

ORPHANS' FRIEND.

Wednesday, April 4, 1877.

REPORTS BY THE TEACHERS.

The orphans are divided into Four Graded Forms, each in charge of a teacher, whose report is printed every fourth week. The highest number is 10; the lowest is 1. When the average is below 5, the orphan is liable to be discharged as not "promising," and therefore excluded by the regulations. This paper contains the report made by the teacher of the

FOURTH FORM.

Spelling.—Melissa Johnston, 10. Nora May, 9.

John Krause, Rufus McLean, Luke Russell, Joseph Sabiston, Henry Strupe, Henrietta Taylor and Nelly Petty, 8.

Fairley Dickinson, Etta Butler, Viola Eatman and Catharine Livingstone, 7.

William Estes, George Parker, William Rackley and Charles Rogers, 6.

James Mason, Samuel Pringle and Thomas Pringle, 5.

Reading.—Melissa Johnston, Joseph Sabiston, Henry Strupe and Henrietta Taylor, 8. Etta Butler, Catharine Livingstone, John Krause and Nora May, 7.

James Mason, Rufus McLean, George Parker, Nelly Petty and Samuel Pringle, 6.

Fairley Dickinson, Viola Eatman, William Estes, Thomas Pringle, William Rackley, Charles Rogers and Luke Russell, 5.

Writing.—Henry Strupe, 9. Nora May, 8.

William Estes, Melissa Johnston, John Krause and Joseph Sabiston, 7.

Etta Butler, Catharine Livingstone, Luke Russell and Nelly Petty, 6.

Fairley Dickinson, Viola Eatman and Henrietta Taylor, 5.

James Mason, Rufus McLean, George Parker, Samuel Pringle, Thomas Pringle, William Rackley and Charles Rogers, 3.

Arithmetic.—Fairley Dickinson, William Estes, John Krause, James Mason, Rufus McLean, William Rackley, Charles Rogers, Luke Russell, Joseph Sabiston and Henry Strupe, 9.

Etta Butler, Viola Eatman, Catharine Livingstone, Henrietta Taylor, Nora May and George Parker, 8.

Melissa Johnston, Nelly Petty, Samuel Pringle and Thomas Pringle, 6.

Geography.—James Mason and George Parker, 10.

Henry Strupe, 9.

Etta Butler, Viola Eatman, Fairley Dickinson, Catharine Livingstone, Rufus McLean, Samuel Pringle, Thomas Pringle, Nelly Petty, Charles Rogers, Luke Russell and Henrietta Taylor, 8.

Melissa Johnston, John Krause, William Estes, Nora May, William Rackley and Joseph Sabiston, 7.

Grammar.—John Krause and Joseph Sabiston, 8.

Rufus McLean and Henry Strupe, 7.

William Estes, Melissa Johnston and Nora May, 6.

Composition.—Joseph Sabiston and Henry Strupe, 8.

Melissa Johnston, John Krause and Nora May, 7.

Viola Eatman, William Estes, Catharine Livingstone, Nelly Petty and Etta Butler, 6.

Fairley Dickinson, James Mason, Rufus McLean, George Parker, Samuel Pringle, Thomas Pringle, William Rackley, Luke Russell, Charles Rogers and Henrietta Taylor, 3.

Physiology.—Henry Strupe and Joseph Sabiston, 8.

William Estes, Melissa Johnston, John Krause and Nora May, 6.

History.—Viola Eatman, William Estes, Samuel Pringle, Joseph Sabiston, Henry Strupe, 10.

Etta Butler, Fairley Dickinson, Melissa Johnston, John Krause, Rufus McLean and Nelly Petty, 8.

Catharine Livingstone, James Mason, Nora May and Charles Rogers, 7.

George Parker, Thomas Pringle, William Rackley, Luke Russell and Henrietta Taylor, 6.

Department.—Viola Eatman, Melissa Johnston, Catharine Livingstone, Nora May, Charles Rogers, Henry Strupe, Henrietta Taylor and Nelly Petty, 9.

Etta Butler, Fairley Dickinson, John Krause, George Parker, Samuel Pringle, Thomas Pringle, Joseph Sabiston and Rufus McLean, 8.

James Mason, William Rackley and Luke Russell, 4.

Punctuality.—Viola Eatman, Catharine Livingstone, Melissa Johnston, Nelly Petty and Nora May, 10.

Charles Rogers, Luke Russell, Joseph Sabiston, Henrietta Taylor and Etta Butler, 9.

Fairley Dickinson, William Estes, John Krause, George Parker, Samuel Pringle, Thomas Pringle, James Mason, Rufus McLean, William Rackley and Henry Strupe, 7.

