In some States of the Union, particuinals are not kept confined in State prisons but are either employed on public works, or "farmed out" to conpublic works, or "farmed out" tractors, who employ them in digging of a boy then, but a pluckier lad never of a boy then, but a pluckier lad never Butter Cooler

the various perils to which an enginedriver's life is exposed, he related a thrilling incident connected with the below the track, I caught a glimpse of convict labor system which I will attempt to reproduce.

"Western Carolina" line. This road crosses the mountains at a grade of two hundred foot to the control of the c the long ascent up the Ridge, it winds about the foothills and along the mountain sides in spiral curves, often quite sharp, and actually in one place passes the same point, at different elevations, as it works up the mountain. as it works up the mountain.

"Near the top of the mountain is the famous "mud cut" which has so puzzled all the railway engineers. Soft mud at that place is being continuously forced up into the road hed by the pressure. up into the road bed by the pressure, probably of the strata on each side of the cut, so that a gravel train and corps of laborers is constantly required to keep the track clear. For this service the company has for some time employed a gang of State convicts.

"I was at this time in charge of the probably prevent his hearing. aid, or helper engine, which assists the "'Hit her a little, Henry!" I shout

.train to pass, on its way to Asheville. runaway. "From this elevated situation a wide tains, and already the smoke from the the fresh pressure of steam. We were passenger locomotive could be seen in within thirty yards of the gravel train Notice to Mill Owners.

were busily engaged in throwing soft feet, in a sheer precipice. Looking and perfect satisfaction is guaranteed.

Full information given by application to the submud upon the "flats." The work had down across the ravine, we seemed to criber proceeded for some minutes in silence, be literally flying in mid air. and the engineer of the grayel train, for slipped the coupling pin behind the ten- stant the runaway disappeared, as both der. The areman was out by the cy- engines plunged into a cloud-bank that linders, oiling the bearings. Seizing lay piled against the mountain side. this chance, this bold convict suddenly For a second or two nothing was visible; sprang into the engine from the oppos- but for the roar of the wheels as they ite side, and before either of the guards spun along the narrow shelf I could or trainmen realized what was happen- have thought we had jumped from the ing, had pulled the throttle wide open. hill and were plunging down the clouds In an instant the engine started up, into the valley. and in less time than it takes to say, it {

wrong.

ed, for the locomotive was out and trains had the same relative speed and away, rattling down the grade toward / motion.

"What, indeed, could they do! engine, and catch the runaway?

passenger train from the horrors of a same for our own engine. collision on that winding, perilous grade; and desperate as the chance drivers as they ground backward on the "Change that switch!' I shouted rails! ahead, and threw the lever over.

dashed past the "frog."

"In a moment we were out upon the main line, on the down grade, and the train to a stop on that up grade. gathering headway under full pressure In half a minute more all three en-

pended on the first few minutes, and I | identified it.' gave my machine a heavy headway at

fire box ! "In half a minnte we were going at sixty miles an hour!

"The rocky crags and ledges beside the line flew behind us in long streaks; and the trees below seemed blended into a confused patch of green, as we tore along.

Instinctively now I closed the throttle ; for no engine could carry steam Retur down such a grade and live! Ahead was a sharp curve. We swayed around was a sharp curve. We swayed around it like lightning and then caught sight of the forward engine, still several huntrains at Chatham Jinction, and passen gersfor Newcastle and the North will be transferred. dred yards ahead. But we were gaining: I could see that we were lessening the distance. But could we overtake i n time? The passenger train could hardly be more than three or four miles

upon him, I saw the convict run out upon the tender and looking about as though trying to see a smooth spot to Men's, Youths' & Child-

him to stop, I shouted to the guard, but the guard terrified at the rate we were running, had dropped his carbine

canals, building railroads, or other enterprises requiring manual labor. The system has certain advantages, and many disadvantages, one of the latter being the liability of the prisoners to guards who have constantly to watch them while at their work.

of a boy then, but a pluckier lad never opened a fire door. Bidding him to give him the road, I caught up the 'give him the road,' I caught up the 'give him the road,' I caught up the 'rifle, and getting out on the 'running board,' pointed the rifle at the scoundrel in the forward engine, motioning him at the same time to reverse the lever. But either misunderstanding my motions or frightened by the awful labor.

The system has certain advantages, and many disadvantages, one of the latter board, 'pointed the rifle at the scoundrel in the forward engine, motioning him at the same time to reverse the lever. But either misunderstanding my motions or frightened by the awful labor.

The system has certain advantages, and many disadvantages, and many disadvantages, one of the latter board, 'pointed the rifle at the scoundrel in the forward engine, motioning him at the same time to reverse the lever. But either misunderstanding my motions or frightened by the awful labor.

The system has certain advantages, and many disadvantages, and many disadvantages, one of the latter board, 'pointed the rifle at the scoundrel in the forward engine, motioning him at the same time to reverse the lever. But either misunderstanding my laboratory in the properties of the pro In conversation with a veteran loco-motive engineer a few days since, on the various needs to which an engine-the various needs to which an engine-instant he saw the rifle raised, and was instantly hurled headlong over the

'He had left the gravel running "The most dangerous run I ever made was down the Blue Ride, on the salf ston it. if it was to be stopped at

shot past.

