

A short stout man, in a clerical suit stood in their midst, and immediately commenced the baptismal service, Mrs. Horton acting as god-mother. When asked to name the child the answer returned was, 'Edward Horton.'

The figure outside the window waited to hear no more, but made a bound and hurried to his home, with a deep sense of the wrong he had done the woman who had been succoring his child.

The following day Mr Horton requested his wife to have a couple of rooms put in order for guests.

"Who are coming?" she asked. He took her hand, and looking into her honest eyes, said, 'Are there any persons you would willingly have share your home?'

'I only know of two,' she replied, 'but you would not—'

Before she could conclude the sentence her husband placed his finger upon her lips.

'Never mind,' he rejoined, 'from this time henceforth and forever, your wishes shall be my law.'

The next day there was joy in the Horton household, and the grandfather danced the pretty baby on his knee, and never again followed his wife to the meadow.

Too Much Instinct.

The instinct of Newfoundland dogs to save a drowning person has been somewhat painfully tested by an unlucky Frenchman. He was walking in the country with a friend, who possessed a magnificent Newfoundland, and incautiously questioned the truth of the animal's sagacity. The dog's master, vexed at the slur cast on his favorite, gave his friend a push and knocked him into a shallow river. "Turk" immediately sprang in, and seizing one of the tails of the immersed man's coat, commenced to swim for land. Unfortunately another Newfoundland, trotting along the other side of the river, saw the affair, and also came to the rescue. Dog number two seized the other tail of the coat and wished to swim back to his master. "Turk" held fast and struggled for his side, and the owner of the coat cried in vain for help. At last the coat gave way, and each Newfoundland swam proudly home with a piece of cloth in his mouth, so that "Turk's" master was obliged to plunge in himself to save his friend.

How Monkeys are Captured.

Monkeys are pretty common, yet as all the families are remarkably cunning, has it ever occurred to the reader how they are taken? Pitfalls will take a lion, and the famished monarch will, after a few days' starvation, dart into a cage containing food and thus be secured. But how are monkeys caught? The ape family resembles man. Their vices are human. They love liquor, and fall. In Darfour and Senar the natives make a fermented beer, of which the monkeys are fond. Aware of this, the natives go to the parts of the forest frequented by the monkeys, and set on the ground calabashes full of the enticing liquor. As soon as the monkey sees and tastes it, he utters loud cries of joy, that attract his comrades. Then an orgie begins, and then in a short time they show all degrees of intoxication. Then the negroes appear. The few who came too late to get fuddled escape. The drinkers are too far gone to distrust them, but apparently take them for larger species of their own genus. The negroes take some up, and these begin to weep and cover them with maudlin kisses. When a negro takes one by the hand to lead him off, the nearest monkey will cling to the one who thus finds a support, and endeavor to get along also. Another will grasp at him, and so on until the negro leads a staggering line of ten or a dozen tipsy monkeys. When finally brought to the village, they are securely caged and gradually sobered down; but for two or three days a gradually diminishing supply of liquor is given them, so as to reconcile them by degrees to their state of captivity.

An Indian canoe that will hold 100 men easily, is to be sent to the Centennial from British Columbia. It is sixty feet long, eight wide and four high.

The Future of the South.

Ex-Gov. Seymour, of New York, wrote as follows in a letter declining an invitation to attend the Georgia State Fair:

"In five years from this time the census will show our numbers to be more than 50,000,000. The day, then, is dawning when the lands of the South will be greatly lifted up in value. I have given much time and thought to the agricultural condition of the United States. I have traveled extensively and I have examined with care into the industrial interests of all sections, and I am convinced that hereafter the South will get a large and growing share of those who are seeking new homes either from Europe or the older States of the Union. This flood-tide will bear with it wealth and varied industries. I pray for the day when the South shall be prosperous in all its pursuits, for until it is so there can be no assured pervading welfare in other sections of the Union."

A soap kettle exploded at Macomb, N. Y. one day last week, which is another warning to housekeepers. It used to be that nothing exploded but steamboat boilers and wildcat bands, but now every thing explodes. Even a jug of buttermilk is not a safe thing to fool around.

