

Better than Gold.

Better than gold is a conscience clear, Though toiling for bread in an humble sphere,

Better than gold is the sweet repose Of the son of toil when their labors close;

Better than gold is a poor man's sleep, And the balm that drops on his slumbers deep.

Better than gold is a thinking mind, That in the realm of books can find A treasure surpassing Australian ore,

Better than gold is a peaceful home, Where all the fireside charities come—

And centre there, are better than gold.

Physical Qualifications.

Among the questions annually reported on by Grand Masters as having been presented during the previous year, that of persons more or less maimed always has a prominent place.

As a journalist, we, of course, get our share of questioning on this topic, and have been in the habit for years past of taking the same course as Grand Masters, by referring our questions to their own consciences, and to the Ancient Charges which are held to govern this subject.

We find upon examination that the form of law most frequently quoted is the following: "The male Masons must be free-born (or no bondmen), of mature age and of good report, hale and sound, not deformed or dismembered at the time of their making."

In the third and fourth of the ancient charges prefixed to the Constitution of 1721 the language employed on the same subject is this:

"The persons admitted members of a Lodge must be good and true men, free born, and of mature and discreet age, no bondmen, no women, no immoral and scandalous men, but of good report."

In the Dermott Constitution, of 1764, the wording of the Anderson edition of 1738 has been adopted, so far as the subject under consideration is regarded.

It will be noticed that there is a striking difference between the wording 1721 and that of 1738. In the latter it is required that the candidate shall be without maim or defect in his body, and capable of learning the art.

youth, and a litotally be capable of learning the art, the latter clause evidently having reference to his mental qualities, for it was evidently the case then, as it is now, that a man might be physically a very Apollo, and yet not have sufficient gump ion to come out of the rain, and thus be incapable of learning a trade requiring brains as well as muscle;

On the other hand, the law of 1721 is distinctly conditional, "having no maim or defect in his body that may render him incapable of learning the art," the language pointing to the inevitable inference that if he were only so far maimed as not to interfere with his capability for learning the art, he would do, and the Master would be warranted in taking him as an apprentice and teaching him to serve his Master's Lord.

Now the question presents itself, which of these contradictory enactments we are to consider binding on us, a law to be conscientiously followed? Let us see.

The proposition that a man must be hale and sound at his making, is everywhere considered as a landmark, and a landmark is defined to be a Masonic principle of law so closely interwoven with the fabric of the Society that it cannot be changed without changing the general plan of the organization, and to have existed so long that the memory of man runneth not to the time of its foundation. It is certainly impossible to declare the time when this regulation was first adopted, for we find it substantially in all the published Constitutions apochryphal and otherwise, as far back as 926; but no one can successfully deny the validity of an An'erson's constitution of 1721, where the ancient charges are declared to have been "extracted from the ancient records of Lodges beyond sea, and those in England, Ireland, and Scotland" and hence when we accept the principle as a landmark, we are bound to accept its earliest authentic announcement as containing its proper form and meaning. Being a landmark, there was no more authority in the Grand Lodge of England to alter or remove it, than there is in any other Grand Lodge to-day, and, therefore, the version of 1738 is of no greater force or effect than that of Dermott, copied from it in 1764. We are bound by the Constitution of 1721, and under it we clearly have license to accept such candidates as are clearly capable of learning the art even though there be some slight defect in their bodily organization.

Whether Grand Lodges will allow us the privilege is another question.—N. Y. Dispatch.



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In effect on and after Monday, March 13, 1875.

GOING NORTH.

Table with 2 columns: STATIONS and MAIL. Rows include Leave Charlotte, Air Line Station, Salisbury, Greensboro, Danville, Dundee, Lenoir, and Arrive Richmond.

GOING SOUTH.

Table with 2 columns: STATIONS and MAIL. Rows include Leave Richmond, Burkville, Lenoir, Danville, Greensboro, Salisbury, Air-Line Station, and Arrive at Charlotte.

Table with 3 columns: STATIONS, MAIL, and MAIL. Rows include Leave Greensboro, Co. Shops, Arr. at Raleigh, and Arr. at Goldsboro.

Table with 3 columns: STATIONS, Accommodation Train, and MAIL. Rows include Leave Greensboro, Co. Shops, Arr. at Raleigh, and Arr. at Goldsboro.

NORTH WESTERN N. C. R. R.

Table with 2 columns: STATIONS and MAIL. Rows include Leave Greensboro, Arrive at Salem, Leave Salem, and Arrive at Greensboro.

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For further information address JOHN R. MACMURDO, Gen'l Passenger Agent, Richmond, Va.

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Change of Schedule. On and after the 19th inst. trains will run over this Railway as follows:

Passenger & Mail Trains—Daily (Sundays excepted.)

Table with 2 columns: STATIONS and TIME. Rows include Leave Wilmington, Arrive Charlotte, Leave Charlotte, Arrive Wilmington, Past Freight and Passenger Trains—Daily, Leave Wilmington, Arrive Charlotte, Leave Charlotte, Arrive Wilmington.

Shelby Division.

Table with 2 columns: STATIONS and TIME. Rows include Leave Charlotte, Arrive Charlotte, Arrive Shelby, Leave Shelby.

S. L. FREVONT, Chief Engineer and 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:

Table with 2 columns: TRAIN and TIME. Rows include Mail train, No. 1 Freight train, No. 2 Freight train, Tuesdays and Fridays.

ARRIVE AT PORTSMOUTH.

Table with 2 columns: TRAIN and TIME. Rows include Mail train, No. 1 Freight train, No. 2 Freight train, Freight trains have a passenger car attached.

E. G. GHIO, Supt. of Transportation.