

Persevere. Drive the nail right boys. Strike with all your might boys. You'll get up boys. When you're work to do boys. Do it with a will. They who reach the top boys. They must climb the hill. Struggle in the foot boys. Grasp on the sky. How can you get up boys. If you do not try?

LETTERS FROM THE ORIENT. LUCKNOW. THE ELEPHANT A BRIDGE BUILDER. THEY HUNT WILD ONES: THEIR SAGACITY.

The elephant in India will work all day, carrying an amount of burden that seems very extraordinary, and traverse paths that are quite impossible for any wheeled carriage, and will live on very coarse fare. I believe the Asiatic elephant is the most docile and useful of any in the world. The African elephant is less intelligent and less capable of enduring, and in captivity manifests bad temper, and is always more dangerous to manage, and manifests little or no affection for his keeper. I cannot give any good reasons for this difference in these useful animals; but it is conceded that it is so. We have seen great numbers of elephants let loose to bathe and wash in the river, and they enjoy the sport. They will walk into the water until it reaches nearly up to their backs, and then, with their trunks, they will wash their sides and backs, and they move the water so rapidly that it is put in a foam. They are not inclined to go beyond their depth, and like to keep their head out of water, but will swim, if forced. I have noticed that among the elephants there will always be one who will drive all the rest. He is king. Where he leads the others follow. It is the same in their wild state. Some one will lead the herd. I was surprised to witness the intelligence of some of these useful animals. They are employed on the public works, and their enormous strength enables them with apparent ease to draw stones of great magnitude, and what is more, to place them where needed. They are used in the construction of bridges, and will work in the water all day. They will push a stone as carefully as a gang of men. It is interesting to see these huge animals move about until they get a secure place to stand, and then exert their amazing strength in moving a stone just as the mason waves his hand. In these large timber yards of India these useful animals are very extensively used. It is only necessary to watch one for a little while to be satisfied of the wonderful strength as well as sagacity of these animals. They are employed in drawing and fitting the huge logs used in ship-building. They will draw large logs over very rough roads from the forests. They will take up a log weighing two tons on their tusks and hold it in its place with their proboscis, and carry it apparently with more ease than fifty men could do. When one of these sagacious animals has brought you a log from a pile, you may send him for the next log by merely pointing at it, and he will toil patiently all day, and make piles of logs as nicely as a gang of men could do. They are always very careful not to injure their tusks, especially not to break them near their heads. One man, who had a large timber and yard, said it took over a year to teach his elephant the lumber business; but he added, he never forgot. These trained elephants will sell in India from 500 to 3,000 rupees each, depending upon the sagacity of the animal. One of the sagacious elephants can be easily trained to hunt the wild ones, which is frequently done. A Rajah, not far from Lucknow, has a large herd, and among them several trained to hunt and subdue wild ones. The Rajah is employed by the government to secure wild elephants, and has from twenty-five dollars to one hundred and fifty dollars each, depending upon the age and sex of the elephant taken. We saw several that had been quite recently captured, but were not present at the hunt. One of these elephant trainers will go out and join with a herd of wild elephants, and sometimes some of the wild ones will follow him into a yard prepared for that purpose. The males are often captured by the female elephant. It is not every female that will engage in this treacherous work of deceiving the male and leading him into captivity, but there are some who seem to delight in deceiving a victim. They sometimes display surprising skill and perseverance, as well as courage, in accomplishing their work. The female elephant will follow the track of the male, and when near one will commence grazing with the same indifference of other wild animals. When she approaches the male she commences enjoining him, and when he becomes interested in his new companion the crafty hunter cautiously creeps up and fastens a rope around the leg of the wild one, and then to a tree. As soon as the deluded male is secured, the female leaves him to his fate. As soon as the wild one is con-

scious of his condition he becomes enraged and shows a fruitless fury, which soon exhausts him. Hunger and thirst, follow by great exhaustion, completely subdue him; and he will then allow himself to be led by his deceitful companion to places prepared for the training of elephants, where, after a while, he becomes satisfied and contented with his new condition. There are numerous devices used to decoy wild elephants by means of the female.

