H42 x 1

road within our borders in which the the Militon and Sutherlin Narrow Gauge, and as convict laber has been appropri-ated the nother-private enterprises, this one should not be alighted: 100 1420 and Mr President, a large part of my con-stituents have no interest in any work of aternal improvement in which the state

of our prospectty. They were the Baleigh & Gaston, for the aroline, for the Western North North Carolina, for the Western North Carolina, for the Psystieville and West tern und office reads, and for conditation in most of these shows they any special interest. Their money has been freely and widely contored to build improve-ments for the benefit of other sections, and widely contered to build improve-ments for the besult of other sections, and was they come here, and ask, not money from the treasury, not the credit of the state, which they have belied to uphald, but simply the use of a portion of our win sight to expect. It is all that the state will be saled to do for them: But the resident, their heavy three, and true patriotism, and public spirit, are not all that the people of the section concerned invectoristical to the govern opment of North Carolina. Bore of the noblest some of the state have insided at one of the state fave inited this region, and Tubed only to re-the names of Tancoy, Saunders, mand Graves, names illustrious in interests and presperity of every iberal apirit; taking as hones pride in our growth and development, and in every work of internal improvement in

which the state was deficerned.

Gen. Saunders, a son of Caswell,
where not one dollar of our vist appropriations for railreads was ever spent, pirit of internal in there is an incident in the life of Galvin Grayes that will every be one of the mest mannerable and kenerable everts meet mannerable und honorable evesta in our Jagialative history. When the North Unrolline militarie our great truck line, was incorporated, there was a tre-mendom atmogle going on in the public mind. After an militarie do not protremed affect to a policy of integral improvement the conest at last came to a crisis. A bitl to isect the state by a great thoroughture, and appropriating three millions to it— then a great sum— passed the House, and in this bedy so which the eyes of the whole state were fixed with as much nterpet as the eyes of the country are interest as the electoral generalisation in Washington (City, there) was a series of Casvell, was speaker. His quanty-had no direct interest in the proposed made it was not effile largest largest payers in the state, and the mass of its people belonged to a party of which some of the members were on principle apposed to state one nection with such works. The whole cause of internal improvement for a were on principle apposed is case connection with such works. The whole cause of internal improvement for a generation nowtrombled in the balance, but the noble, intropid Graves was equal to the occasion, and rising above all personal and accidental considerations, and in personal and accidental considerations, and personal and accidental considerations for the day for

THE SENTINEL State road is likely ever to reach us. If you will build a branch road to the North Carolina Read, we will gliddly adoptine this; but should we be out of from market altogether because we have and ye being a substitute this; but should we be out of from market altogether because we have and ye being and to the North Carolina; 1877, on the bill to allow the Nutleon and Sutherine narrow Gauge Railroads to use forety Convices. They have a sight to demand something at our names, but they come here and ask us respectfully and cornectly, as if they had no clause of the legislature. They had no clause of the legislature they come here and ask us respectfully and cornectly, as if they had no clause of the legislature. They had no clause of the legislature this position on the merits of their causes. The least the properties of their causes of the legislature this position of the state is now comparatively remote for the very indeed communication. It is one of the very indeed communication and its products are builty and valuable. If it one of the very indeed protions of North Carolina, and its precious the legislature this indicand determined the department of the state is now comparatively remote of the very indeed protions of North Carolina, and its properties of the state is now comparatively remote of the very indeed communication. It is not worked to the line of the state is now comparatively remote the brookers, and if it is ever the very indeed of the line of the state is now comparatively remote the brookers, and if it is ever the very indeed to be consumed to the line of the state of the state and the legislature of the line of the

rity and many men at true and pa-joile as mny citizens of the State are atching this first step with the pre-State pride, State interest, and every

A "PROBABILITIES" STORY

The following rather remarking production of the following rather remarking production, connected with the life of one of the most preminent officials of the signal service bureau, is another of the inclunes of deatestion, completely subduing the natural propensities of man. This officer, our informant states, was at one time engaged to be married to a beautiful young lady, and the evening before that set for the marriage called on her. They were seated on the sole in the reservice. that set for the marriage called on her. They were seated on the sofa in the parlor, the gas was turned down to a twilight strength, and they were talking in the usual low way peculiar to lovers before marriage, of the future, which seemed to be "all so bright" before them. Suddenly the young lady said:

"Albert, dearest, there is one thing I wish you to do when we are married "Name it, pet," he replied in his most enouraging tones, and at the same time giving her such a squeeze that she imagined her corsets were a mile too large for her.

