

FOR CONVENTION, RES. F. E. SHOBER, J. S. HENDERSON. ELECTION TICKETS.

Send in your orders for election tickets before it is too late!

We are now printing them at \$1.50 per 1000 for Township tickets, and 75 cts per 1000 for Convention Tickets.

Cash must accompany the order.

The campaign in this county is progressing finely. Our able and energetic nominees, Messrs. Shober and Henderson, are winning laurels for themselves by the dignified and efficient manner in which they overwhelm the opponents of constitutional reform in this county.

It was our privilege to be present at the speaking of Mr. Ulla, last Tuesday. After a pleasant ride of 12 or 14 miles over a moderately good road, we arrived at the place appointed for the discussion by the Candidates for and against the Convention. A goodly number of the citizens of Mr. Ulla Township had already assembled; and, to our surprise, nearly as many colored as white voters were present.

A Township meeting was first held, and the gentlemen named were nominated for Township officers: For Magistrate, J. K. Graham and John J. Goodman; For Clerk, Thos. T. Goodman; for Constable, Wm. F. Lackey; School Committee, D. M. Barrier, Monroe Barger and J. G. Brown.

It was then announced that the hour had arrived for discussion, and Capt. J. A. Ramsey, according to previous understanding, took the stand in opposition to the Convention and Constitutional reform. The present Constitution, although it had its origin in the order of a military atrop, and was forced upon the people by bayonets, was good enough for him. Yes, this Constitution with all its defects, oppressive features, discordant provisions, though it has proved most unwise to our people, is good enough for Capt. Ramsey and the corrupt civil rights party with which he acts.

The Capt. started many of his hearers by the information he gave of the manner in which the Convention act was gotten through the Legislature. According to his statement he was at Raleigh, and knew all the intrigue and maneuver by which the odious thing was brought to life. It was startling to hear the Capt. undertake to give information about a thing that nobody had attempted to conceal. But Capt. Ramsey, if he were in Raleigh, did not state the facts in regard to the birth of the Convention act, or the manner in which it was "forced through."

He tried to produce the impression that a few lawyers and newspaper men had concocted the bill and had it "forced through" without consulting the people. There is not the slightest foundation for such a statement, as every one knows who is at all familiar with the matter. When the question was first talked of, there were but few members in the Legislature prepared to speak, and only three newspapers in the State that openly advocated it. But the people observing the position of the Legislature came forward and through their primary meetings, public speakers and newspapers, commanded that body to call a Convention. It was the work of the people most unmistakably. The legislature would not move until the people had demanded it. The people were, as Mr. Shober said, ahead of the leaders in this matter. But Capt. Ramsey without making any argument, or doing more than making a few reckless assertions, backed off of the stand, having convinced no one that his position is right or that he would be a fit delegate to a Constitutional Convention.

Capt. Ramsey was followed by the Hon. F. E. Shober, in a most happy and convincing argument in favor of Constitutional reform. His opponents were completely overwhelmed. Mr. Shober showed up the origin of the present Constitution, its oppressive features, the evils that have grown out of it, the dangers it still holds for the people, and the great necessity for changes. His speech was listened to throughout with marked attention, and was most pointed and telling in effect. He was succeeded by Dr. I. W. Jones, Capt. Ramsey's colleague. The Dr. is in wretched health, and his subject was so bad that he was unable to produce any impression whatever. He said a good many right amusing things, but his remarks were so disconnected, and in the main, so irrelevant to the subject, that it would have been impossible for him to convince anybody he is right, even supposing there was any capable of being misled. J. S. Henderson, Esq., followed the Dr. in his speech, (we regret we could not bear on account of having to leave), we are assured was argumentative, able and convincing. Mr. Ulla will come up all right.

The friends of the Yadkin Railroad, have indeed good reason to take courage at the flattering prospects of success a canvass of the field has developed. The people have heretofore heard but one side of the question. Demagogues and interested stockholders in the N. C. R. R. have endeavored to befog them; but they have begun to look at the matter in a business like manner and are declaring for the subscription and the Road everywhere.