Work and Attention to Stock.—Viola Eatman, William Estes, Melissa Johnston, Catharine Livingstone, James Mason, Nora May, Nelly Petty, Thomas Pringle and Luke Russell, 10.

Etta Butler, Fairley Dickinson, Rufus McLean, George Parker, Charles Rogers and Henry Strupe, 7.

William Rackley, John Krause and Joseph Sabiston, 4.

MOSAIC.

Mosaic, or the art of imitating painting by means of colored stones, pieces of glass or of marble, or even of wood of different colors, is of antiquity. The name is supposed to be derived from *musa*, and some times from *museum*, a grotto consecrated to the muses, inasmuch as mosaic-work was first used in grottoes. The remoteness of its origin is evidenced by a passage in Isaiah—"Behold, I will lay thy stones with fair colors and lay thy foundations with sapphires."

We are not well informed as to the precise period at which this, the most mechanical of all the fine arts, came into existence. Doubtless, however, it had its inception in the East, and passing into Greece, was subsequently conveyed to the Romans, who brought it to the highest point of perfection. In 1853, Pope Pius IX. sent to the Crystal Palace Exhibition of New York a mosaic copy of Guercino's "St. John the Baptist," valued at \$60,000. The merit of this work, and the extraordinary state of perfection attained in the art by Italy, may be inferred from the fact that at a short distance this mosaic cannot be distinguished from a highly finished oil painting; although it is of but of small importance compared with other works of the sort to be found in the cathedrals of Europe.

When, in the fifth century, the arts and sciences were driven from Italy, this art was preserved by the Byzantine Greeks. It was restored in the thirteenth century, when it made great strides forward; culminating, as it were, at the commencement of the seventeenth century, when Clement VIII. had the whole of the interior of the dome of St. Peter's ornamented with this work.

This art was employed for copying original painting of great artists, and preserving them in all the freshness of their outline and beauty. In this manner Guercino's "Martyrdom of St. Peter," and Domenichino's "Communion of the dying St. Jerome," were preserved. At the commencement of the eighteenth century, Peter Paul of Christophorus founded a school for mosaic in Rome, and many of his scholars carried the art to a still higher degree of perfection. Two kinds of mosaic have been celebrated in more recent times—the Roman and the Florentine. In the former the paintings are formed by joining very small pieces of stone, which facilitates the representation of large historical pictures, and gives greater variety and elegance; in the latter style larger pieces are used, which are more troublesome, and are only adapted for simple subjects.

The Romans carried this art into every land that had fallen beneath their sway. From Britain to the Euphrates remains of Roman mosaics have, from time to time, been exhumed. Of the varieties used amongst the ancients, the *pavimenta sceltilla* was the principal. It consisted of floors inlaid with pieces of stone of different colors, cut geometrically, and cemented together. The *pavimenta tessellata*, or floors inlaid with small cubes of stone, forming a colored design, was another style of the art; and in addition there was the *opus vermiculatum* and the *opus musivum*, in which colored cubes of clay or glass of every conceivable tint, set up, something in the manner of printing-types, were used to produce elaborate and highly finished pictures. The first three were included under the general name, *lithostrotum*.

With the overthrow of paganism a new and grander era in the art began, for then mosaics which had previously been used exclusively for pavements were transferred to the walls and ceilings of sacred edifices. The connecting-link, however, between the mosaics of Pompeii and those of Christian origin is very slight.—*Sunday Magazine*.

Pretty nearly all men are benevolent when it don't cost much. Tom Jones never sees poor John Smith suffer but he thinks Sam Rogers ought to help him.

TADMOR IN THE WILDERNESS.

A few broken columns will serve to indicate all that now remains of what was once the most magnificent city in the world! Tadmor, which, we believe, literally means Palm-tree, was founded by Solomon, on an island in an ocean of sand, about one hundred and twenty miles northeast of Damascus, twenty miles west of the Euphrates, and a hundred and twenty from Aleppo. Although it is not often mentioned by ancient historians, Pliny refers to it as a city of merchants carrying on the traffic between the Romans and the Parthians. It was conquered by Alexander the Great, who, in consequence of the number of palm that embowed it, called it Palmyra—a name which it has since retained. In the reign of Hadrain, it formed an alliance with Rome. The Emperor Gallinus conferred the title Augustus upon its ruler, Odenathus, for his services against the Persians, A. D. 260. This potentate was assassinated six years subsequently, and was succeeded by his widow the famous Zenobia, Queen of the East. She, however, refusing to acknowledge the supremacy of Rome, was defeated at Antioch and Emesa, and subsequently captured, when Palmyra surrendered. Soon afterwards the citizens revolted, and slew a garrison of six hundred men, when Aurelian destroyed the city. Justinian restored it in 527; but it was captured by the Saracens in 833, pillaged by them in 744, and taken by Tamerlane in 1400.