The elephant hunters go into the vicinity where the animals feed, and prepare enclosures of great strength, sometimes in a ravine. The trained elephants are sent out, and mingle with the wild ones and will often decoy a number into the enclosure, where they are secured. Sometimes the hunters will surround a large herd of wild ones, and with a loud noise alarm the herd, when the tame one will rush to the enclosure, and the wild ones often follow.

It is often the case that one of the large tame elephants will join a herd of wild ones and engage some in battle, and while the wild ones are defending themselves, the hunters secure them. It is a very perilous work for no animal can be more dangerous than an enraged elephant. Elephants were very extensively used by the native kings of India in all their campaigns. They were a necessary appendage in the royal retinue, and in all public demonstrations.

They are now extensively used for carrying burdens, transporting baggage, drawing artillery over rough roads and difficult places, but they are seldom used in battle. The English now use them just as the natives did. Whenever railroads extend the elephants are not used, but they are in all other places. In a recent hunt by a Rajah, north of Lucknow, twenty-two elephants were secured, and they were all valuable.

In northern India elephants are scarce, and their slaughter in all India has been prohibited under severe penalties. Under the protection of that law they have become numerous in the Madras Presidency, and in many parts very destructive. Mr. Sanderson, the Superintendent of Canals in the Madras Presidency, a man of large experience, has succeeded in one grand hunt in capturing over fifty elephants. He prepared a yard of fifteen acres in the bed of a stream, which had perpendicular sides. There was a large number of sportsmen from all parts of India, and a large herd was surrounded, and with trumpets and horns driven into the trap. After being confined a short time in this large enclosure they were forced into a small timber yard of great strength. When once safely in the yard, the process of starving and subduing by tame elephants was successful. These wild elephants range over vast tracts, and everywhere spread destruction in their tracks; there are now two other large herds on the hills which this same hunter expects to secure. It may be twenty years before either one of these herds will be caught in the right place to be driven into one of these strong enclosures. Many years since elephants were so abundant and so bold that their destruction became a necessity. The process adopted by the elephant catchers to tame the wild ones is cruel and often destructive to them; and the government will not permit the hunt unless positively necessary. There is generally a sort of king among these elephants, and the whole herd will follow when he leads; but they instinctively keep away from the towns where they seem to know they will be attacked with firearms. It is often the case that this king elephant is also a rogue elephant. These rogues will destroy hundreds of crops, and they often grow bold, and will take possession of a road and prevent any one from passing.

These animals seem to owe a grudge to a dam in the river, and take great delight in destroying it. Elephants have a terrible dread of the tiger, and as soon as they see one they lift their proboscis high in the air, and become furious, and often unmanageable. It is very seldom that an elephant can be forced to face the tiger. God never takes back his gifts. If he ever gave you a sight of his truth and love, you have it still. Clouds may pass between you and the sun, but the sun is there, and will shine forth again. It may be a stormy night, and the stars are hidden; but they shine on, permanent and pure, behind the driving rain, and will again look out upon you with their calm eyes and say, from their inaccessible and infinite heights: "Be patient, little child; be patient; and wait till all storm and darkness shall have passed away for ever.

Consciousness of unbelief is a sign of actual faith. Infidels are never troubled with unbelief. Dead men never feel cold. Frozen feet never ache. And a soul given up to ungodliness, and bound hand and foot in sin, has no trouble with unbelief. It is only when faith shoots its first illuminated ray into the darkened heart that the beneficial presence of unbelief is made manifest. It is only when the troubled soul can say, "I do believe," that it starts back at the abyss of doubt which that first gleam of faith discloses, and exclaims: "Help thou my unbelief!"

HERZEGOVINIAN APPEAL. The Herzegovinian insurgents have made an appeal to the European powers against the Turkish Government, in a memorandum submitted to the International Commission. This statement of grievances will awaken much sympathy for their cause, whether it leads to any active intervention or not.

Honorable Representatives of Europe: For four centuries the Christians of Herzegovina, the miserable, pitiable rayahs, have been plunged into mourning and affliction. Unable longer to endure the barbarism, the rod of the persecutor, the violence, the Turkish system of oppression, the rayahs have this year risen in revolt in order to prove that, in this nineteenth century, and in the face of enlightenment and civilization in Europe, it is a shame to permit the barbarous Turk to exercise the unfortunate Slave population of Herzegovina, and continue to keep it in ignorance. Gentlemen, we understand that the great Powers have sent you to give an account of our condition and of the motive which has led us to take up arms. These, then, are the reasons:

1. To commence with the agr. (landlord). The unfortunate small farmer who takes a piece of land to cultivate is compelled to give at least one half of all the proceeds to the agr. If the agr. comes to visit the farmer, which happens three or four times a year, he brings all his relatives, and the farmer has either to keep the agr. his friends, their horses, or be beaten and thrown into prison.