YADKIN RAILROAD.

We call attention to the circular in another column on the Yadkin Railroad. The subject is so thoroughly discussed in that document as to leave us little room to speak more. But we will say that Rowan county needs the proposed Road, and that if she fails to secure it now, it will prove a disaster to the county. Rowan must keep up with the spirit of improvement if she would sustain her interests and position in the State. She must equip herself with every advantage in her power for the sake of these. She has the soil, the climate, the relative location, the varied resources and the men, to entitle her to first rate dignity and respectability as a county, and she only needs to put forth her hand to a little hard work to secure her position and foster her own interests. We cannot believe that her people are yet ready to seat themselves in the ashes and meekly acknowledge "here is our place."

Railroads are the order of the times in which we live. Before their introduction we were all on the same level, no one section having advantages above us, and no immense monopolies capable of preying upon the industry of our people. But that equilibrium and immunity has been disturbed by the introduction of Railroads and the organization of moneyed monopolies that snatch at the wealth of the soil like famished wolves, remorselessly carrying it off for less than its value or at extortionate charges from every community that fails to protect itself against them. The only protection open to us is to arm ourselves with Railroads affording as many outlets as possible, giving us advantages equal to other communities, and bringing the monopolists face to face competitors for the trade the county affords, and for the business her people have in addition to transit. The Yadkin Road will do a great deal for us in this direction. The advantages will exceed many times over the cost of building it, and every man not in the interest of other roads who will take the trouble to think about it seriously for one half hour, will be driven to the conclusion that we must have this Road. Fellow citizens of Rowan, do yourselves the favor to bestow on the subject the thought we suggest. It is an important matter, reaching far ahead in the future, and involving your property for years to come—reaching forward to the life-time of your children, though unborn. If built, it will bless you and them. But if we sit still at a time like this, when every man should strip for the work, the day of repentance may come and find us no power to help ourselves.

Yadkin Rail Road.

To all Whom it May Concern.

The following is respectfully submitted to the people of Rowan county with the hope that it will receive careful consideration at their hands. It is proposed to ask Rowan county to subscribe to the capital stock of the Yadkin Railroad Company one hundred thousand dollars, and we give the special act of legislation that the people may see exactly what is proposed to them:

An Act to authorize the Board of County Commissioners of Rowan County to subscribe to the capital stock of the Yadkin Railroad Company. Section 1. The General Assembly of North Carolina do enact, That the board of county commissioners of Rowan county be and they are hereby authorized to subscribe for the county of Rowan the sum of one hundred thousand dollars to the capital stock of the Yadkin Railroad Company to aid in the completion of a railroad from Salisbury, in the county of Rowan, to Wadesboro, in the county of Anson.

Section 2. That to provide for the payment of said subscription of one hundred thousand dollars mentioned in the next preceding section, the county commissioners of Rowan county shall make and issue coupon bonds to the amount of one hundred thousand dollars in denominations of not less than five hundred dollars and not more than one thousand dollars, and that the coupons of said bonds shall be received in the payment of county taxes when said coupons become due.

Section 3. That said bonds shall be signed by the chairman of the board of county commissioners of Rowan county and countersigned by the clerk of the board of county commissioners of said county, and shall bear interest at the rate of six per centum per annum, interest to be paid annually. Section 4. That the principal of said bonds so issued shall be payable as follows, to wit: four thousand dollars on the first day of April, one thousand eight hundred and eighty, and four thousand dollars on the first day of April of each succeeding year thereafter until all are paid.

Section 5. That the board of county commissioners of said county shall levy and collect the necessary taxes to pay the principal and interest of said bonds as the same shall fall due, and in the same manner as other taxes are levied and collected.