"Well, my sarling, I wish to have ne rain on Mondays; because, you know my dearest, that on Monday we cleanse our linen, and if our things are not washed and dried on those days our earlies week's work is learfully set, back, Yen wiff grant me this one request?"

"Maud," he replied, gazing into the depths of her dark blue eyes and dally-

"Maud," he replied, gaing into the depths of her dark blue eyes and dally-sing with her golden ringlets, "Maud, desirest, my duty to my country impega-tively demands that I shall whoop-emup, so to apeak, the precise sort of weather that heaven will probably send weather that heaven will probably send impartially, during the succeeding twen-try-four hours, upon the just as well as the unjust, without regard to age, ser, or previous condition of servitude. If an area of low baremeter exists in the northwestern states on Monday, how can L consistently with my duty, 32 clase that the indications favor clear weather, with light winds from the southwest? No, my angel; ask me anything but that. I low thee, dear, anything but that. They my honor mire war in the triumphs of set are much, but I lave my honor mire. much, but I leve my hopor more

"Ehen you don't leve me; no, not he ingle bit," she replied; between her obs, and the team fell thick and fast as she pleased with him to charge his stem re-clve. The savages between love and duty was a fearful one; but his military teaching left him but see path military seaching is it into but one path to puritie and he chose hi-duty. It is casy to imagine results a sudden coolness, quarrel, a breaking off of the engagement and the meteorologist's heart. She seturned his namerous present, letters; dent and is now lecturing on wenness rights, while he is confirmed misogynist, sits up, and on Sanday nights at the signal office, with fiend misogynist, sits up, and on Smidey nights at the signal office, with fiend is figured office, with fiend is figured in an ender of the sidness for Menday. He takes especial pleasure is anneuncing for that day falling barometer, atmospheric disturbances, heavy raise in the lower lake region, high winds from the northwest, and we on throughout the entire category of unfavorable meteorrological nominals.

trious patrice by an act of cold ingralitude. Will this body can in deep the request anade a will the body can in deep the request anade a will the began werk only last July, but treat this important section as a step-child? Are we always to grant favors and never to receive them? Will you make it wish that we belonged to Yir ginla, and make it what the bedged to Yir state whose hoper and credit we have done no much to apheld?

Some one may raply that the road runs into Yirgina; but to this it can be with propriety and that if runs from Virginis into North Carolins. If some of our roads reached beyond the bordet, they would to worth, but little to u. The great ablect of a read is to get out to the markets of the world. But none of our though lines will make in. He man for the thin markets of the world. But none of our though lines will make it. He man for the markets of the world. But none of our though lines will make it. He man for the markets of the world. But none of our though lines will make it. He man for the markets of the world. But none of our though lines will make it. He man for the following certainly at the markets of the world. But none of our though lines will make it. He man for the following certainly at the markets of the world. But none of our though lines will make it. The second in manufacturing ceiting goods can be come to the collection of the following larger than the capital and in certainly at larger than the capital and th n Muhama washanen Coming

Gazette says: I have raised sicer chiom from the seed than I ever saw raised from the sets: A have raised them from large that they were over four listens in diameter. Fregard: the Daiver's Yel-low as the best that I ever tried. The best spround in whose it has been tilled for a few seasons and free from tilled for m few seasons and free from all kinds of grass and weed seeds. It should be rich, mellow and inclined to become hard if dry weather should set in. In preparing your ground, plew as early in the spring as the sell will do to work in the spring as the sell will do to work in the street over the ground well rotted maintre to the depth of an inch. This harrow your ground thoroughly. If there be any clede remaining apply the roller, But to mot me the roller whenever the ground is anyways wet. Use the hand rake pretty freely, As ways select ground as level as possible. As to the machine of the cree, I raised one season at the rate of four raised one season at the rate of nundred bushels to the acre. But like other crops, it depends a great deal on the character of the sesson. Plant in drille fourteen inches apart, putting i drills fourteen inches apart, putting in seed at the rate of four pounds to the acre. The seed should be covered to the depth of one half meh. When the orions can be seen in the rows, go through with the hoe and loosen the ground, in order to destroy the young weeds, which will make their appearages about the same time onions do. Then again, when the onions are about four inches high, go through and the out. They should be left to atandabout one and a half inches apart. No weeds or grass should be permitted about one and a half inches apart. No weeds or grass should be permitted under any circumstances to remain among the orient. Good judgment is needed to be used concerning the manner they should be traded being careful to distort the converge to listery the converge to listery be converged to listery the converge to listery be converged to listery the converge to listery to converge the listery the listery to converge the listery to co

