

LET US DO YOUR PRINTING

In recent months we have installed thousands of dollars worth of new machinery, putting us in better shape than ever before for filling your orders.

We are now prepared not only to do high class work, but do it quickly and in large quantities.

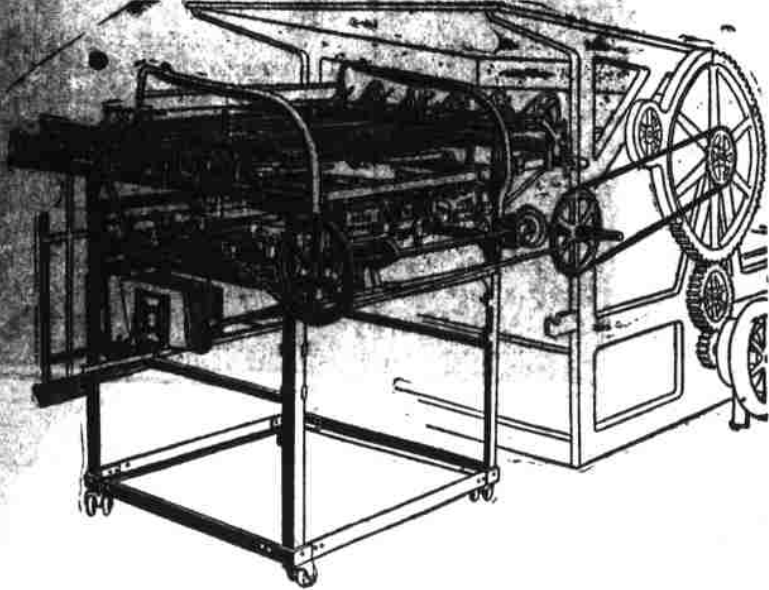


These two illustrations show the Lanston Monotype Machine, the same being composed of a keyboard and caster. The Monotype casting machine is a complete automatic type foundry, producing type, borders and spacing material of any size at a speed that makes it cheaper to cast new than to distribute. It will turn a pound of metal into type of the highest quality in less than two minutes. With this machine we are especially well prepared to provide a variety of type for our patrons.



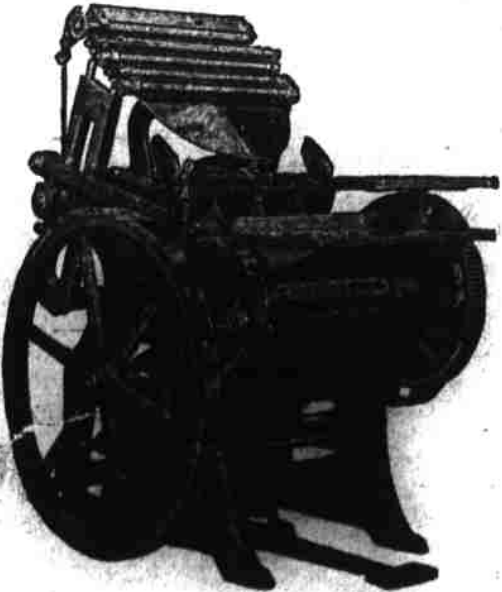
Omaha Folder.

This is one of the latest makes of folder. It is attached to the press and is a labor saver as most folders are detached and require an extra man to operate them.



New Series Chandler & Price Job Press

The cut below also shows a brand new machine—the largest job press we could buy. It will print a small size newspaper.



Another new job press, but smaller size than the other one shown. It is a New Series Chandler & Price, conceded to be the best job press.

Whether you need the ordinary lines of commercial printing or have a newspaper or magazine you want printed, it will be to your interest to see us before placing your order.

THE PRICES WILL BE MADE AS LOW AS POSSIBLE CO WITH THE QUALITY OF WORK

E. J. LAND PRINTING COMPANY

Printers and Publishers

45 POLLOCK STREET

NEW BERN, N. C.

BALLYBUNION'S MONORAIL.

One of the Quietest Railroads in the World is in Ireland. Where the broad mouth of the river Shannon unglues its waters with the deeper hue of the ocean, where the stern coast thrusts its eager promontories toward America, the land of dreams, stands Ballybunion, picturesque town of 300 Irish men and women. About a mile and a half farther north stands Belmore, and between these two small towns extends one of the world's quietest railroads—the Ballybunion monorail.