Section 6. That when said bonds are issued twenty thousand dollars of them shall be delivered to the president and board of directors of the Yadkin Railroad Company at or before the expiration of sixty days from

the ratification of this act by the qualified voters of Rowan county; twenty thousand more when ten million of said bonds are graded, commencing at Salisbury, and twenty thousand for each additional ten miles when graded, until all of said bonds are delivered. Section 7. That the president and board of directors of said Yadkin Railroad Company shall issue to the board of county commissioners of Rowan county a certificate of stock equivalent to the amount of bonds delivered at par value of said bonds, and that the county commissioners of Rowan county be empowered to appoint one of their number or some other suitable person to represent the county of Rowan in the meetings of the stockholders of the said Yadkin Railroad Company.

Section 8. That the board of county commissioners of Rowan county shall hold an election on the thirtieth day of May, one thousand eight hundred and eighty-five, for the purpose of ascertaining the sense of the qualified voters of Rowan county as to whether they will subscribe the amount of one hundred thousand dollars, having first given three months' notice of said election by public advertisement posted at the court-house door in the town of Salisbury, and at one or more places in each township in said county, and also in the Salisbury Watchman and Salisbury Intelligencer, weekly newspapers published in the said town of Salisbury, which said advertisements in said newspapers shall contain a copy of this act.

Section 9. That said election shall take place and be conducted under the law as prescribed for the election of members of the General Assembly, and those voting for the subscription of one hundred thousand dollars shall vote on a written or printed ticket "Subscription," and those voting against said subscription and issue of bonds shall vote "No Subscription."

Section 10. That if said board of commissioners shall fail to order said election mentioned in the section of this act, or shall refuse to issue said bonds after the qualified voters of the said county shall vote for said subscription, then and in that case they and each of them shall be deemed guilty of a misdemeanor and shall be fined not less than one thousand dollars or imprisoned not less than six months, in the discretion of the court.

Section 11. That this act shall take effect from and after its ratification: Provided, That the provisions herein contained requiring the board of county commissioners of said county to subscribe one hundred thousand dollars and to issue bonds for said amount, and for levying taxes for the payment of the principal and interest of said bonds, shall have no force or effect until ratified by a majority of the qualified voters of said county who shall vote at the election mentioned in section eight of this act: And provided further, That this act shall not be in force and binding on said county till the county commissioners of Stanley county shall, in accordance with the existing law, subscribe fifty thousand dollars to the capital stock of the Yadkin Railroad Company and the said subscription be duly approved by a majority of the qualified voters of Stanley county: And provided further, That one hundred thousand dollars shall be subscribed to the capital stock of the Yadkin Railroad Company by individuals, corporations or otherwise, in addition to what has already been subscribed, and five per centum of the individual subscription paid in after such ratification. This act shall be in force provided the county commissioners of Rowan and Stanley counties shall deem the said subscription solvent.

Ratified the 5th day of Feb., A. D. 1875.

An Act to amend an act entitled "An Act to authorize the board of county commissioners of Rowan county to subscribe to the capital stock of the Yadkin Railroad Company." Section 1. The General Assembly of North Carolina do enact, That the eighth section of the above entitled act be amended by striking out the words "18th day of May" and inserting in lieu thereof, on or before the first Thursday in August or as soon thereafter as the notice of advertisement required in the same section can be given.

Section 2. That section eleven be amended by striking out the last clause, to wit: "This act shall be in force provided the county commissioners of Rowan and Stanley counties shall deem the said subscription solvent." Section 3. This act to be in force from and after its ratification. Ratified the 24th day of Feb., A. D. 1875.

It will be seen that the County is to issue bonds to the amount of one hundred thousand dollars, running for thirty years; four thousand dollars of the bonds to be paid in the year 1880, and four thousand every year thereafter till all are paid. They are to bear six per cent interest. The county commissioners are to levy and collect the taxes to meet the interest and bonds as they come due. So that the bonds will be perfectly good and secure.