2. In the Turkish empire they only demand a tenth, but the farmers concert with the State officials in order to exact from the peasant ten times more than is prescribed by law. The rayahs must pay; if they complain they are held to account in the courts.

3. The rayahs are bound also to pay customs duties, and military tax.

4. From our earliest recollections the system of counting cattle has been infamous. Turks do the counting; they excuse their co-religionists but they count thirty against a poor Christian when he has but ten, in order that the Christian may furnish the whole tax to the agr. for the district. Before whom shall the Christian complain? A Turkish justice?

5. If a Christian brings a Turk into court, or if the Christians is brought into the Court by the Turk, the Christian loses his case unless he has two Turkish witnesses, and in any case he is nearly sure to be put in prison.

6. The Turks employ violence to overcome our wives and daughters and force them to accept the doctrines of Islamism.

7. If a Christian has the misfortune to win a case against a Turk, he is sure to be killed within three days.

8. The Turks held in contempt our priests, our churches, our bells, our images of saints—they insult and abuse them publicly.

9. We pay taxes to the Sultan and support the numerous officials placed among us; but in return we are not given any education. We have no schools, and if any one among us were to ask for them, he would be cast into prison and pay for his audacity with his head.

10. In case of corvee the rayah is compelled to absent himself five or six days' distance from his house, and to work without food or pay for eight days. The Turks, on the contrary, are exonerated.

11. If horses are needed for transporting the families and goods of Turkish troops, the zapras or gendarmes swarm the villages, seize men and horses and take them off on journeys lasting fifteen or twenty days without paying them either in goods or money.

will no longer endure the Turkish lash. We are men, not beasts. If you cannot bring us relief you cannot force us to turn to slavery. What we want is liberty, true, full and permanent. Alas we shall never fall again into the hands of the Turks. METKOVIICH, Sept. 13, 1875.

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SIMONTO FEMALE COLLEGE, STATEVILLE, N. C. The next session will open Sept. 1, 1875. Terms for board, &c. have been made as low as possible to suit the times. References: Rev. Chas. Phillips, D. D., Prof. W. J. Martin, Rev. W. A. Wood, Rev. D. E. Jordan, Ex-Gov. Z. B. Vance, Hon. W. H. Battle, and all friends of the late Prof. Mitchell, of Chapel Hill, N. C. Aug. 12, 1874.—6mos.

COME AND SEE! 10 Buggies for sale, ALL GRADES & CLASSES. I have, on hand, ten Buggies which I will sell at the lowest cash prices, and as low, or lower than any other establishment in North Carolina, according to grade. All kinds of repairing done, at short notice. Those wishing any thing in my line, would do well to call and see me, before purchasing elsewhere, as I am determined not to be outdone either in price or quality of work in the State. Call on me at Franklin Academy, 4 miles N. W. of Salisbury, N. C. G. L. REEVES.

E. H. MARSH'S MACHINE WORKS. Corner of FULTON & COUNCIL Streets, Salisbury, N. C. Having all my new Machinery in operation. I am now prepared in connection with the Iron & Brass works to do all kinds of wood work, such as Lumber Dressing, Tongue & Grooving, making Saab, Blinds & Doors, making moulding from 1/2 inch to 6 inches wide, also Turning & Pattern making, Sawing Brackets, &c. Having the best Machinery and first class workmen, satisfaction is guaranteed. July 29, 1875.—ly.

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Carolina Central Railway Co. OFFICE GENERAL SUPERINTENDENT, Wilmington, N. C. April 19, 1875.

Change of Schedule. On and after Friday, April 16th, 1875, the trains will run over this Railway as follows:

PASSENGER TRAINS. Leave Wilmington at 7:15 A. M. Arrive at Charlotte at 12:30 P. M. Leave Charlotte at 7:00 A. M. Arrive in Wilmington at 7:00 P. M.

