

ground, by boldly declaring that he wanted no legislation on the A. & N. C. R. To make this road a success and to aid in building up the ports of New Bern and Morehead City it is absolutely necessary to have this connection with the C. F. & Y. V. R. As simply a local road with no through connection beyond Goldsboro it cannot more than pay running expenses and interest on its debt and the reason it cannot is given by Mr. BRYAN in these words:

The geographical position of the Associated Railways naturally makes their interests different, and in many cases opposed to each other. It is this exactly which our people have known for years, hence their earnest desire to extend their road and make it a part of the C. F. & Y. V. R. system. The A. & N. C. R. extended to Sanford or Fayetteville with a mortgage debt of a million of dollars would be of infinitely more value than it is now with a debt of three hundred and twenty-five thousand dollars.

We wish simply to let the Governor know, as far as we can, the real sentiments of the people in this section touching this rail road property, and to speak candidly to the fact that the people are disappointed, terribly disappointed, and when we say the people do not mean those who have been disappointed in getting a position on the road but people whose business interests have suffered on account of the loss of this feeder to the A. & N. C. R. and the failure to extend it. There is yet time for the Governor to redeem himself with our people if he will bend his efforts towards extending the A. & N. C. R. and making it a part of the C. F. & Y. V. R. Why not make this connection with this distinctive N. C. road and put it in a position to bid for the N. C. Railroad when the R. & D. lease expires? If the Governor will make an effort to do this the people of this section will be as enthusiastic for him as they were in the campaign of 1884. Is he free to make the effort? Or is he bound hand and foot by the Associated Rail-

road? **Live Stock in July.** Horses at hard work and special treatment. They cannot do hard work on grass alone, and should have a proportion of oats. An occasional washing, in addition to the regular grooming, will help keep the coat in good order. Use a cotch sheet to keep off flies. Water frequently and they will not drain to excess. Clean and sweet stables promote the health of the animals. Cows often suffer from excessive heat while at pasture. Every pasture should make shade. If there are no trees, make a shelter, a net or a canvas roof that will keep off the sun. A cow is a sun-struck animal in full flow, the amount of milk is greatly diminished, if not stopped entirely. A cow is not restored until she has been cooled. Sheep should have access to water, and be provided with shade; give salt frequently. Young pigs require little but a little care, and are rarely lost. Poultry should be tended for early market should have extra feed. Hens set after this month rarely succeed with their brood. The poultry house needs special attention. Keep it clear of vermin. White wash the sides and floor, applying kerosene to the roosts, and provide dust boxes. Feed turkeys daily with a mixture of corn and wheat regularly at night.—American Agriculturist.

**Whatver improvements** have been put upon the road during the last two years is due to the energy, business tact and foresight of the President and his board of directors and not to any extraordinary efforts of Gov. SCALES. The Governor may have the interest of the road at heart and is doubtless anxious to see it succeed during his administration, but the people of this section construe his acts, and we think justly, so as hostile to their interest. In the first place his appointment of men as directors and proxy from a distance is offensive to many of the best people of this section. They take it as a thrust by the Governor at their integrity and business capacity, to assume that there are not plenty of men along the line of the road, identified with its interest and familiar with its workings, to all these things.

But these appointments are not the great cause of complaint against the Governor by the people of this section. In order that our readers may thoroughly understand the real complaint we have against the Governor in this matter it is necessary to make a little comparison of the earnings of the A. & N. C. R. under different circumstances and by different men. With all of President BRYAN'S energy, business tact, rigid economy and close attention to the affairs of the road its gross earnings for the fiscal year ending May 31st, 1887 were about \$13,000 less than the gross earnings for the fiscal year ending May 31st 1885. Why this falling off? Why it is plain enough. Through the stupidity—no, we will not call it stupidity—but lack of interest in the welfare of the people of this section on the part of the Governor, an important feeder to the road was allowed to be purchased by a corporation whose interest is antagonistic to that of the A. & N. C. R. Our people knowing the importance of this feeder and the farther importance of extending the A. & N. C. R. to some point on the C. F. & Y. V. R. formulated a plan to carry out the scheme. It required legislation, and out of respect for the Governor the measure was submitted to him. He seized it by the throat and dashed it to

the ground, by boldly declaring that he wanted no legislation on the A. & N. C. R. To make this road a success and to aid in building up the ports of New Bern and Morehead City it is absolutely necessary to have this connection with the C. F. & Y. V. R. As simply a local road with no through connection beyond Goldsboro it cannot more than pay running expenses and interest on its debt and the reason it cannot is given by Mr. BRYAN in these words:

The geographical position of the Associated Railways naturally makes their interests different, and in many cases opposed to each other. It is this exactly which our people have known for years, hence their earnest desire to extend their road and make it a part of the C. F. & Y. V. R. system. The A. & N. C. R. extended to Sanford or Fayetteville with a mortgage debt of a million of dollars would be of infinitely more value than it is now with a debt of three hundred and twenty-five thousand dollars.

We wish simply to let the Governor know, as far as we can, the real sentiments of the people in this section touching this rail road property, and to speak candidly to the fact that the people are disappointed, terribly disappointed, and when we say the people do not mean those who have been disappointed in getting a position on the road but people whose business interests have suffered on account of the loss of this feeder to the A. & N. C. R. and the failure to extend it. There is yet time for the Governor to redeem himself with our people if he will bend his efforts towards extending the A. & N. C. R. and making it a part of the C. F. & Y. V. R. Why not make this connection with this distinctive N. C. road and put it in a position to bid for the N. C. Railroad when the R. & D. lease expires? If the Governor will make an effort to do this the people of this section will be as enthusiastic for him as they were in the campaign of 1884. Is he free to make the effort? Or is he bound hand and foot by the Associated Rail-

road? **Live Stock in July.** Horses at hard work and special treatment. They cannot do hard work on grass alone, and should have a proportion of oats. An occasional washing, in addition to the regular grooming, will help keep the coat in good order. Use a cotch sheet to keep off flies. Water frequently and they will not drain to excess. Clean and sweet stables promote the health of the animals. Cows often suffer from excessive heat while at pasture. Every pasture should make shade. If there are no trees, make a shelter, a net or a canvas roof that will keep off the sun. A cow is a sun-struck animal in full flow, the amount of milk is greatly diminished, if not stopped entirely. A cow is not restored until she has been cooled. Sheep should have access to water, and be provided with shade; give salt frequently. Young pigs require little but a little care, and are rarely lost. Poultry should be tended for early market should have extra feed. Hens set after this month rarely succeed with their brood. The poultry house needs special attention. Keep it clear of vermin. White wash the sides and floor, applying kerosene to the roosts, and provide dust boxes. Feed turkeys daily with a mixture of corn and wheat regularly at night.—American Agriculturist.

**Whatver improvements** have been put upon the road during the last two years is due to the energy, business tact and foresight of the President and his board of directors and not to any extraordinary efforts of Gov. SCALES. The Governor may have the interest of the road at heart and is doubtless anxious to see it succeed during his administration, but the people of this section construe his acts, and we think justly, so as hostile to their interest. In the first place his appointment of men as directors and proxy from a distance is offensive to many of the best people of this section. They take it as a thrust by the Governor at their integrity and business capacity, to assume that there are not plenty of men along the line of the road, identified with its interest and familiar with its workings, to all these things.

But these appointments are not the great cause of complaint against the Governor by the people of this section. In order that our readers may thoroughly understand the real complaint we have against the Governor in this matter it is necessary to make a little comparison of the earnings of the A. & N. C. R. under different circumstances and by different men. With all of President BRYAN'S energy, business tact, rigid economy and close attention to the affairs of the road its gross earnings for the fiscal year ending May 31st, 1887 were about \$13,000 less than the gross earnings for the fiscal year ending May 31st 1885. Why this falling off? Why it is plain enough. Through the stupidity—no, we will not call it stupidity—but lack of interest in the welfare of the people of this section on the part of the Governor, an important feeder to the road was allowed to be purchased by a corporation whose interest is antagonistic to that of the A. & N. C. R. Our people knowing the importance of this feeder and the farther importance of extending the A. & N. C. R. to some point on the C. F. & Y. V. R. formulated a plan to carry out the scheme. It required legislation, and out of respect for the Governor the measure was submitted to him. He seized it by the throat and dashed it to