It will be further seen that only twenty thousand dollars worth of these bonds are to be issued at a time. Ten miles of the Road must be graded, commencing at Salisbury, before any besides the \$20,000 are to be issued, and so on. So that by the time the \$100,000 worth of bonds are issued you will have fifty miles of road graded, which will put you within 6 miles of Wadesboro.

It will be seen that your county commissioners will have a certificate of stock in the Railroad equal to the amount of bonds issued; and that they shall appoint one of their number or some other suitable person to represent the stock of the County in all meetings of the Company, so that the County will be a stockholder to the amount of \$100,000. Any of you have a right to say who shall be your county commissioners, and hence Rowan county will have a great if not a controlling influence in the management of the Road. It will be further seen that the bonds are not to be issued until \$350,000 are raised, which amount will grade the Road. The estimates of the Engineer who surveyed the route four years ago, were \$310,000 to grade it. When the Road is once graded, it can be mortgaged on first mortgage bonds running for 20 years, and money sufficient raised to complete the Road.

This Road will be a paying road, and of course you will get your dividend on your \$100,000, which may be applied to the payment of the interest on the bonds. Should the County after the Road is completed desire to sell its stock, it could do so for, say, seventy-five cts. in the dollar, and apply the proceeds to the payment of the bonds, which then will only be a loan on the part

of the County with a loss of only \$25,000 and the interest for a few years. And this the County can well afford to do when it is considered what great benefits to the County this Road will be. Property in the County will be worth at least one million dollars more than it now is. But let us look a little to the value of property in the County and to the taxes:

The total value of property is \$2,747,965 Real estate, \$1,875,690 Personal property, 871,715 There is \$1,003,965 more real than personal. You pay 80 cents on the \$100 this year, which will raise \$21,979 16. Now if on this basis of property you raise this sum by paying 80 cents on the \$100, how much additional will it take to raise \$6,000, or enough to pay the annual interest on \$100,000?

\$21,979 : 6,000 :: 80 cts : — 22 cts. additional. Add this 22 cents to the 80 cts. and you will have \$1.02. So that instead of paying 80 cts. you will pay \$1.02, calculating on the same basis of property. And so on the same basis you would have to pay 36 1/2 cents additional in the year 1880, when you would have to raise \$10,000, which would be the largest amount the County will ever have to pay. It will gradually grow less every year thereafter.

The above figures are made on the supposition that the valuation of the property remains the same. This will not be the case. Property will be enhanced in value one million of dollars at least. Let us see then what will be the per cent., or amount of tax on the \$100. To raise \$27,979, or the tax you pay this year, and the \$6,000 for the interest on the \$100,000, you would pay a fraction less than 80 cts. on the one hundred valuation. And to raise \$31,979, or the tax you pay this year, and the \$10,000 for the year 1880, you would pay 86 1/2 cents, only 6 1/2 cts. more than you now pay. So that the man whose property is not enhanced in value will have no more tax to pay, or at most only a very little more; and the man whose property is enhanced in value can very easily afford to pay more tax. In other words the rate on the \$100 will be about the same as it is now. To say that the property in the County will be worth one million more than it now is, is not an idle assertion. The building of the Railroad in Forsyth county raised the value of property there \$500,000.

The value of the property in the town of Salisbury is \$502,484; about one-fifth of the value of the whole property in the county. The benefits to be derived from this Road are numberless. It connects you with Wilmington and Charleston, two great ports. It gives you competition in freights. And of course that is a saving in the pocket of the consumer and the producer.