Harrying down Jefferson avenue to the depot, a man struck a heap of peach-skins and fell on his beam-ends, and rolled over twice before he stopped. A boy, standing in the center of the street, anxiously inquired, "Be you hunting for anything, Mister?" "Come here, bub," said the man as he sat up, "come and get ten cents and some candy and figs and plums and juba-paste! That's a good boy, come and see me." "Your intentions may be good," replied the boy as he backed off, "but I guess I'll wait until the other booting gets over aching before I get any nearer."

Spare the Birds.

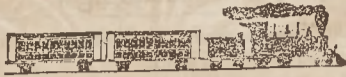
In an article on the wholesale destruction of birds in the United States, an exchange remarks: Professor Riley, of St. Louis, the State entomologist of Missouri—than whom there is no closer observer or better authority upon the habits of insects—estimates that one grouse will in one season consume the eggs and larvae of locusts enough, if hatched out, to destroy one hundred acres of crops. When, therefore, men are allowed to trap these birds to the extent of hundreds of tons' weight every season, is it any wonder that people are plagued with locusts? They have their choice—grouse or locusts; if they choose the latter they should not complain.

It is stated that nine hundred tons of these birds were received in Chicago last winter, and such was the glut in the market that immense quantities were fed to the bogs or thrown into the lake. Allowing that all that were killed amounted to nine hundred tons, the average weight of each bird being two pounds, there were 900,000 of them, which, according to Professor Riley's estimate of their insect feeding, would have consumed the eggs and larvae of locusts sufficient to have destroyed the crops on ninety millions of acres or three times the area of the State of Pennsylvania.

In proportionate extent is the damage done by the destruction of other birds. All over the country men and boys may be stalking about with guns in their hands, ready to shoot any bird, however small, even though it be but a wren. Is it any wonder that we are afflicted with curculio currant worms, rose slugs, cabbage worms, cock-chaffer grubs, and other insects that destroy our fruit and other crops? Plums, apricots, nectarines and cherries, which were formerly raised in abundance in many places, now can hardly be grown at all.

A model will was recently presented for probate to the probate court at Plymouth, properly executed and witnessed. The following is a verbatim copy: "July 12, 1875. I give all my property to my wife."

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..... 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 1:40 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, trains 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, August 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..... 10:00 A. M.
 Arrives at Raleigh..... 3:45 P. M.

ACCOMMODATION TRAIN.

Leaves Raleigh..... 5:00 A. M.
 Arrives at Weldon..... 5:25 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. 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,

Life & Fire Insurance Agent,

GREENSBORO, N. C.

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

THE RESERVE ENDOWMENT

and

THE RESERVE DIVIDEND PLANS.

Every pledge of this company is plainly written out, and the full responsibility of the Company and assured defined, the Policy of the METROPOLITAN should be read before a Policy in any other Company is accepted.

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.

Its Reserve Dividend Fund considered as a deposit at an interest for the payment of future premiums.

Its Specific Guarantees of Dividends and surrender Value.

Its Incontestable Clause, operating from the payment of the first premium.

The amount explicitly stated to be PAID IN DEATH.

The amount explicitly stated to be PAID IN LIFE.

Also represents several First-Class Fire Companies, in which risks will be written on all classes of insurable property, and on the most favorable terms.

JAS. SLOAN'S SONS,

GREENSBORO, N. C.,

GENERAL MERCHANDISE,

—Line, Cement and Plaster, Phosphates and Agricultural Implements a Specialty.

EUGENE ECKEL,

Druggist and Pharmacist,

GREENSBORO, N. C.

Personal attention to compounding Prescriptions at all hours—day or night. 2-2

THE YARBOROUGH HOUSE,

RALEIGH, N. C.,

G. W. BLACKNALL, Prop'r.

Refer to all traveling gentlemen. 1-

JOHN ARMSTRONG,

Book Binder and Blank Book

Manufacturer,

1- RALEIGH, N. C.

MRS. S. M. SMITH'S

BOARDING HOUSE.

Middle Street, one door below Patterson's Grocery Store,

1- NEW BERNE, N. C.

THE NATIONAL HOTEL,

Delightfully situated,

RALEIGH, N. C.

Board \$2.50 per day. Table furnished with the very best this and other markets afford.

1- C. S. BROWN, Prop'r.

H. WILLIS. H. D. L. NORCOM

WILLIS & NORCOM,

Commission Merchants,

And Dealers in

FRESH and SALT FISH,

COUNTRY PRODUCE, &c.

Front Street, BEAUFORT, N. C.

Orders promptly attended to.

Quick returns on Consignments.

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