

HOEING HIS ROW.

Hoeing his row, the farmer boy Whistles and sings in careless joy, Nature smiling on every side, Quickly the hours and moments glide; Little of sorrow his spirits know As gaily he labors and hoes his row.

catalogue of this school, we note that its course of instruction begins low down—so low that any farmer's boy who has obtained the rudiments of a common school education may enter immediately upon the special studies provided in this college course, a provision which recognises both the disadvantages under which the farmer's boy labors in the struggle for education, and also the lack of aptitude of the present high school methods to the necessities of those whose living must be made chiefly by manual labor.

AN IMMENSE BUSINESS.

Armour & Co., the Chicago meat packing firm, the employees of which furnished the chief portion of the men who inaugurated the recent great strike in Chicago, is probably the largest packing house in the world. The following statistical items of their business for the year ending March 31st will be of interest: Their sales for the year amounted to \$43,000,000; they killed during the year 1,133,479 hogs, 330,652 cattle and 635,262 sheep and produced 55,142,952 pounds of lard, 85,918,460 pounds of salted meats, 51,508,386 pounds pickled meats, 4,062,459 pounds spiced meats, 8,219,630 pounds green hams and shoulders, 34,908,729 pounds smoked meats, 33,696,460 pounds canned meats and 22,431,522 pounds fertilizers.

SAGACITY OF A RAT.

During the recent freshet in the Ohio river, a singular instance of a rat's sagacity occurred a short distance below Cincinnati. About the time the river was at its height, a number of people were assembled on its margin, watching the huge masses of hay swept along on its irresistible course. At length a goose hove in sight, struggling sometimes for the land and at others sailing majestically along with the torrent, and as it drew near, a black spot was observed upon its snowy plumage, which the spectators were astonished to find was a living rat, and it is probable that it had been borne from its domicile, and observing the goose, hastened to it as a refuge. On the goose making land the rat leapt from its back and scampered away.

Colorado has 800 miles of first-class irrigating canals, 3,500 miles of secondary canals, and 40,000 miles of smaller ditches, which have cost in the aggregate about \$11,000,000, and will irrigate 2,200,000 acres. The largest canal is taken from Rio del Norte. It is ninety-eight feet wide at the top and sixty-five feet on the bottom, with a carrying capacity of 207,000,000 cubic feet per diem. The main line is fifty miles long and it is designed to irrigate 200,000 acres. It was constructed in four months by 5,000 men and 1,200 teams.

A French entomologist has described the bird-spider of tropical America, the largest of the several hundred known species of spiders, as a formidable creature having a body 4 1/2 inches long, or a diameter of seven inches with the legs extended. Its nest, in the centre of which its 1,500 or 2,000 eggs are deposited, is so strengthened as to be capable of arresting a small bird, and the spider is sufficiently powerful to destroy not only young birds and adult humming birds, but large lizards and reptiles.

CLEANLINESS OF PIGS.

We apprehend that few persons would have their appetites greatly sharpened for pork steak by seeing an over-fat hog struggling to swim through some of the liquid manure tanks, called hog pens, we have seen under barn stables. We do not feel like defending or apologizing for the existence of such homes of the pig, nor are these one whit worse than thousands of open pens in villages where the pig is put into a ten foot space open to all the rains that fall, and never cleaned till the hog is killed. It is because of the too general neglect in these matters that the well-to-do classes are getting out of the way of using pork upon their tables, except to a very limited extent. Pork is one of the least popular meats sold in our markets, and yet it may be so grown as to be one of the best as well as one of the cheapest. It does not spoil a pig to get his feet dirty, any more than it spoils an ox to get his feet dirty. Absolute cleanliness is hardly a possible condition in this world of dirt and dust; but there is a wide difference between a very filthy, unwholesome hog pen and one that is but slightly offensive; and if we wish to secure good paying customers for our pork, we will find it profitable to keep our pigs in reasonably clean quarters.—Live Stock Record.

—A little bag of mustard laid on the top of the pickle jar will prevent the vinegar from becoming mouldy, if the pickles have been put up in vinegar that has not been boiled.