Please consider carefully the following statistics, facts and figures. Take the greatest staple Cotton: The cotton crop of Rowan is at least 4000 bales. The freight on a bale from Salisbury to N. York is \$3. From Charlotte it is only \$1.75, being a loss to the farmers of Rowan of \$1.25 on every bale of cotton they raise. 4000 bales at \$1.25 per bale is just five thousand dollars less annually—enough to pay the railroad tax.—Then take the Corn crop of the County, which at a low estimate is one hundred thousand bushels—worth in Salisbury 85 cents per bush., in Charlotte 95 cts. to \$1; and in Wadesboro \$1 to \$1.25. Why is this? Is not our corn as good as anybody else's? It is simply because of the excessive discriminating tax on it by the grinding monopoly, the N. C. R. R., whose interested friends are fighting the Yadkin Road with all their power. Suppose the Road only increases the price of corn five per bushel—and it will certainly do that—don't you see that this makes five thousand dollars more every year in the pockets of the farmers of Rowan? The same reasoning out of just that amount, which added to the overcharge on cotton makes just ten thousand dollars in clean cash, which the farmer would realize every year by the building of this Road. Look, too, at other outrageous freight charges, by which Rowan loses thousands upon thousands of dollars every year: Pig class freights are shipped to Charlotte from N. York, at 90 cts per 100 lbs., while Salisbury is charged \$1.35 per 100; a difference of 50 per cent. against us. And who pays this? The farmers of Rowan county pay it every day of their lives and upon every article they buy. This difference alone would pay the Railroad tax.

Take again the Hay and Forage crop of the County: At least two millions of pounds of hay and forage are shipped from Rowan every year. The N. C. R. R. used to charge 11 cents per 100 from Salisbury to Charlotte, now it is about 28 cts. They used to charge 23 cents per 100 to Raleigh, now it is 30 cts. or more. Say the average advance is 20 c. per 100, and we have the enormous sum of four thousand dollars, which is annually gouged out of the pockets of the farmers of Rowan on this crop alone.

These illustrations might be carried on indefinitely, but the above will suffice to show the deep interest the people of the county have in the building of the Yadkin Railroad. It will, instead of burdening them, be the means of putting thousands of dollars into their pockets. It will be enhancing the value of farm products, and by building a good home market for them, will increase the value of lands, encourage our young men to stay at home, lend a new interest to farming, and introduce a new era of prosperity. Consider the subject well, ye hard-working men of Rowan, whether you will listen to the delusion of a few demagogues, and vote down this greatest opportunity for improving the condition of our good old County; or whether you will determine to throw off the shackles of grinding monopolies, disregard the falsehoods with which this measure is misrepresented, and commit your own true interests by voting for this asked for appropriation to the Yadkin Railroad.

The money that it takes to grade the Road will all be spent here at home, and so we will have more money in the country, more enterprise, more life, more prosperity and far better times. Published by Order of the BOARD OF DIRECTORS.

COTTON SAW GIN.

Equal to any in the country, with an improved cotton roll superior to any other Gin. Manufactured by J. M. ELLIOTT, Winstboro, S. C. References: W. R. Cright, R. R. Agt., and Maj. F. W. Woodward, July 15, 1875—3mo pd.

NOTICE.

The Commissioners have ordered the destruction of the Atlantic sherry and Canada distill, persons, therefore, owning or holding possession of vacant lots or back yards growing up in these or other obnoxious shrubbery are notified that they will be expected to have them cleared out within ten days after this notice. Otherwise the ordinance will be enforced against all who disregard it. J. J. STEWART, Mayor. July 15th 1875.

SUPERIOR COURT—ROWAN COUNTY.

JOHN WATTS, Plaintiff against The North Carolina Ore Dressing Company, Defendant. SUMMONS. STATE OF NORTH CAROLINA.

To the Sheriff of Rowan County, Greeting: You are hereby commanded in the name of the State to Summon the North Carolina Ore Dressing Company, Defendant, in the above action, to appear at the next Term of the Superior Court of the County of Rowan, at the Court House in Salisbury, on the 6th Monday after the 3rd Monday in September next, then and there to answer the complaint of John Watts, Plaintiff in this suit. And you are further commanded to notify the said Defendant that if he fail to answer the complaint within the time specified by law the Plaintiff will apply for the relief demanded in the Complaint and for all costs and charges in this suit incurred. Witness, J. M. HORAH, Clerk of our said Court, at office, in Salisbury, this 22nd day of July, A. D. 1875. J. M. HORAH, Clerk Superior Court Rowan County. July 15, 1875—6v.

