels made, and 25,000 at Baugham & Bragaw's two factories. Finding they could get no further material they have bought ready made 42,000 additional barrels, which arrived Monday. They are sold now except 15,000, and there will yet be a shortage. Rah! for the truck business.—Washington Gazette.

State Chronicle: The Agricultural and Mechanical college has for some time needed more land and the trustees have purchased from Mr. J. C. L. Harris eighteen acres immediately west of the college property. This will be put in fine order for the farm. It extends up to the front of the fair grounds.—The site for the cotton mill, which will be known as the Williamson & Foster mill, is half a mile north of this city and immediately on the Seaboard Air Line, composed of thirteen acres. The contracts call for a cotton mill 250 by 65 feet in size, and two stories high; a dye house 100x30 feet, and also warehouse, cotton sheds, and other buildings, and thirty tenant houses, two stories high. The mill will have 5,000 spindles and 200 looms, and the motive power will be a 300-horse engine. The owners of the mill are Messrs. James N. Williamson and W. H. Williamson, of the Ossifee cotton mills, in Alamance county, and Mr. Omega H. Foster, of Raleigh.