

Before the Leaves Fall.

I wonder if oak and maple,
Willow and elm and all;
Are stirred at heart by the coming
Of the day their leaves must fall.
Do they think of the yellow whirlwind;
Or of the crimson spray;
That shall be when chill November
Bears all the leaves away?

"If die we must," the leaflets
Seem one by one to say,
"We will wear the colors of the earth,
Until we pass away.
No eyes shall see us falter;
And before we lay it down,
We'll wear in the sight of all the earth
The year's most kingly crown."

So; trees by the stately forest;
And trees by the trodden way,
You are kinling into glory,
This soft Autumn day
And we, who gaze, remember
That more than all they lost;
To hearts and trees together
May come through ripening frost.

DANGER AHEAD.—As those who are the monitors of the people, not only in regard to morals and manners, but also as to the preservation of health, we issue one word of warning against, "Split-back shirts." The winter is coming on, when the exposure to its inclemency will try the system of our young men, and no pains ought to be spared to save as many of them as possible from diseases of the lungs and spine, to which these shirts hold an open door. There are few men whose lungs cannot be reached over a shorter distance through the back than through the natural protecting muscles of the chest. Hence they are more liable to take deep colds from cold drafts on the back than from the front.

There has never been a time when these truths have been sufficiently recognized. It has been the custom of tailors to put thin cambric linings in the back of the waistcoat, and generally thin silk or worsted stuff in the coat, while the front of each garment was thickly constructed. The practice arose, no doubt, from pure ignorance many ages ago, and has been continued because no thought has been expended on the subject. This newfangled style of split, or open back, is bringing disease and death as plainly, that we feel constrained to warn the people against it. If you wish to guard against diseases of the lungs and other vital organs, avoid "split back shirts." If you wish to avoid rheumatism and other complaints in your back and spinal column, avoid "split back shirts." They are said to be nice fitting and pleasant to wear, but the pleasure is obtained at too great a risk of future pain. Young men can make no greater mistake than to disregard this warning. If you will persist in wearing the dangerous things, see that all your vests and coats are lined thick with flannel or other stuff in the back, and don't take off your coat and vest at night and sit with your back from the fire.

A little boy held a sixpence near his eye and said: "Oh, mother! it is bigger than the room!" and when he drew it still nearer, he exclaimed: "Oh, mother! it is bigger than all outdoors!" And just in that way the worlding hides God, and Christ, and judgment, entirely from view, behind some paltry pleasure, some trifling joy, or some small possession which shall perish with the using, and pass away, with earth's dusts and glory, in the approaching day of God almighty.

A man in a neighboring county, who wished to write a history of his family, was unable to obtain the necessary material; but when he got nominated for Congress the opposition papers furnished him a complete history of the same for six generations back, and didn't charge him a cent. But he says he doesn't believe his great-great-grandfather was hanged for stealing sheep, as was stated in the papers.

Lynch Law and Lynchburg.

The origin of the term "*Lynch Law*," is as follows: Col. Chas. Lynch, a brother of the founder of Lynchburg, resided on the Staunton, in the southwest part of this county, and was an officer of the American Revolution. At that time this county was very thinly settled, and infested by a lawless band of Tories and desperadoes. The necessity of the case involved desperate measures and Colonel Lynch, then a leading Whig, apprehended and had them punished without any superfluous legal ceremony. Hence the origin of the term "*Lynch Law*." This practice of lynching, which the circumstances of the time may have justified, continued years after the war, and was applied to many cases of mere suspicion of guilt, which could not be regularly proven. "In 1792," says Wirt's Life of Henry, there were many suits on the south side of James river, for inflicting Lynch's law." At the battle of Guilford Court House, a regiment of riflemen, raised in this part of the State, under the command of Colonel Lynch, behaved with much gallantry. The Colonel died soon after the close of the war. Charles Lynch, a Governor of Louisiana was his son.

It may be added that the original founder of Lynchburg was far from being a Lyncher, or even a man of war. On the contrary, John Lynch, by whose exertions the town was established, was a member of the denomination of Friends, and a plain man, of strict integrity and great benevolence of character. The father of John Lynch was an Irish emigrant, and took up land here previous to the revolution. His place, then called Chestnut Hill, afterwards the seat of Judge Edmund Winston, was two miles below here. At his death the present site of Lynchburg fell to his son John, by whom, in part, the town was established in October, 1786, when it was enacted "That 45 acres of land, the property of John Lynch, and lying contiguous to Lynch's Ferry, are hereby vested in John Clarke, Adam Clement, Charles Lynch, John Callaway, Achilles Douglass, William Martin, Jessie Burton, Joseph Spratton, Micajah, Moorman, and Charles Brooks, gentlemen, trustees, to be by them or any six of them, laid off into lots of half an acre each, with convenient streets and establish a town by the name of Lynchburg." At the time of the formation of the town, there was but a single house, the ferry house. A tobacco warehouse and two or three stores were thereupon built under the hill, and it was some time before any buildings were erected on the main street.—*Lynchburg News*.

Labor Genteel.

Dinah Muloch, in referring to the mistaken notion many girls have, that labor is not genteel, says very plainly: "Society—begging her pardon!—is often a great fool. Why should it be less creditable to make good dresses than bad books? in what is it better to be at night a singing servant to an applauding or capriciously contemptuous public, than to wait on the said public in the day-time from behind the counter of shop or bazaar? I confess I cannot see the mighty difference; when the question, as must be distinctly understood, concerns not personal merit or endowments, but external calling."