BLATCHLEY'S

Improved O C U M B B E R W O O D P U M P is the acknowledged Standard of the market, by popular verdict, the best pump for the least money. Attention is invited to Blatchley's Improved Bracket, the Drop Check Valve, which can be withdrawn without disturbing the joints and the copper chamber which never cracks, scales or rusts and will last a life time. For sale by Dealers and the trade generally. In order to be sure that you get Blatchley's Pump, be careful and see that it has my trade-mark as above. If you do not know where to buy, description circulars, together with the name and address of the agent nearest you will be promptly furnished by addressing with stamp: CHAS G. BLATCHLEY, Manufacturer, 506 Commerce St., Philadelphia, Pa. Feb. 18, 1875—1f.

Spring Stock 1875.

- 120 Bags Coffee, 50 Barrels Sugar, 40 Molasses, 5000 lbs. Bacon, 2000 lbs. Lard, 2000 lbs. Best Sugar Cured Hams, 20 Kegs Soda, 20 Boxes, 50 Adamantine Candles, 40 Soap, 2000 lbs. Carolina Rice, 30 Cases Oysters, 20 do Brandy Peaches, 20 do Lemon Syrup, 40 do Fresh Peaches, 10 do Pine Apples, 10 do Smoking Tobacco, 25 Gross Snuff, 25 Cuts Cotton & Jute Rops, 40 doz. Painted Pails, 40 Boxes Assorted Candy, 100 Boxes Wrapping Paper, A full line of Wood & Willow ware, A full line of Boots & Shoes (very cheap), A full line of Hats, A full line of Saddles & Bridles, Salt, Pepper, Ginger, Spice, Canned Goods, Royal Baking Powder, Cigars, Tobacco, Crockery, Kerosene, Tanners & Machine Oil, &c., &c. The above stock was bought since the late heavy decline in prices, and is offered at Wholesale & Retail at very short profits, for cash. BINGHAM & CO. June 3rd 1875.

SPECIAL.

- No. 1. Heavy Boot at \$160 worth \$200. " " Women Shoes at \$125 " 150 & 175. Ladies Embroidered Slippers at 100 worth 150. Ladies Slippers at \$125 worth 175. Ladies Croquet Slippers at \$125 worth \$200. Ladies Cloth Gaiters at \$175 worth \$250. Ladies Cloth Gaiters at \$225 worth \$300. A large lot of Children Shoes very cheap. BINGHAM & CO.

A LECTURE TO YOUNG MEN.

Just Published, in a sealed envelope. Price six cents. A Lecture on the Nature, Treatment, and Radical Cure of Seminal weakness, of Spermatorrhea, induced by Self-Abuse, involuntary Emissions, Impotency, Nervous Debility, and Impediments to Marriage generally; Consumption, Epilepsy, and Fits; Mental and Physical Incapacity, &c.—By ROBERT J. COLVER, M. D., author of the "Green Book," &c. The world-renowned author, in this admirable Lecture, clearly proves from his own experience that the worst consequences of Self-Abuse may be effectually removed without medicine, and with a dangerous surgical operation, bougies, instruments, rings, or cordials; pointing out a mode of cure as certain and effectual, by which every sufferer, no matter what his condition may be, can cure himself cheaply, privately and radically. This Lecture will prove a boon to thousands and thousands. Sent under seal, in a plain envelope, to any address, on receipt of six cents or two postage stamps. Address the Publishers, CHAS. J. C. KLINE & CO. 127 Bowery, New York; Post Office Box, 4586. April 15 1875.—1y.

Administrator's Sale of Personal Property.