EXPLOSION OF A COFFEE POR.

Eureka (Nev.) Sentinel, January 25. A singular accident happened ye A singular accident happened yester-day to Johnny Bell, engineer of No. 4 on the parrow gauge. It is the custom to keep a tin pot of warm coffee on the engine, sitting over the fire-box, for the benefit of the engineer and fireman, during their long rides, and as an anti-dote against sleepiness. Mr. Bell was standing in the cab when the coffee pot exploded with a loud report, throwing the boiling liquid on his face and neck, and scaling him so seriously that another engineer had to take his place on the down trip. We had heretofore classed engineer had to take his place on the down trip. We had heretofore classed these useful articles of domestic economy among the non-explosive, but in view of this accident they will have to take their position in the category of kerosone lamps, steam boilers and powder maga-

OF STARL DENG BE

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THE SENTINEL

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PAPER AT THE CAPITOL

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LSTABLISHED AUGUST, 1864.

The Sentinel

and space for the liberal, conservative, leval entiment of all shades to find went.

The SENTINEL will be loyal and inennous to both Federal and State governents. It will sustain the military author ties in the preservation of quiet and order, and in enforcing the orders of the government. Not a distoyal or unkind word against the covernment of the Union of these States shall pass our lips, but it will be true without sycophuncy, honest without flattery, nor will it lie to shield its own

It shall advocate sound principles and support good men. Its motto is sot 'principles, not men,' but principles and men. A bad man can find no quarters with the C OOD NEWS FOR BOYS AND of high toned integrity—a gentleman in the true sense, hopest and capable, if we are not deceived, can alone claim our support. After eleven long years of trial, adversity to-day upon the same platform on which its venerable founder erected it.

renerable founder spected it.

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itterties of the people, and to-day, when the
State has emerged from the darkness of rad
leaf rule, and the future is as full of hope
and promise as the past was dark and
gleomy, it repledges their to the high service of the good people of the great State of
North Carolina.

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By consent of prior mortgagees a fee simple title will be sold and conveyed, the proceeds of sale being first applied to the payment of the debts of said mortgagees. JOHN GATLING, Trustee.

oct 31-tde

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cept Canday, arrives at Gerdenaville 7 30 P. M., connecting with Va. Midland Train at 7 40 P. M., arriving at Washington 11 35 P. M., for all points North.

P. M. 16 46 Express, daily. Arrives at Gordonsville 2 40 A. M., connecting with Virginia Midland Train at 2 50 A. M., striving at Washington 7 30 A. M., for the North; Arrives at Charlottesville 3 35 A. M., connecting with Va. Midland Train at 7 55 A. M., arriving at Lynchburg 11 07 A. M., for the South. Arrives at Hantington 6 45 P. M., connecting closely with Chesapeake and Onio Packet Steamers for Cincinnati, Louisville, St., Louis, Chicago, and all other points in the West Northwest and Southwest FROM HUNTINGTON.

P. M. 4 00 Mail, daily to Hinton—Daily except Sanday, East of Hinton, Arrives at Chariotisville 11 40 A. M., connecting with Va. Midlaud Train at 1 55 P. M., arwith va. Midland Train at 1 55 P. M., arriving at Lynchburg 500 P. M. for all points South via Va. and Tennessee R. R. Arrives at Gordonsville 12 35 P. M., connecting with Va. Midland Train at 1 10 P. M. ar riving at Washington 6 00 P. M. for all Points North. Arrives at Richmond 4 50 P. M.

