

Follow up the Plow.

Hard times are now upon us,
And the people are in debt,
The country's full of trouble,
And the worst is coming yet;
'Tis not without its cause,
And I'll plainly show you now,
The only way to stop it
Is to "follow up the plow."

Fill up your fields and prairies
With a crop that's good as gold,
And mine your hills and valleys wide,
For iron, salt and coal;
The earth is the producer,
And we can tell you how
To make a princely fortune
'Tis to "follow up the plow."

There are too many people
Who from their duty shirk,
Who'd rather make a fortune
By some other means than work;
The man who plants tobacco,
Corn, wheat, or cotton now,
Is king among the "moneyed men"—
He "follows up the plow."

Masonic Reading.

It is to be regretted that there are so many members of the Fraternity both in Canada and the United States, who think they can obtain knowledge enough of our occult art, without encouraging Masonic journals or magazines. If they could only be induced to see the value of the information from time to time imparted by Masonic reading, we are satisfied they would not continue of the opinion that nothing is to be gained from masonic literature. We cannot but admit that in order to be perfect in Masonry, it is essential that due attention should be paid to the teachings of those whose duty it is to instruct the brethren; yet it is equally necessary that the brotherhood should seek for information outside the Lodges, and in what way can they better find it than in perusing the writings of the highest authorities in both this and the old world, as given in the pages of the various Masonic periodicals of the day.

There was a time when the dissemination of Masonic knowledge was solely confined to the Lodges, and when, too, it was held to be acting wrong even to discuss Masonry beyond the precincts of the lodge room; but reason and good sense gradually led to adoption of more liberal views upon the subject, and no one now fears that the bounds will be overstepped either in writing or speaking of the grand principles of the order. When therefore, we hear any one say that all the information he needs, he can get without looking into the pages of a Masonic journal, we put him down as one who does not desire to encourage the spread of the noble principles of Freemasonry. There is no other way for a member of the fraternity becoming well informed with regard to Masonry than by reading the periodicals and other publications devoted to the interests of the craft. How necessary it is, then, that every member of a lodge should become a subscriber to some Masonic journal or other. Of those who wish the advancement of the order in their own jurisdictions should look to the journal or journals there first; and we know not but that it would be a wise course for every lodge to take as many copies of the local Masonic periodicals as it has members, for in this manner all would be enabled to gather the requisite information. There is no lodge without spare funds, and a portion of it might be very judiciously expended in encouraging the dissemination of Masonic knowledge among the brethren. Unfortunately such a view does not obtain. If it did, we should not hear so frequently of the discontinuance of Masonic periodicals. The *New England Freemason*, an admirable journal of

its kind, is the last that has gone to the tomb of all the Capulets, and for the very reason that it did not meet with the support necessary to a prolonged existence. Until the time arrives when every intelligent Mason will see the necessity of encouraging the literature of the Order, it must continue to languish. We fear there is little prospect of a speedy change in the views of those brethren who hold to the belief that there is little use in encouraging Masonic reading to the fullest extent.—*Canadian Craftsman*.

Masonry, viewed as a moral science, must command the highest esteem. It opens to our mental vision sublime astronomy. There are stars and suns revolving about a great centre in the unseen depths of glory. Above that firmament are crystal waters. In that land of light, the soul will find problems of moral science which it will forever delight to study and never solve. There it may be ever telling up the sum of happiness, and never finding an answer. How incomprehensible is the mystery of an eternal progress! No plumb-line can sound the depths of mercy; and no compasses can describe immensity, within whose infinite circle there is an infinite triangle, which will continue forever incomprehensible to the student of celestial geometry.

Our order stands a monument of ancient renown—a massive structure, supported by the pillars of wisdom, strength and beauty. But if we would enjoy any real satisfaction in looking at the splendid edifice, we must "go down to its very foundation;" we must cross the gulf of time, which is bridged over, and go back to the age in which "its stones were hewn, and visit the graves of the very masters whose hands fashioned and heaved them into their places." Let us think often upon the mysterious and solemn ties which unite us together as a band of friends and pledge anew our vow of holy brotherhood and ever walk uprightly before God and man.—*Dalton Enterprise*

There are 293,936 houses in Philadelphia as shown by a late census.