Situated on the commercial thoroughfare between Syria and Mesopotamia, it is probable that Tadmor was a place of importance long prior to the time of Solomon; and indeed, Josephus seems to favor this opinion. At present it has a small Syrian population, with Turkish garrison. Its ruins, which are scattered over a large space in detached masses, present, besides the walls of prostrate palaces, groups of Corinthian columns of white marble, erect and fallen. Mr. Barton in 1870, and Mr. Myers in 1871-2, have given most interesting accounts of this ancient mart; and much information in relation to it will be found in Voguë's "Syrie Centrale," Paris, 1869.

MAUVAISES TERRES.

This name, Bad Lands, is given to a most extraordinary formation or tract of country which lies in the State of Nebraska, between the Cheyenne and Niobrara—two streams that flow into the Upper Missouri.

Leaving the monotonous prairie that you have just traversed, you descend a couple hundred of feet into a basin, where thousands of rocks rise up in every imaginable shape and prismatic hue. Pyramid is piled upon pyramid, sometimes to the height of two hundred feet, which presents a most sublime appearance, while labyrinths of winding staircases, deep gorges, lofty platforms and palaces hewn, as it were, out of the living rock, completely bewilder the senses. At a distance all these features seem to indicate the ruins of a mighty city; but, as you approach, the ivy and lichens that drape the molting bones of the past are wanting and all is sterile to intensity.

Here however, the geologist revels in absolute delight, from the fact that on all sides of him lie fossils, from the jaw-bone, said to be a hundred feet in length down to the tiniest forms that ever inhabited primeval seas. Ages ago a vast body of water must have reposed here, and wrought all this mystery, forming a mighty necropolis of species of animals extinct for ages.

THE DEATH STRUGGLE.

In the museum of Pompeii are preserved the most horrible and pathetic witnesses of the last days of the ill fated city. When the workmen were digging in 1863 they struck into a small cavity, the nature of which was of course a mystery to them. Without breaking further into it they poured plaster of Paris down the trevices that

were already opened, and as soon as the plaster had hardened "the crust of lava was carefully removed, and lo! the form of a human being in his death struggle perfectly preserved. Buried in the lava that hardened about him his body had crumbled to dust and left this wonderful mold. Several bodies have thus been reproduced—one of them with the features perfectly preserved, so that there is still some expression in the face. In one some parts of the skeleton are embedded in the plaster; and two female bodies found lying near each other are called mother and daughter. There is nothing at Pompeii more touching than the despair depicted in the attitude of this group. It was pleasant to get out into the narrow streets where the sun was glaring, and there we sought to forget the horrors of the museum.

REPORT OF CONTRIBUTIONS

For the week ending April 3rd, 1877.

IN CASH.
Paid \$4.00, Prof. W. C. Kerr.
" 24.10, Orphans' Friend.
" 9.35, American George □ No. 17.
" 1.25, Falkland □ No. 196.
" 4.00, New Lebanon □ No. 314.
" 3.03, Phalanx □ No. 314.
" 10.00, Edward Waldron, New Brunswick, N. Y.
" 2.33, Porter Swamp Baptist Church.
" 2.67, Lumberton Baptist Church.
" 75 cts, Rev. Thomas Ogburn.

IN KIND.
E C Montague, 1 bu beans, 1 bu peas.
Berea □, No. 204, 1 load wood.
Unknown friend in Raleigh, package of cakes and clothing.

The following persons have paid for the ORPHANS' FRIEND for one year:

Orr □, No. 104, 10 copies, Seth Bridgmore, 2 copies, E C Lockyer, Emanuel Ottinger, Capt H F Gill, Mrs E D Howell, Joseph Gurley, Jimmie Herndon, Warren Prior, Prof W C Kerr, Mr C S Allen, Mrs W C Brewer, J R Etheridge, Gray Boswell.

Correspondence.

KINGS MOUNTAIN, N. C., }
March 26, 1877. }

Mr. Editor:—Please suggest to the little boys and girls, who take the ORPHANS' FRIEND, that they read their papers until they are satisfied, then file them away, and give them to some poor widow, who cannot take a paper of her own. This can be done weekly or monthly, and the little folks will be delighted with the opportunity if once suggested to them.

MRS. WILLIAM HERNDON.

T. W. HARRIS ENGRAVER ON WOOD OXFORD, N. C.

WILMINGTON & WELDON RAIL ROAD

MAIL TRAINS.
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 TRAINS.

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 Trains make close connection at Weldon for all points North via Bay Line and Acquia Creek routes.