A. M. 10 30 Express, daily Arrives at the consistency of the consisten South. Arrives at Gordonsville 2 35 A. M. connecting with Va. Midland Train at 2 50 A. M. surfving at Washington 7 30 A. M., for all Points North. Arrives at Richmond 5 30 A. M., connecting with Richmond and Danville 7 50 A. M., and Richmond and Petersburg 7 50 A. M. Trains for all Points South.

A. M. S 10—The train from Washington arrives at Gordonsville 12 40 P. M., and connects with Chesapeake and Ohio Maiz trains both for Richmond and Hautington—The 9 50 P. M. train from Washington arrives at Gordonsville 2 40 A. M. and conlucts with Chesapeake and Ohio Express trains both for Richmond and Cincinnati.

A. M. 9 00—The train from Lyuchburg arrives at Charlottevalle 11 55 A. M. and connects with C. & O. Mail train for Huntington and at Gordonsville 12 40 P. M. with ington and at Gordonsville 12 40 P. M. with C. & O. Mail train for Richmond.

The R. & D. and R. & P. trains arriving from the South at 8 60 P. M. connect with Chesapeake and Ohio Express train, leaving Richmond at 10 45 P. M. for the West and

CONWAY R. HOWARD. Gen. Pass. & Ticket Agt. Richmond Va. W. M. S. DUNN,

OFFICE OF SUPERINTENDENT. Petersburg, Va., November 16, 1876. GOING SOUTH.

NEW YORK EXPRESS. Leave Petersburg duity at - 8 50 A. M. Arrive at Weldon at - - 12 00 Noon SOUTHERN EXPRESS. Arrive at Weldon at - - 4 35 A M.

FREIGHT WITH PASSENGER COACH

Arrive at Weldon at -- - 3 45 P. M GOING NORTH. NEW YORK EXPRESS.

Leave Weldon daily at - - 3 00 P. M. Arrive at Petersburg at - - 6 30 P. M. SOUTHERN EXPRESS. Leave Weldon daily at - - 2 40 A. M. Arrive af Petersburg at - - 6 05 A. M. 10.000 FREIGHT WITH PASSENGER COACH

ATTACHED. Leave Weldon daily (except 5,000 Sauday) at - - - 6 15 P. M 12,000 Arrive at Petersburg at - 12 05 P. M First class coaches will run through between Wilmington and New York on day trains and sleeping cars on night trains.

No change of cars. Through tickets sold to all Eastern and Southern points and baggae checked through R. H. DUNN. Superintendent of Transportation. L. E. CLARKE, Dispatcher of Trains.

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 Leave Raleigh
 9 30 A. M.

 Arrives at Weldon
 3 00 P. M.

 Leave Weldon
 12 40 P. M.

 Arrive at Raleigh
 5 40 P. M.

 THROUGH PREIGHT. 

 Leave Raleigh
 5 00 A.M.

 Arrive at Weldon
 5 25 P.M.

 Leave Weldon
 5 10 A.M.

 Arrive at Raleigh
 5 15 P.M.

RALEIGH & AUGUSTA AIR LINE. Cha ge of Schedule to take effect 6:30 s. Monday, October 30th, 1876:

TRAIN MOVING SOUTH. 
 Ecave Raleigh
 6 30 A. M

 Arrive at Cameron
 12 7 P. M
 

30 minutes for Breakfast at Cary. JOHN C. WINDER. oct 11-4f

OFF CROF SUPERINTENDENT, PETERSBURG RAILROAD COMPANY, Petersburg, Va., November 24, 1875. HANGE OF SCHEDULE TO take effect SUNDAY, November 25th :

Leave Petersburg at 6:30 a. m. and 8:37 P.M. Arrive at ... eldon at 9:53 a. m. and 6:55 P.M. GOING NORTH.

Leave Weldon at 7:35 A.M. and 4 P.M. Arrive at Petersburg at 11:46 A.M. and 7:07 e.m.

Train connect at Pete sburg and Weldon with trains for all southern and northern points. Tickets sold to all southern, south-western, northern and eastern points, and baggage checked through.

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Superintendent.

feb 18-4&wtf

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