By virtue of an order of the Probate Court of Rowan county, I will offer for sale at public auction the household furniture in the Town of Salisbury, on Saturday the 24th day of July, 1875, the following personal estate, to-wit: One bond of the State of North Carolina, No. 522, dated April 1, 1859, nominal value \$1,000. Interest due from April 1, 1858. Also three bonds of the Confederate States, 2 of \$1,000 each, and one of \$500. C. T. BERNHARDT, Admr. of Augustus T. Hollig, Blackmer & Henderson Attorneys, Salisbury, N. C. July 1, 1875.—4v.

FRESH TURNIP SEEDS

Just Received a Fresh Supply of Early White Flat Dutch, Early Red Top, Yellow Aberdeen and the Yellow Ruta Bags. At ENNIS'S

NEW ADVERTISEMENTS

GLOUGH & WARREN ORGAN Co's (Late S MMONS & GLOUGH ORGAN Co.,) IMPROVED

CABINET ORGANS



GRAND COMBINATION ORGANS

FITTED WITH THE NEWLY INVENTED SCRIBNER'S PATENT QUALIFYING TUBES. An invention having a most important bearing on the future of Reed Instruments, by means of which the quantity or volume of tone is very largely increased, and the quality of tone rendered Equal to that of the Best Pipe Organs of the Same Capacity.

ALL THE LATE IMPROVEMENTS

Can be obtained only in these Organs. Fifty Different Styles. For the Parlor and the Church THE BEST IN MATERIAL AND WORKMANSHIP. Quality and Volume of Tone Unequalled. PRICES, \$50 TO \$500.

Factory and Warerooms, Cor. 6th and Congress Sts. DETROIT MICHIGAN.

(ESTABLISHED IN 1850.) AGENTS Wanted in Every County. Address GLOUGH & WARREN ORGAN CO., DETROIT, MICH

May 20, 1875. 1y.

FARMERS PLOW

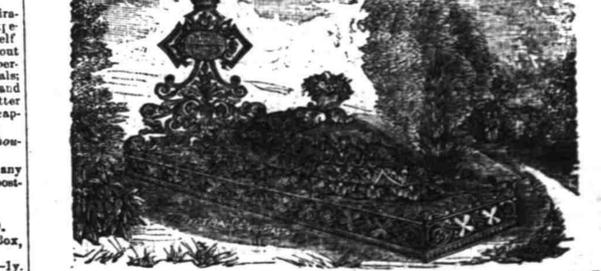
SAVE MONEY, SAVE LABOR, SAVE TIME BY USING THE FARMERS' PLOW.

It will run lighter. It will turn your land better. It will make you better crops. It will cost you less to keep it in order, than any other Plow you have ever used. We will furnish you Points one year for one plow in ordinary land for one Dollar. What do you pay your blacksmith to do the same on your old-fashioned Plow? We have just made a great reduction in Price? All we ask of you is, Try it, and then if you don't like it bring it back and your money shall be refunded to you.

WE WARRANT EVERY PLOW.

MERONEY & BRO.

Salisbury, N. C.—April 1 1875—1f



A BEAUTIFUL METALIC GRAVE COVERING

Is now offered to every one interested in beautifying and protecting the graves of their deceased relatives. They are made in four sizes, with a variety of styles, ranging in price from \$25 to \$60, according to size and style. Can be painted any color desired, sand or galvanized to suit the taste of purchasers. A galvanized plate, containing whatever inscription parties desire, is furnished with each mound free of charge. THIS HANDSOME DECORATION is offered at this price as to place it within reach of all. We invite the citizens and public generally to call and examine for themselves. Specimen can be seen at J. A. Ramsey's office. C. PLYLER, Agent. Salisbury, N. C.—Aug. 6, 1874—U

Horner and Grave's School, HILLSBORO, N. C.

The Fall session of 1875 opens on the fourth Monday in July. Catalogue sent on application. July 1-6v. Pd. June 1st—4 times, D. R. JONES

FOR SALE!

Two Horse Wagons cheap for cash, apply to D. R. JONES