

Dodging the Plow Handles.

One great drawback to the material progress of the South, since the war, is the pre-wailing disposition of the boys and young men to dodge the plow handles and get into some shady and genteel (?) position, generally behind the counter of some town or country store, into the learned professions or some agency, thus obtaining as they imagine, a more elevated and more respectable, as well as more easy, position in society. In all this we think they are mistaken.

In regard to respectability, the man who is least dependent upon others and who, by his own labor, secures to himself the means of providing for himself and household, and is exempt from the necessity of truckling to the whims and caprices either of individuals or the public, is apt to be most respected by his acquaintances. The farmer—we mean one who has intelligence enough to conduct his business with system, and who tills his acres with such success as to provide for the economical and frugal demands of his family and his country upon him, will always command the respect of all classes of the community, the lawyer, doctor, merchant and every body else.

It is time for our boys to begin to take proper views of this subject, and to understand that to be useful and industrious is to be respectable. There is as much dignity in the trade of the carpenter, bricklayer, blacksmith or shoemaker as there is in standing behind counters measuring tape or weighing tea. A good tanner has a surer and brighter prospect for competency and happiness in life than a poor doctor or a dull lawyer; and a sensible, skillful wheelwright or cabinet-maker, fully alive to the capabilities of his calling, would not swap chances with any clerk or the agent of an uncertain enterprise without heavy boot.

The hand of the farmer or the mechanic may be rougher and harder, but it will grasp the chances of success in life with a quicker motion and hold them with a firmer grip than the soft and delicate claws that have never been developed by "scratching for a living."

Work don't hurt anybody, and one half of the excuses we hear for dodging the plow handles and seeking some easy way of making a living originates in what some quaint writer calls "being born constitutionally tired," in other words, originates in indolence and laziness. There are too many apprentices to mercantile and speculating pursuits and too few to the productive. When this order of things is reversed our material advancement will be wonderfully accelerated.—Orphan's Friend.

A Toper's Soliloquy.

Leaves have their time to fall, And so likewise have I; The reason too's the same— Both comes of getting dry. But here's the difference twixt them and me— I falls more harder and more frequently.

Wearing Goggles too High.

A young gentleman of this vicinity being troubled with weak eyes recently felt constrained to purchase and wear a pair of goggles to protect his eyes from the effects of too intense a light. In spite of this precaution, the condition of his eyes, instead of improving, grew daily worse and worse. The personal habits of the young man were not fashioned after the requirements of the code of which the good templars prescribe, and there were not wanting among his associates comforters, like those of Job, who offered unpleasant suggestions. They intimated that too much "eye water" was counteracting the effects of the goggles; but he repudiated their insinuations with scorn, and determined to call in a physician.

The physician, a gentleman of the Old School, trained to "call a spade a spade," and possessing above all a fund of dry humor, examined his eyes, felt his pulse, looked at his tongue and then observed:

"I cannot see that there is anything the matter with your eyes except that you wear your goggles too high."

"How is that?" said the astonished patient. "If you will only put the goggles down over your mouth," replied the physician, and keep every other species of glass away from your eyes will be well in a week!"

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A Clever Ruse.

A story is told of Lespes, the French journalist, better known as "Timothy Trimm," that one day, being at work, he was disagreeably intruded on by a creditor, who announced his intention of not departing until he was paid. Parley proved useless; the creditor planted himself on a chair, and Lespes beheld him with consternation draw bread and cheese from his pocket, as though to certify himself against events. Several hours glided by: Lespes had resumed his writing and finished an article. The creditor showed no sign of moving, and from the glances he cast at a sofa, was evidently speculating what kind of a bed it would make. Suddenly Lespes rose, and with bits of newspaper began carefully blocking all the apertures through which air could come into the room. He then made preparations for lighting a charcoal fire: before applying the match, pasted on the wall just opposite the creditor's eyes a paper thus ironically worded: "Take notice that we died of our own will." "What are you doing?" exclaimed the creditor, uneasily. "Your society would render life intolerable, so we are going to commit suicide together," answered Timothy tranquilly. It is almost needless to say that the creditor decamped.

What Smoking Costs.

Says the Worcester (Mass.) Palladium:—Probably not many who smoke cigars regularly are aware of the expense involved in the habit. They whiff away their Havana without a thought of what the practice is actually costing them. It is only five cents or ten cents a time, and so they neglect, unconscious that they are converting houses, lands, capital, and the essentials of life, into smoke. But let us look at it in the light of arithmetic. Suppose you should save the money you pay for cigars and put it into the savings bank where the interest will be compounded semi-annually—have you the slightest idea of the amount of such savings in the run of years? Beginning with the lowest daily cost of the use of tobacco: two and three-quarter cents a day deposits as above will amount to \$10 in a year, to \$130 in ten years, and to \$2,300 in fifty years. How many smokers, who have been in the habit for fifty years, have kept themselves down to two and three-quarter cent a day? If you should lay aside in the same manner five and one-quarter cents per day, it would amount to \$20 in a year, \$260 in ten years, \$5,800 in fifty years. Saving likewise eleven cents daily, you will have \$40 at the end of the year, \$520 in ten years, and \$11,500 in fifty years. This last sum, if saved by the young clerk, in a single decade would leave him quite a little capital to invest in some legitimate business. And many poor young men are spending eleven cents daily for cigars and tobacco! But let us step up higher. Laying aside twenty-seven and one-half cents per day you save \$100 in a year, \$1,300 in ten years, and \$9,000 in fifty years. In the same ratio fifty-five cents a day foots \$200 the first year, \$2,600 in ten years, and \$58,000 in fifty years. If you should save \$1.10 a day, it would leave you \$400 at the end of the year, \$5,200 in ten years, and \$110,000 in fifty years.

Now we ask the earnest attention of smokers to the above figures, and put the question whether they can really afford to indulge in a practice so costly. Take the eleven cents a day. The sum at the end of the year would leave you forty dollars, enough to pay the bread bill for quite a family. By studying the above can you not see how you are unconsciously sending off into space to make the circuit of the globe money that would purchase a good homestead, and leave you something besides to make comfortable your old age; We recommend to all smokers to take an evening, sit down with their families, and consider whether they can afford to smoke; whether their happiness, their future prospects and their respectability would not be greatly enhanced by a total discontinuance of the odious practice.

Stylish suits may be gotten up this season on the most economical principles. For instance, if a lady has a brown, gray or blue cashmere which is too good to be thrown aside, and if used alone not enough to appear handsome, she may, with very little expense, get a small quantity of plaid or striped camel's hair cloth or some sort of goods that will go nicely with the material—it need not match it, for strong contrasts are very much in vogue—and use it for trimmings and sleeves, or perhaps an over-dress and jacket. Be economical.

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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:

Table with 2 columns: Train Name, Time. Includes MAIL TRAIN and EXPRESS TRAIN AND THROUGH FREIGHT TRAIN.

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, train of this road will leave Weldon daily, Sundays excepted as follows:

Table with 2 columns: Train Name, Time. Includes Mail train, No. 1 Freight train, No. 2 Freight train.

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:

Table with 2 columns: Train Name, Time. Includes MAIL TRAIN and ACCOMMODATION TRAIN.

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:

Table with 2 columns: Train Name, Time. Includes MAIL TRAIN.

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.

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