the ground, by boldly declaring that he wanted no legislation on the A. & N. C. R. To make this road a success and to aid in building up the ports of New Bern and Morehead City it is absolutely necessary to have this connection with the C. F. & Y. V. R. As simply a local road with no through connection beyond Goldsboro it cannot more than pay running expenses and interest on its debt and the reason it cannot is given by Mr. BRYAN in these words:

The geographical position of the Associated Railways naturally makes their interests different, and in many cases opposed to each other. It is this exactly which our people have known for years, hence their earnest desire to extend their road and make it a part of the C. F. & Y. V. R. system. The A. & N. C. R. extended to Sanford or Fayetteville with a mortgage debt of a million of dollars would be of infinitely more value than it is now with a debt of three hundred and twenty-five thousand dollars.

We wish simply to let the Governor know, as far as we can, the real sentiments of the people in this section touching this rail road property, and to speak candidly to the fact that the people are disappointed, terribly disappointed, and when we say the people do not mean those who have been disappointed in getting a position on the road but people whose business interests have suffered on account of the loss of this feeder to the A. & N. C. R. and the failure to extend it. There is yet time for the Governor to redeem himself with our people if he will bend his efforts towards extending the A. & N. C. R. and making it a part of the C. F. & Y. V. R. Why not make this connection with this distinctive N. C. road and put it in a position to bid for the N. C. Railroad when the R. & D. lease expires? If the Governor will make an effort to do this the people of this section will be as enthusiastic for him as they were in the campaign of 1884. Is he free to make the effort? Or is he bound hand and foot by the Associated Rail-

road? **Live Stock in July.** Horses at hard work and special treatment. They cannot do hard work on grass alone, and should have a proportion of oats. An occasional washing, in addition to the regular grooming, will help keep the coat in good order. Use a cotch sheet to keep off flies. Water frequently and they will not drain to excess. Clean and sweet stables promote the health of the animals. Cows often suffer from excessive heat while at pasture. Every pasture should make shade. If there are no trees, make a shelter, a net or a canvas roof that will keep off the sun. A cow is a sun-struck animal in full flow, the amount of milk is greatly diminished, if not stopped entirely. A cow is not restored until she has been cooled. Sheep should have access to water, and be provided with shade; give salt frequently. Young pigs require little but a little care, and are rarely lost. Poultry should be tended for early market should have extra feed. Hens set after this month rarely succeed with their brood. The poultry house needs special attention. Keep it clear of vermin. White wash the sides and floor, applying kerosene to the roosts, and provide dust boxes. Feed turkeys daily with a mixture of corn and wheat regularly at night.—American Agriculturist.

**Whatver improvements** have been put upon the road during the last two years is due to the energy, business tact and foresight of the President and his board of directors and not to any extraordinary efforts of Gov. SCALES. The Governor may have the interest of the road at heart and is doubtless anxious to see it succeed during his administration, but the people of this section construe his acts, and we think justly, so as hostile to their interest. In the first place his appointment of men as directors and proxy from a distance is offensive to many of the best people of this section. They take it as a thrust by the Governor at their integrity and business capacity, to assume that there are not plenty of men along the line of the road, identified with its interest and familiar with its workings, to all these things.

FROM THE MOUNTAINS. The nobility of the world of art has sometimes to complain of rather exacting treatment from the royalty crowned with gold that appears only too ready to believe that poets and musicians exist only for their entertainment, and when such artists venture to assert the contrary, the world of aristocracy opens wide its eyes in horror. One day at a concert, Strauss took his orchestra to a tour in Russia, and when the musician's quaint experiences in that country, one day he received the emperor's command to attend her, with his band, at the park of her summer resort. Upon his arrival there, he was informed by the chamberlain on duty that he would be obliged to rehearse his entire programme publicly in the park three times, before being allowed to play to the emperor.