FREIGHT TRAINS. Leave Wilmington at 6:00 P. M. Arrive at Charlotte at 6:00 P. M. Leave Charlotte at 6:00 A. M. Arrive in Wilmington at 6:00 A. M.

MIXED TRAINS. Leave Charlotte at 8:00 A. M. Arrive at Buffalo at 12:30 P. M. Leave Buffalo at 12:30 P. M. Arrive in Charlotte at 4:30 P. M.

Connections. Connects at Wilmington with Wilmington & Weldon, and Wilmington, Columbia & Augusta Railroads. Semi-weekly New York and Tri-weekly Baltimore and weekly Philadelphia Steamers, and the River Boats to Fayetteville. Connects at Charlotte with its Western Division, North Carolina Railroad, Charlotte & Statesville Railroad, Charlotte & Atlanta Air Line, and Charlotte, Columbia & Augusta Railroad. Thus supplying the whole West, Northwest and Southwest with a short and cheap line to the Seaboard and Europe. S. L. FREMONT, Chief Engineer and Superintendent. May 6, 1875.—4t.

Piedmont Air Line Railway

Richmond & Danville, Richmond & Danville R. W. M. C. Division, and North Western N. C. R. W. CONDENSED TIME-TABLE In Effect on and after Sunday Nov. 28th, 1875.

GOING NORTH.

Table with columns: STATIONS, MAIL, EXPRESS. Rows: Leave Charlotte, Air Line Junction, Salisbury, Greensboro, Danville, Dundee, Arrive at Richmond.

GOING SOUTH.

Table with columns: STATION, MAIL, EXPRESS. Rows: Leave Richmond, Burkeville, Salisbury, Danville, Greensboro, Air-Line Junction, Arrive at Charlotte.

GOING EAST.

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

GOING WEST.

Table with columns: STATIONS, MAIL, MAIL. Rows: Leave Greensboro, Arr at Salem, Arrive at Greensboro.

Passenger train leaving Raleigh at 8:10 P. M. connects at Greensboro with the Northern bound train, making the quickest time to all Northern cities. Price of Tickets same as via other routes. Trains to and from points East of Greensboro connect at Greensboro with Mail Trains to or from points North or South. Two Trains daily, both ways. Lynchburg Accommodation leave Richmond daily at 9:00 A. M., arrive at Burkeville 12:55 P. M., leave Burkeville 1:30 P. M., arrive at Richmond 4:34 P. M. No Change of Cars Between Charlotte and Richmond, 252 Miles. Papers that have arrangements to advertise the route of this company will please print as above and forward copies to Gen'l. Passenger Agent. For further information address JOHN R. MACMURDO, Gen'l. Passenger Agent, Richmond, Va. T. M. B. TALCOTT, Engineer & Gen'l. Superintendent 11-26-75-100.

Blackmer and Henderson, Attorneys, Counselors and Solicitors. SALISBURY, N. C. January 22 1874-4t.

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May 20 1875.—ly.

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Chesapeake and Ohio R R. THE GREAT CENTRAL ROUTE BETWEEN NORTH CAROLINA AND THE WEST. PASSENGER TRAINS RUN AS FOLLOWS. MAIL. EXPRESS. Leave Richmond 9:30 a.m. 9:30 p.m. Charlotteville 2:15 a.m. 1:30 p.m. Arrive White Sulphur 8:15 a.m. 8:15 p.m. Huntington 8:30 a.m. 8:45 a.m. Cincinnati 6:45 a.m. Connecting closely with all of the Great Trunk Lines for the West, North-West and South-West. This is the shortest, quickest and cheapest Route, with less changes of cars than any other, and passes through the finest scenery in the world. Passengers taking the Express train on this route, may connect closely, to any point in the West. First class and Emigrant Tickets at the LOWEST RATES and Baggage checked. Emigrants go on Express Trains. TIME, DISTANCE, and MONEY saved by taking the Chesapeake and Ohio Route. Freight Rates to and from the West, always as low as the lowest. Merchants and others will find it to their interest to get our Rates before shipping or ordering. For Information and Rates apply to J. C. DAME, So. Agent, or G. M. McKENFIE, Ticket Agent, Greensboro N. C. C. R. HOWARD, General Ticket Agent, W. M. S. DUNN, Superintendent, Richmond Va.

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