THE PROGRESSIVE FARMER, APRIL 21, 1887.

flashes of

"What power will the pronexercise in the coming political ists paign?" asks an exchange. Well, it is button by "a human boy in one of the public are true to their principles, it will schools in a Northern State. The water power.—Norristown Herald.

Smith-"I saw you carrying home a couple of nice-looking watermelons last night, Brown. How much did they cost you?" Brown—"I don't know yet. The doctor is up at the house now."-Life.

A young lady in San Leando dreamed the other evening that she was riding and that the horse was running away. She jumped and fell from the bed to the floor, dislocating ber shoulder. Thrown from a nightmare, as it were.

A clerk is in his dotage-a doctor in his pillage—a thief in his cribbage—a butcher in his sausage—a sailor in his stowage-a salesman in his storage-a professional pedestrian in his mileage—a letter-carrier in his postage.

pride in the integrity of his intentions, "you'd like to have me taken for a dude, wouldn't you?"

A very loquacious lade called to consult her physician. She talked on and on with such volubility that the latter could not get in a word edgewise. Growing impatient, he at length told her to put out her tongue, which she did. He then said, "Now, please keep it there till you have heard what I have to say to you."

Pray, my good man," said a judge to an Irishman who was a witness on a trial, "what did pass between you and the prisoner?", 'Oh then, plase your lordship," said Pat, "sure I sees Phelim atop of the wall. 'Paddy,' said he, 'What?' says I. 'Here,' says he. 'Where?' says I. 'Whist!' says he. 'Hush!' says I. And that's all, plase your lordship.

A well-known Bostonian was trying a horse one day in company with the owner, a professional jockey. Having driven him a mile or two, the gentleman, who noticed that he pulled pretty hard, requiring constant watching and a steady rein, said: "Do you think that it is just the horse for a lady to drive?" "Well, sir," answered the jockey, "I must say I shouldn't want to marry the woman who could drive that horse.'

A lady in Detroit advertised for a servant, and a colored woman put in an appearance. Her first question was "Has yer got any chillun?" "No, I have no children. Why do you ask?" "Bekase, if you hant got no chillun, I haint gwineter stay wid yer." "What have children to do with your work?" "I don't wanter stay in no house whar dar's no chillun, bekase den, wheneber any dishes am broke, it am always laid on de servant and tucken outen her wages."

THE KIND OF PAPERS THE FARMERS NEED.

There never was a time when the farmer was so much in need of the help and representation of independent and fearless agricultural journals as to-day. Not only does he need to be kept informed of the various improvements that are constantly being made in the farmer's handicraft—the introduction of improved varieties of plants or animals, of new machinery and new methods of culture and management-but the effect of State and National legislation upon the interests of agriculture has become so great that the farmer who would do his duty by himself, his family and his brother farmers, must keep a careful watch on the politics of the day. But the farmer makes a very serious mistake who expects to keep himself posted by taking a single political journal, and especially one of the weeklies which nearly all political journals now publish for the special benefit of their rural subscribers, made up, as they generally are, of matter "set over" from the daily. edition, with the addition of a few columns of so-called "agricultural" matter, clipped by a city clerk from agricultural exchanges. The fact is that a very large portion of the political press is so bound by partisan alliances that the truth is quite a secondary consideration, in its utterances, to the supposed necessities of political intrigue, and when a question of agricultural interest comes to have enough importance to have any political significance, it is either at once tabooed or so manipulated that the truth is hidden or distorted. The fact that times are hard on the farm is but an additional evidence that the farmer needs the help of those journals that can and will speak out in his interest, untrammeled by political alliances of any sort; and the value of such help has been abundantly demonstrated during recent years .- Farm and Fireside.

The fruit crop has been injured by the late cold weather, but not entirely

A BOY'S COMPOSITION UPON GIRLS.

scher who copied it vouches for its

vineness: fiedrls are very stuckup and digni-They heir manner and behavior. thing and more of dress than anyrags. The to play with dolls and a far distance if they see a cow in They stay at he are afraid of guns. to church every Sdl the time and go ways sick. They av. They are al-and making fun of lways funny say how dirty. The hands and marbles. I pity them, pur't play. They make fun of boys and mings. round and love them. I don't turn Leave Belew's Creek . they ever killed Theat or anythe Arrive Greensboro ... They look out every nite and say, "O Arrive Sanford..... "Why, Johnny," exclaimed mamma, and the moon lovely!" Thir is one leave samford.

"aren't you ashamed of yourself, going about with such a dirty face?" "No. I always now their lessons bettern ain't, replied Johnny, with conscious pride in the integrity of his intentions.

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CONDENSED SCHEDULE No. 21. 1988 Taking effect 6 A. M., Monday, April 18th, 1887.

TRAINS MOVING NORTH.

Arrival and Departure of Trains.	Passenger and	Passenger.
Leave Bennettsville Arrive Maxton Leave Maxton Arrive Faretteville Leave Faretteville Leave Faretteville Arrive Sanford Leave Sanford Arrive Greensboro Leave Greensboro Arrive Belew's Creek.	8.45 A. M. 10.09 10.15 12.05 P.J.M. 12.20 2.25 2.45 I.H. 6.15 10.15 A. M. 12.50 P. M.	1.80 P. M. 8.85 4.10 " 7.50 " 10.00 A. M. 2.46 P. M. 8.80 "

TRAINS MOVING SOUTH. Arrival and Departure Passenger and Freight and, of Trains. of Trains. 1.50 P. M. 4.30 10.00 A. M. 1.30 P. M. 4.55 4.10 er and Mail-Dinner at Sanford.

FACTORY BE CH.-FREIGHT AND PAS-TAT ATEN TRAIN MOVING NORTH. Leave Milboro.... 7.45 Leave Greensboro 7.00 Arrive Milboro... 7.60

Freight and Passenger Train runs between Fayetteville and Bennetteville on Mondays, Wednesdays and Fridays.

Freight and Passenger Train runs between Fayetteville and Greensbro Tuesdays, Thursdays and Saturdays, and between Greensboro and Fayetteville

Mondays, Wednesday and Fridays.

Passenger and Mail Frain runs daily except Sun-The north bound Passenger and Mail Train makes close connection at Nexton with Carolina Central Trains on Factory Iranch run daily except Sun-lay. W. E. KYLE, General Passenger Agent.

J. W. FRY, General Superintendent.

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OFFICE OF SUPERINTENDENT, | Wilmington, N. C., Sept. 27, 1885. CHANGE OF SCHEDULE.

ON AND AFTER THIS DATE THE FOLLOW-lowing schedule vill be operated on this rail-PASSENGER, MAILTAND EXPRESS TRAIN: DAILY EXCEPT STNDAYS.

No. 1. Leave Wilmington at	7.00 P. M 7.85 P. M 7.80 A. M
No. 2. Leave Charlotte at	8.15 P. M
LOCAL FREIGHT PASSENGER	
TACHED.	La " ;
Leave Charlotte at	7.40 A. M. 5.45 P. M.

Leave Laurinburg at Arrive at Charlotte at: M 4.40 P. M. Leave Wilmington at. 5.00 P. M. 5.30 A. M.

Local Freight between Wilmington and Laurin-burg 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, EX-PRESS AND FREIGHT.

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