Express Trains connect only with Acquia 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 DIVINE, General Superintendent.

NOTICE.

U. S. INTERNAL REVENUE SPECIAL TAXES MAY 1, 1877, TO APRIL 30, 1878.

The Revised Statutes of the U. S., Sections 3232, 3237, 3238, and 3239, require every person engaged in any business, avocation, or employment which renders him liable to a Special Tax, to procure and place conspicuously in his establishment or place of business a stamp denoting the payment of said Special Tax for the Special-Tax year beginning May 1, 1877, before commencing or continuing business after April 30, 1877. A return, as prescribed on Form 11, is also required by law of every person liable to Special Tax as above.

The taxes embraced within the provisions of the law above quoted are the following: Retailers, - - - \$200 00 Dealers, retail liquor, - - - 25 00 Dealers, wholesale liquor, - - - 100 00 Dealers in malt liquors, wholesale, - - - 50 00 Dealers in malt liquors, retail, - - - 20 00 Dealers in leaf tobacco, - - - 25 00 Retail dealers in leaf tobacco, - - - 500 00

And on sales of over \$1,000, fifty cents for every dollar in excess of \$1,000.

Dealers in manufactured tobacco, - - - 5 00 Manufacturers of stills, - - - 50 00 And for each still manufactured, 20 00 And for each worn manufactured, 20 00 Manufacturers of tobacco, - - - 10 00 Manufacturers of cigars, - - - 10 00 Peddlers of tobacco, first class—more than two horses or other animals, 50 00 Peddlers of tobacco, second class—two horses or other animals, - - - 25 00 Peddlers of tobacco, third class—one horse or other animal, - - - 15 00 Peddlers of tobacco, fourth class—on foot or public conveyance, - - - 10 00 Brewers of less than 500 barrels, - - - 50 00 Brewers of 500 barrels or more, - - - 100 00

Any person, so liable, who shall fail to comply with the foregoing requirements will be subject to severe penalties.

Persons or Firms liable to pay any of the Special Taxes named above must apply to ISAAC J. YOUNG, Collector of Internal Revenue at Raleigh, North Carolina, and pay for and procure the Special-Tax Stamp or Stamps they need, prior to May 1, 1877, and without further notice.

Special-tax Stamps will be transmitted by mail only on receipt, from the person or firm ordering the same, of specific directions so to do, together with the necessary postage stamps or the amount required to pay the postage. The postage on one stamp is three cents and on two stamps six cents. If it is desired that they be transmitted by registered mail, ten cents additional should accompany the application.

GREEN B. RAUM, Commissioner of Internal Revenue.

OFFICE OF INTERNAL REVENUE, Washington, D. C., Jan. 23, 1877.

RALEIGH & GASTON RAILROAD. MAIL TRAIN.

Leaves Raleigh.....9.30 a. m.
Arrives at Weldon.....3.00 p. m.
Leaves Weldon.....12.40 p. m.
Arrives at Raleigh.....5.40 p. m.

THROUGH FREIGHT.

Leaves Raleigh.....5.00 a. m.
Arrives at Weldon.....5.25 p. m.
Leaves Weldon.....5.00 a. m.
Arrives at Raleigh.....5.15 p. m.

RALEIGH & AUGUSTA AIR-LINE.

Change of Schedule to take effect 6.00 a. m. Monday, October 30th, 1876:

TRAIN MOVING SOUTH.

Train leaves Raleigh.....6.30 a. m.
Arrives at Cameron.....12.7 p. m.

TRAIN MOVING NORTH.

Train leaves Cameron.....1.00 p. m.
Arrives at Raleigh.....6.40 a. m.

All trains will approach and pass R. & D. R. R. N. C. Division crossing at Cary with caution. 20 minutes for breakfast at Cary.

JNO. C. WINDER, Superintendent.

SEABOARD & ROANOKE RAIL ROAD.

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 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 passenger car attached. Steamer for Edenton, Plymouth and landings on Black water and Chowan Rivers leaves Franklin at 7.40 a. m., on Mondays, Wednesdays and Fridays.

E. G. GHIO, Supt. of Transportation.

BERKSHIRE PIGS, OF PURE BLOOD, AND THE BEST FAMILIES EVER IMPORTED TO THE UNITED STATES.

Entitled to entry in the American Berkshire Record. Constantly for sale. Prices at 10 weeks old, delivered to Express, \$10 each. Reliable pedigrees furnished. T. W. HARRIS, Pittsboro, N. C.

E. W. OWEN, DENTAL SURGEON, OXFORD, N. C.

OFFICE AT HIS RESIDENCE

Special attention given to replacing full and partial sets of teeth on gold, silver or rubber. aug 9th 1875—133th