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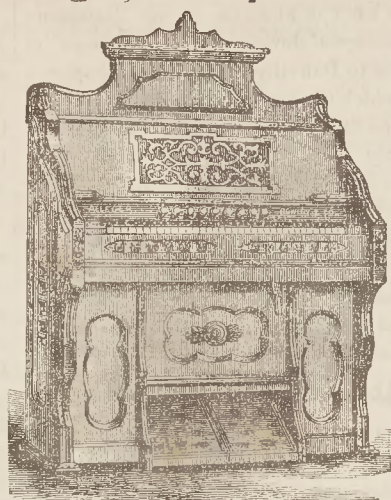
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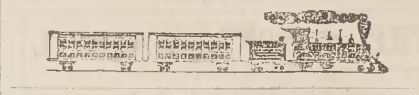
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RICHMOND & DANVILLE, RICHMOND & DANVILLE R. W., N. C. DIVISION, AND NORTH EASTERN N. C. R. W.

CONDENSED TIME TABLE.
In effect on and after Monday, March 13, 1875.

GOING NORTH.	
STATIONS.	MAIL.
Leave Charlotte,	5:55 a. m.
" Air-Line Jet'n	6:25 "
" Salisbury,	8:20 "
" Greensboro,	10:58 "
" Danville,	1:34 p. m.
" Dundee,	1:49 "
" Buckville,	6:51 "
Arrive Richmond,	9:35 p. m.

GOING SOUTH.	
STATIONS.	MAIL.
Leave Richmond	5:50 a. m.
" Buckville,	9:00 "
" Dundee,	1:39 p. m.
" Danville,	1:43 "
" Greensboro	4:28 "
" Salisbury	6:54 "
" Air-Line Jet'n	8:52 "
Arrive at Charlotte	9:15 "

GOING EAST.		GOING WEST.	
STATIONS.	MAIL.	MAIL.	MAIL.
Leave Greensboro	10:55 a. m.	Ar. 4:20 p. m.	
" Co. Shops	12:14 "	" 2:54 "	
Arr. at Raleigh	3:32 p. m.	" 11:43 "	
" Goldsboro	6:00 "	Ar. Live 9:15 a. m.	

STATIONS		Accommodation Train.	
Live Greensboro	7:00 p. m.	Ar. 6:00 a. m.	
Live Co. Shops		Live.....	
Arr. at Raleigh	5:00 a. m.	Ar. 7:30 p. m.	
Arr. at Goldsboro	11:15 "	Live 2:00 p. m.	

NORTH WESTERN N. C. R. R.
(SALEM BRANCH.)

Leave Greensboro	4:45 p. m.
Arrive at Salem	6:45 "
Leave Salem	8:15 a. m.
Arrive at Greensboro	10:33 "

Passenger train leaving Raleigh at 11:43 A. M. connects at Greensboro with the Southern bound train; making the quickest time to all Southern cities. Accommodation train leaving Raleigh at 8:00 P. M. connects with Northern bound Train at Greensboro for Richmond and all points East. Price of Tickets same as via other routes.

Accommodation Train leaving Greensboro at 6:30 P. M. connects at Goldsboro with Northern and Southern bound Trains on the Wilmington and Weldon Railroad.

Lynchburg Accommodation leaves Richmond daily at 9:00 A. M., arrive at Burkeville 12:36 P. M., leave Burkeville at 1:20 P. M., arrive at Richmond at 4:34 P. M.

No Change of Cars between Charlotte and Richmond, 282 Miles.

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

Carolina Central Railway Co.
OFFICE GENERAL SUPERINTENDENT,
Wilmington, N. C., Dec. 16, 1875.

Change of Schedule.

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

Passenger & Mail Trains—Daily
(Sundays excepted.)

Leave Wilmington at	7:00 A. M.
Arrive in Charlotte at	7:36 P. M.
Leave Charlotte at	6:30 A. M.
Arrive at Wilmington at	7:00 P. M.

Fast Freight and Passenger Trains—Daily.

Leave Wilmington at	5:00 P. M.
Arrive at Charlotte at	10:30 A. M.
Leave Charlotte at	5:30 P. M.
Arrive at Wilmington at	10:40 A. M.

Shelby Division.

Leave Charlotte at	7:00 A. M.
Arrive at Charlotte at	5:00 P. M.
Arrive at Shelby at	11:30 A. M.
Leave Shelby at	12:30 P. M.

S. I. FREMONT,
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:

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.