"We were gaining upon it but slowhundred feet to the mile. Throughout the long ascent up the Ridge, it winds

"Near the top of the mountain is the side, as we darted around the sharp and roar of his own train would most

trains to climb the heavy mountain ed back, for I knew now that what we grade; and on the day in question, I did must be done inside of another had pushed up the morning freight, as minute; and in my desperation, I deusual, and side tracked in the cut, to termined if there must be a collision, allow the early passenger and express it should be in an effort to overtake the

'The locomotive now scarcely touched view is commanded down the mounth the rails as she bounded forward under the distance as it slowly ascended the now, and we would catch up to it in foothills and drew towards the spiral half a minute more, if my engine could grades up the side of the main ridge. keep the track. At this point a rocky "Meanwhile the gravel train, with its gang of shovel men, had moved on the main track in the cut, and the centricts were busily engaged in throwing soft."

**Weep the track. At this point a rocky cliff rose on one side of the line; and on the the other the steep mountain leaps abruptly off into a gorge hundred of the steep to the subscriber is prepared to furnish his PaTENT LOG CARRIAGE SHIFTING MaCHINE, to any parties requiring the same, abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and on the other is prepared to furnish his PaTENT LOG CARRIAGE SHIFTING MaCHINE, to any parties requiring the same, abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and on the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other the steep mountain leaps abruptly off into a gorge hundred of the line; and the other leaps are the other leaps are the other leaps are the other leaps a

"Meantime I had run forward upon minutes, when one of the prisoners un- tender of the "gravel," the instant we observed by the guards, stealthily came close enough. Then for an in-

'When, an instant later, we emerged was moving off rapidly under a full from the fog, the fender of the gravel train was only a few feet before my "The fireman's shout was the first pilot. I dared wait no longer. Even intimation that anything was really now I fancied that I could hear the Carpet-Sweeper, roar of the passenger train from below. Then the guards waked up. Bang ! Measuring the distance well with my bang! went their rifles all around, but eye, I stepped back on the running their bullets were too tardy for the des- board and straining every muscle for perate rogue; he ducked nimbly down the dangerous leap, sprang across the behind the tender, The balls rattled intervening space, caught upon the harmlessly against the sides of the en- rear of the fender, hung for a moment, gine. Had they hit and killed the then with might and main struggled to reckless fugitive, the condition of af- get aboard it-a feat that could not fairs would hardly have been improv- have been accomplished had not the

the approaching train. Evidently the convict had intended to jump off when Not for my own life merely, but for at a safe distance, and escape during hundreds of others on the coming train. | and new the confusion of a wreck. That heavy I barely made it. For the jerking "gravel" would naturally crash into the motion was frightfully long. Had the other train, like a bolt from a cannon. distance been a foot shorter I should "The trainmen and guards stood, star- have missed—and been instantly ing after the receding engine, as ground to pieces. But I dared not wait for the engines to touch, for there

would then be a recoil. "Then the thought flashed to my 'It required but an instant now to mind, could I give chase with my own | scramble over the coal into the cab thrust back the lever and open the sand. "It was the only chance to save the boxes. Henry had at once done the

'And we had scarcely brought them to a standstill when, puffing heavily "As my engine moved, one of the guards scrambled into the cab; and my fireman jumped on the pilot as we passenger engine, coming unconsciously on-to certain destruction, had we not caught the runaway just as we did. 'It was an easy matter now to bring

gines were moving quietly back up the "But the gravel engine had the start, and was the heavier of the two locomoday, I suppose the passengers do not and was the heavier of the two locomotives, though mine ran on the higher know why that abrupt halt was made on know why that abrupt halt was made on feet to the northerly life. wheel. On this latter circumstance the mountain side, or how fearfully near alone. rested my chance of overtaking they all were to death that forenoon. alone, rested my chance of overtaking they all were to death that forenoon. the gravel engine; and it seemed a 'The body of the convict was found doubtful chance at best. It is a reck- on the rocks, several hundred feet beless business to give an engine full low the track so mutilated that but for speed on a down grade But all de- the striped clothes, no one could have

once, and bade Henry, my fireman, to dump his oil and kindlings into the NORTHERN & WESTERN RAILWAY.

CHANGE OF TIME.

Leaving Chatham 9.00 a, m. Standard time-Arriving Blackville 11.00 " "
Return, Leaving 1.15 p. m.
Arriving Chatham 3.15 p. m.
Calling at intermediate Stations for fre ight an

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some cause, left his cab for a few minutes, when one of the prisoners unthe pilot-frame, ready to leap to the tender of the "gravel." the instant we

200 Bbls. Brown FLOUR; 100 hlf-bbls do. do. 125 bbls. CORN MEAL. 50 do. MESS PORK. 40 Cases CANNED OYSTERS do do LOBSTERS do do PEACHES, do COLEMAN'S MUSTARD, Geo. S. DeForest.

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All Kinds of Cloths, from which selections may be made for

Suits or single Garments nspection of which is respectfully invite i.

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of the Parish of Chatham, aforesaid, se the other part, duly recorded on the 2st May, A. D. 1877, in Volume 5s of the ke-the said County of Northumberland, page 66, and 67, and numbered 47 in sain volum. There will for the purpose of satisf moneys secured by the said Indenture of age, default having been made in the thereot, be sold at Public Auction, in fro-Post Office in Chatham, aforesaid, on M the THIRD DAY of MAY next, at 12 o'cl. All that piece of lot of land situate in C

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and premises lying and beingin Rogersville, in the County of Nor-and Province aforesaid, and describ--Beginning at the corner of Lot y-four granted to—Herbert in the Settlement follows:—Be, inning at the corner of Lot er sixty-four granted the corner of Lot er sixty-four granted the corner of Lot expected in the Ridge Settlement, themes running by a nent north forty five degrees east iffy thans, thence north sixty degrees east twentight chains to the place of beginning, congrounding the constant of the place of beginning, congrounding the congrounding of the congrounding to the congroundi

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ince in a position to enter into competition with the city offices at the Dominion Centennial Exhibition

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