CRYSTALLIZING GRASSES.—Dissolve two ounces of alum in eight quarts of water. Then place it over the fire in a porcelain Kettle, and let it boil ten minutes stirring it constantly. When cool dip in your grasses and put them in a cool place, until the crystals become hardened. If you wish to color them stir in a little paint, when cool, of the color you want. Make a small white tarlatan sack, in which put your grasses, but remove as soon as taken from the solution. I can recommend this, knowing the result if carefully followed. **MUZETTE.**

Advertisements.

WILMINGTON & WELDON RAIL ROAD COMPANY.
OFFICE GEN'L SUPERINTENDENT,
Wilmington, N. C., May 28, 1875.
CHANGE OF SCHEDULE.

On and after June 1st, Passenger Trains on the Wilmington and Weldon Railroad will run as follows:

MAIL TRAIN.
Leave Union Depot daily (Sundays excepted).....at 7:35 a. m.
Arrive at Goldsboro..... 11:50 a. m.
" Rocky Mount..... 2:00 p. m.
" Weldon..... 3:50 p. m.
Leave Weldon daily.....at 9:50 a. m.
Arrive at Rocky Mount..... 11:35 a. m.
" Goldsboro..... 1:37 p. m.
" Union Depot..... 6:05 p. m.

EXPRESS TRAIN AND THROUGH FREIGHT TRAIN.
Leave Union Depot daily.....at 5: p. m.
Arrive at Goldsboro..... 11:4 a. m.
" Rocky Mount..... 2:0 a. m.
" Weldon..... 6:00 a. m.
Leave Weldon daily.....at 7:00 p. m.
Arrive at Rocky Mount..... 9:00 p. m.
" Goldsboro..... 12:50 a. m.
" Union Depot..... 6:30 a. m.

Mail Train makes close connection at Weldon for all points North via Bay Line and Aquia Creek routes.

Express Train connects only with Aquia Creek route. Pullman's Palace Sleeping Cars on this Train.

Freight Trains will leave Wilmington tri-weekly at 5:00 a. m., and arrive at 1:00 p. m. **JOHN F. DIVINE,**
General Superintendent.

SEABOARD & ROANOKE RAIL ROAD.
Office of the Superintendent of Transportation, of the Seaboard & Roanoke Railroad Company.

PORTSMOUTH, VA., Jan. 1 1875
On and after this date, train of this Road will leave Weldon daily, Sundays excepted as follows:

Mail train.....at 4 p. m.
No. 1 Freight train.....at 4 a. m.
No. 2 Freight train.....at 8 a. m.
Tuesdays and Fridays at.....at 8:00 a. m.

ARRIVE AT PORTSMOUTH.
Mail train.....at 7:15 p. m.
No. 1 Freight train.....at 12, Noon.
No. 2 Freight train.....at 4 p. m.
Freight trains have a passenger car attached. Steamer for Edenton, Plymouth and landings on Black water and Chowan Rivers leave Franklin at 7:40 a. m., on Mondays, Wednesdays and Fridays

E. G. GHIO,
Supt. of Transportation.

RALEIGH & GASTON RAILROAD.
SUPERINTENDENT'S OFFICE,
Raleigh, N. C., Aug. 16, 1875.
On and after Monday, Aug. 16th, 1875, trains on the Raleigh & Gaston Railroad will run daily (Sunday excepted) as follows:

MAIL TRAIN.
Leaves Raleigh.....10:00 A. M.
Arrives at Weldon..... 3:30 P. M.
Leaves Weldon..... 10:30 A. M.
Arrives at Raleigh..... 3:45 P. M.

ACCOMMODATION TRAIN.
Leaves Raleigh..... 5:00 A. M.
Arrives at Weldon..... 5:35 P. M.
Leaves Weldon..... 5:15 A. M.
Arrives at Raleigh..... 5:40 P. M.

Mail train makes close connection at Weldon with the Seaboard and Roanoke Railroad and Bay Line Steamers via Baltimore, to and from all points North, West and Northwest, and with Petersburg Railroad via Petersburg, Richmond and Washington City, to and from all points North and Northwest.

And at Raleigh with the North Carolina Railroad to and from all points South and Southwest, and with the Raleigh & Augusta Air Line to Haywood and Fayetteville.

A. B. ANDREWS, Gen. Supt.

RALEIGH & AUGUSTA AIR-LINE.
SUPERINTENDENT'S OFFICE,
Raleigh, N. C., Aug. 16th, 1875.
On and after Monday, August 16th, 1875, trains on the R. & A. L. Road will run daily (Sunday excepted) as follows:

MAIL TRAIN.
Train leaves Raleigh.....4:00 A. M.
Arrives at Cameron.....7:20 P. M.
Train leaves Cameron.....6:30 A. M.
Arrives at Raleigh.....9:45 A. M.

Mail Train makes close connection at Raleigh with the Raleigh and Gaston Railroad, to and from all points North, and at Cameron with the Western Railroad, to and from Fayetteville and points on Western Railroad. **A. B. ANDREWS,**
Superintendent.

EVERETT SMITH,

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Represents the METROPOLITAN LIFE of New York, the inaugurator of the two most popular and equitable plans of Life Insurance,

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Observe the following Original and Characteristic Provisions of this Company:

Its days of grace, from one month to six, determined by the age of the Policy.

Its continuance from one insured period to another without increase of premium.

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