

# THE CENTRAL EXPRESS.

Vol. 2

SANFORD, N. C., THURSDAY, SEPTEMBER 22, 1887.

No. 5.

## JONESBORO HIGH SCHOOL,

Male and Female.

Fall Term begins Wednesday, Aug. 3rd.

Competent teachers. Instruction practical. Location healthy. Tuition and Board on reasonable terms. Address,

R. H. Broom, Sec'y of Faculty.

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FOR BOTH SEXES.

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COLLEGE PREPARATORY

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Respectfully,

McPHERSON & HORNADY.

Sanford, N. C., Aug. 1st.

## ANOTHER LINK.

### THE C. F. & Y. V. AND A. & N. C. RAILROADS.

Col. Wharton J. Green Discusses the Feasibility of the Much-Talked of Project.

On the question of connecting the C. F. & Y. V. Railroad with the Atlantic & North Carolina Railroad, Col. Green writes the Fayetteville *Observer* as follows:

The people of the interior and eastern portion of the State have taken up the question of the propriety of connecting the Cape Fear & Yadkin Valley Railroad with the Atlantic & North Carolina Railroad. The great advantage of this connection needs no discussion, as there is no question as to its being the true policy to be used towards the east. During a recent visit to the seacoast, I was astonished at the unanimity of sentiment that existed among the people along the entire line of the road in favor of such a connection; and the anxious solicitude with which they were looking forward to such a consummation; not a dissenting voice did I hear though I talked with many; and I do not believe that there are a dozen persons of any influence or weight in any community between Goldsboro and Morehead that would oppose such a connection. They say for want of this connection, the prosperity of the east is greatly retarded; they have no freight connections with the west unless at ruinous rates as to preclude the possibility of their availing themselves of a market; and to the people of the interior of the State, the east as a market, is an unknown region. Such a state of affairs ought not to exist, yet it is true.

This connection is far more desirable for the Cape Fear & Yadkin Valley Road than a connection with Wilmington. It seems to me that New Berne is far more advantageously located for coast-wise commerce, and for shipping from the interior of the State than Wilmington, and equally as well for foreign commerce. The first assertion can be easily proven by measuring the distance on good maps of the State. Suppose a line of road was run by Sanford, taking it as an objective point to Goldsboro, the distance is 67 miles From Goldsboro to New Berne, it is . . . . . 60 " From New Berne to Norfolk, via Palmico Sound and Albemarle & Chesapeake Canal, it is . . . . . 200 "

Whole distance from San-

ford to Norfolk via New Berne, . . . . . 327 "

On the other hand, suppose the Cape Fear & Yadkin Valley should extend their road from Fayetteville to Wilmington, the distance is . . . . . 78 miles

From Sanford to Fayetteville, it is . . . . . 37 "

From Wilmington to Norfolk, via sea, it is . . . . . 311 "

Whole distance from Sanford to Norfolk, via Wilmington, is . . . . . 450 "

The difference in favor of New Berne is 182 miles.

This difference in lengths of route to Northern ports, for it is to Northern ports that over nine-tenths of our shipments are sent, is not by any means all that can be truthfully urged in favor of New Berne as an objective point for the Cape Fear & Yadkin Valley Road. The transportation would be surer, quicker and cheaper, the insurance would be equally as low, if not lower, and there would be no dangerous ocean storms to encounter, as the navigation would be on inside waters. As regards New Berne as a point for foreign shipments, the harbor of Beaufort is conveniently near and nearer to any point of destination in Europe than Wilmington, and easier in ingress and egress. One can easily see how important it is to the interior of the State that this connection of the two roads should be made; and it is of vital importance to the prosperity of, not only the people of the east, but also the Atlantic and North Carolina Road, in which the State is interested to the amount of one million, two hundred and sixty six thousand dollars, and from which she does not receive one farthing of benefit.

I think I have made a fair and impartial statement of the state of public sentiment as regards the future of the Atlantic and North Carolina Road; and also to the desirability of New Berne as our outlet for the Cape Fear & Yadkin Valley road. I can not see how the slightest objection can be urged to this connection by any one who feels an interest in the prosperity of the State. The two roads, strictly speaking, are North Carolina roads; and the only two controlled by North Carolinians, and the only roads which the people of the State and also of the east, can look for relief from the fearful pressure upon their energies made by other roads controlled by parties inimical to the interests of the people of North Carolina.

## Letter From Superintendent Finger.

[From Wilmington Star.]

GOLDSBORO, N. C., Sep. 13, '87.

EDITOR STAR:—I note your favorable comment in a recent issue on the progress of education and educational facilities in our State. You say "the public school system is yet very imperfect but there is progress. If an enlightened public sentiment shall demand more generous appropriations, better school buildings, longer terms and more efficient teachers in the common schools, all these things will come." Allow me to thank you for this statement. "These things" ought to come all of them—better teachers, better houses, longer terms, and more enlightened public sentiment, and more generous appropriations. If the latter appropriations could be had, all the others would follow as certainly as night follows the day. I have been striving hard to create a better sentiment, to the end that more funds may be applied to public education, knowing as I do that until that is done the result of our system must be unsatisfactory; and I always feel like I want to thank the press for anything that helps to make the system more popular and better.

And public school system, being fixed in our Constitution, is here to stay. "Whatever is worth doing at all is worth doing well."

As you say, we are making some progress—progress not alone in the education of the children, in book-learning, but in the application of such learning to the masses of the people. When our education as applied to the masses of the people is to be attributed to a failure on the part of the teachers to inculcate right ideas about labor. I am sure I do not undervalue broad culture, but still this is a utilitarian age, and our educational system must not ignore this fact. Most of the things to be done in this world are common things to be done in a common way, but still they are much better done and more profitably done when their doing is guided by intelligence. Our public schools and our private schools should all the time emphasize the fact that education is not intended to enable its possessor to get rid of labor, but to enable him to labor to better advantages, whether on a farm, in the workshop, in the counting room or in the learned profession.

Our system of public education should be made good enough to be patronized by all classes of our people. I am proud of many of our excellent graded schools in the cities because of the fact that they not only educate the children properly, but because they so powerfully illustrate the efficiency and safety of public education. I wish that every citizen of the State could visit these schools and learn their work and methods. We must get rid of the ideas that prevail among some people that the prime idea in public education is charity, and recognize it as of necessity for the State's advancement. When we look upon education in this way we will not say that it is robbery to tax one man to educate another man's children. But excuse me, I did not mean to write so much. Yours truly, S. M. FINGER.