Such are her majesty's orders," was the reply, and he had nothing to do but obey. His astonishment waxed to greater, however, when he observed that the emperor's band consisted of the empty carriage was drawn slowly backward and forward by the horses, in front of the stand where his orchestra was playing. The meaning of this strange proceeding became apparent. Owing to an attack of gout, the emperor was obliged to recline in the carriage, with his feet resting on a table. The concert, and rehearsals had been necessary in order to accustom the sounds produced by a full band. At the end of the concert, an excellent orchestra, under the command of Strauss to follow him to his own room, and there placed him before a piano, saying, "Now be good enough to play me all the newest pieces of music you know." Although greatly fatigued, Strauss complied; but after he had played continuously for over an hour, he came to a stop, observing, "I presume I am not at all tired," coolly replied his excellency.

"But I am," said Strauss, rising from the instrument. "That is very remarkable," it is said that he came very near being sent to Siberia for "disrespectful behaviour, unprecedented in a person of his condition."—Youth's Companion.

**The Men Who Enlist.** The series of articles by Lieutenant Hamilton organizations among the boys having met with such universal favor, we think our readers would be interested in a few extracts from a late article in the New York World concerning enlistment in the regular United States army. The article, it seems, four recruiting stations in this city, and the bulk of those that enlist are English, Irish and German. Very few Americans offer their services.

However, one day a country boy from back of Peekskill came in and wanted to go for a soldier. They told him he would get only thirteen dollars a month, his clothes would be taken care of, but he was satisfied. They told him he would not be allowed to marry. Very well; he didn't care. They told him that he would be practically a soldier for the rest of his life, and he was willing. And so enlisted.

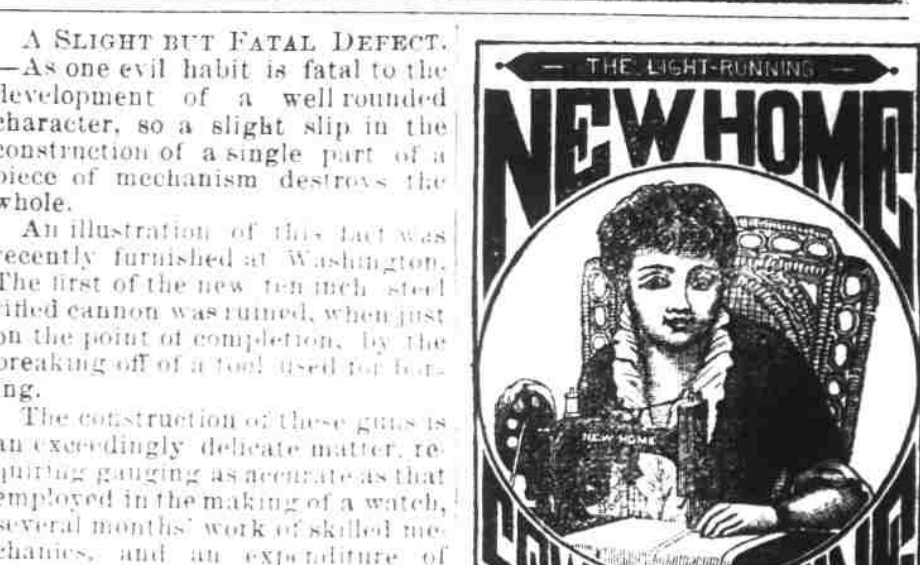
The early spring always sees an increase of enlistments. Laborers, mechanics and poor fellows out of work are attracted to the army. The latter class, they have been trying hard all winter to get regular employment, and finally, disgusted with their success, they turn to the army as a last resort. So, too, the late emigrant, unable to find the roasted fowls he has heard of lying about the streets, turns to the government and the army for support.

Nearly all barracks have fair libraries, and the willing soldier can always get a rudimentary education from camp school. As a soldier as a recruit goes a soldier is perhaps better off than the average laborer, though he cannot choose his work or have a home of his own. He must herd with other recruits.