The Twin-City Music House! LIBERTY STREET, WINSTON, N. C.

WILL PROMPTLY FILL ALL ORDERS for the Chickering, Mathushek, Mason and Hamlin, Arion and Bent Pianos; the Mason and Hamlin, Packard, and Bay State Organs, from the Ludden & Bates' Southern Music House—and has in stock all kinds of small Musical Instruments, Musical Merchandise, etc. Will also keep the Latest Sheet Music and Music Books. Tuning and repairing thoroughly done. Old instruments taken in exchange for new ones.

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THE NORTH CAROLINA Home Insurance Company, OF RALEIGH, N. C., INSURES AGAINST LOSS BY FIRE.

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15-1y.

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CAROLINA CENTRAL RAILROAD COMPANY,

OFFICE OF SUPERINTENDENT, Wilmington, N. C., Sept. 27, 1885.

CHANGE OF SCHEDULE.

ON AND AFTER THIS DATE, THE FOLLOWING schedule will be operated on this Railroad:

PASSENGER, MAIL AND EXPRESS TRAINS: DAILY EXCEPT SUNDAYS.

(Leave Wilmington at.....7:00 P. M. No. 1. Leave Raleigh at.....7:35 P. M. (Arrive at Charlotte at.....7:30 A. M.)

(Leave Charlotte at.....8:15 P. M. No. 2. Arrive at Raleigh at.....9:00 A. M. (Arrive at Wilmington at.....8:25 A. M.)

LOCAL FREIGHT—Passenger Car Attached. Leave Charlotte at.....7:40 A. M. Arrive at Laurinburg at.....5:45 P. M.

Leave Laurinburg at.....6:15 A. M. Arrive at Charlotte at.....4:40 P. M.

Leave Wilmington at.....6:45 A. M. Arrive at Laurinburg at.....5:00 P. M.

Leave Laurinburg at.....5:30 A. M. Arrive at Wilmington at.....5:40 P. M.

Local Freight between Wilmington and Laurinburg Tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Laurinburg on Tuesdays, Thursdays and Saturdays.

Passenger Trains stop at regular stations only, and Points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily except Sundays.

No. 3. Leave Charlotte at.....8:15 A. M. No. 4. Arrive at Shelby at.....12:15 P. M.

No. 4. Leave Shelby at.....1:40 A. M. No. 4. Arrive at Charlotte at.....5:40 P. M.

Trains No. 1 and 2 make close connection at Hamlet with R. & A. Trains to and from Raleigh.

Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte. Take Train No. 1 for Statesville, Stations on Western N. C. R. R., Asheville and points West.

Also, for Spartanburg, Greenville, Athens, Atlanta and all points Southwest. L. C. JONES, Superintendent. W. F. CLARK, Gen'l Passenger Agent.

Cape Fear & Yadkin Valley Railway Co.

Condensed Time Table No. 13.

TRAIN NORTH.

Table with columns: Station, Arrive, Leave. Rows: Bennettsville, Shoe Heel, Fayetteville, Sanford, Ore Hill, Libe-ty, Greensboro.

Dinner at Fayetteville.

TRAIN SOUTH.

Table with columns: Station, Arrive, Leave. Rows: Greensboro, Liberty, Ore Hill, Sanford, Fayetteville, Shoe Heel, Bennettsville.

Dinner at Sanford.

Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2:30 p. m., arriving at Shoe Heel at 4:30 p. m., and at Fayetteville at 8 p. m.

Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 8:30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m.

Freight and Passenger Train North leaves Fayetteville daily at 8 a. m., (connecting at Sanford with Freight and Passenger Trains to Raleigh), leaving Sanford at 11:30 a. m., and arriving at Greensboro at 5:40 p. m.

Leaves Greensboro daily at 5 a. m.; leaves Sanford at 11:35 a. m. and arrives at Fayetteville at 2:30 p. m.

JOHN M. ROSE, General Passenger Agent

W. M. S. DUNN, Gen. Superintendent