But once a soldier always a soldier. Having served for five years the discharged man nearly always re-enlists. He is unfit for anything else.—Golden Argosy.

**W. L. DOUGLAS'S \$3 SHOE.** The only \$3 SEAMLESS shoe in the world. Finest calf, perfect fit, and best made. All styles toe, as well as wide, extra, and narrow. Price \$3.00. Best made. All styles toe, as well as wide, extra, and narrow. Price \$3.00.

**Walter D. Moses & Co. PIANOS ORGANS!** Pianos and Organs on easy monthly plan at factory prices. Old Instruments taken in exchange, bought, rented and repaired.



**NEWHOME SEWING MACHINE**  
PERFECT IN EVERY PARTICULAR  
NEVER OUT OF ORDER  
NEWHOME SEWING MACHINE, COLORADO MASS. CHICAGO - 30 UNION SQUARE - DALLAS - 200 COMMERCE STREET - SAN ANTONIO - 306 SOUTH MAIN STREET  
First-Class Buggies  
MADE AND KEPT CONSTANTLY ON HAND AT  
C. T. RANDOLPH'S  
CARRIAGE FACTORY,  
BROAD ST., NEW BERNE, N. C.

**NOTICE!**  
To the Tax-Payers of Craven County:  
ORLANDO HUBBS, Clerk.  
Not to be taken to court by the Board of Commissioners of Craven County will meet at the Court House in Newbern, on Monday, June 13th, 1887, at 10 A. M. for the purpose of revising the Tax Lists and valuation of the property owned in Craven County. The Assessors of the several Townships of the county and to hear any and all complaints that may be made relative to the valuation of property.

**Hotel Albert,**  
MIDDLE STREET, NEW BERNE, N. C.  
W. H. STEVENSON, Proprietor,  
Offers special inducements to commercial travellers of superior excellence. Facilities and baggage wagon at all trains.

**W. P. BURRUS & CO.,**  
GRAIN & COTTON  
COMMISSION MERCHANTS,  
NEW BERNE, N. C.  
A Great Bargain.  
327 ACRES.  
Will be sold at a Great Sacrifice.  
A valuable plantation situated on the left bank of the New Bern River, three miles from New Bern, N. C., contains 327 acres, with a large body of water, and a beautiful view. The tract is well improved, and is situated in one of the best sections of the State. It is a fine place for a plantation, and is well adapted for a large family. The price is \$10,000, and the terms are liberal. For particulars, apply to W. P. Burrus & Co., New Bern, N. C.

**W. L. DOUGLAS'S \$3 SHOE.** The only \$3 SEAMLESS shoe in the world. Finest calf, perfect fit, and best made. All styles toe, as well as wide, extra, and narrow. Price \$3.00. Best made. All styles toe, as well as wide, extra, and narrow. Price \$3.00.

**Greenboro Female College,**  
GREENBORO, N. C.  
The Twenty-Fifth Session of this well-known and popular school will begin on the TWENTY-FOURTH OF JULY, 1887. The Faculty are composed of the ablest and most experienced teachers, and the course of study is liberal and thorough. Special advantages offered in the Department of Music, Latin, Greek, and French. Tuition moderate. For particulars, apply to the President, Mr. J. M. Hines, Greenboro, N. C.

**FOR BARGAINS IN Furniture,**  
CALL AT THE  
New Bern Furniture Store,  
WEST SIDE MIDDLE STREET,  
Where it can be found in great variety. Furniture not in stock will be ordered at a small per cent above cost. A liberal share of public patronage solicited.  
J. M. HINES, Manager.

**DR. J. D. CLARK DENTIST,**  
NEW BERNE, N. C.  
Office on Market Street, between Pollock and Broad.

**Green, Foy & Co.,**  
BANKERS AND  
Commission Merchants,  
SOUTH FRONT STREET,  
NEW BERNE, N. C.

**Walter D. Moses & Co.**  
PIANOS ORGANS!  
Pianos and Organs on easy monthly plan at factory prices. Old Instruments taken in exchange, bought, rented and repaired.