On its single track, raised on a trestle, and in its curious cars passengers and freight are carried from Ballybunion and Belmore and back again in the remarkable time of five minutes. The monorail on which its strange locomotive and trains run is perhaps two feet high, while the distance between the lower rails, which serve to maintain the equilibrium of the rolling stock, is a little more than a foot.

Most remarkable of its equipment is the locomotive, with its queer elliptical boiler and firebox. It has one cylinder on each side, the rods of which are inside connected to the drivers. The interior of a passenger car is divided into two longitudinal compartments, which are entered by separate doors. The guard stands on either side, according to the balancing needs of the moment. Freight and stock cars are similarly divided.

To enable pedestrians and wagons to cross the tracks of the Ballybunion railroad small lift bridges are constructed at the various roads and remain in a lowered position for the accommodation of traffic. When it is necessary for a train to pass such a point the crossing damman raises the bridge as is shown in the illustration, thus permitting the train to proceed.

The Ballybunion hauls considerable freight for so short a road. The surrounding country has many famous caves, which yield quite a large quantity of stone and some mineral wealth.—Railroad Man's Magazine.

PRONOUNCING CHINESE.

Variations in the Tone Mean Entirely Different Words.

At the University of London recently a lecture was given by Dr. Jones on the pronunciation of Chinese, and in the course of his remarks the speaker explained that the difficulties of learning the pronunciation of Chinese, though real enough, have been rather exaggerated by those who have written on that subject. When treated phonetically the language becomes not much more difficult to learn than German or French.

The chief thing to remember is that the study of Chinese is a matter of singing rather than talking, Dr. Jones said. In English the variations in tone as we talk mean variations in expression. In Chinese variations in tone mean totally different words.

A little of the Chinese method is present, even in our own language, and the lecturer pointed out that the simple word "yes" may be so varied in tone as to mean "It is the case," "Of course it is the case," "It is really so" and "It may be so, but I'm not quite sure."

The student who wishes to learn good Chinese must familiarize himself perfectly with at least six tones. There is a seventh, but that may be more or less left out of account. According to the tone in which they are pronounced there are words in Cantonese which have six separate and distinct meanings. The Chinese word "fan," for instance, may be so pronounced, or rather sung, as to mean six different words and such widely different ones as sleep, powder and courageous.—Springfield Republican.

London's Mighty Roar.

James Russell Lowell was never so happy as during his tenure of the American legation. "I do like London," he writes to Charles Elliot Norton soon after his appointment. "It gives a fillip to my blood, now growing more sluggish than it used to be. I love to stand in the middle of Hyde park and forget myself in that dull roar of ever circulating life which bears a burden to the song of the thrush I am listening to. It is far more impressive than Niagara, which has nothing else to do and can't help itself. In this vast torrent all the drops are men."—London Chronicle.

What He Wanted It For.

"I wish I had money enough to get married," he remarked. She looked down and blushed. "And what would you do?" she asked, looking very hard at a little design on the carpet. "I would spend it traveling," he replied. And the thermometer fell 10 degrees.—Lippincott's.

Sarcasm.

"I don't like to invite Mrs. Parrens to my bridge party, and get she's a sure loser and good pay." "I don't think you are going to get her money without her company," said her sarcastic husband. "What do you expect her to do—frame your invitation and mail you a check?"—Louisville Courier-Journal.

Napoleon Lost Something Too.

Host—That is the sword of my great uncle. He lost his arm at Waterloo. Guest—Yes, it's a terrible place for losing things. I lost a bag there only last week!—London Opinion.

Genuine Regret.

Wife (grouchy)—I'm so sorry, dear, that your staying home and taking care of baby cut you out of seeing me march at the head of the suffrage parade.—Life.

LAYMEN'S MISSIONARY MOVEMENT.

M. E. CHURCH SOUTH, Waynesville, N. C. Low Round Trip Fares Via SOUTHERN RAILWAY.

Tickets will be on sale on June 23 to 28 inclusive. Final return limit to reach original starting point by midnight July 15, 1913.

Round trip fares from principal points as follows: Raleigh \$9.20, Goldsboro \$10.65, Selma \$9.65, Durham \$8.45, Burlington \$7.40.

Rates in same proportion from all other points.

For detailed information schedules, Pullman accommodations, etc., ask your agent or communicate with J. O. JONES, Traveling Passenger Agent, Raleigh, N. C.

DOVER AND SOUTHBOUND RAILROAD.

Traffic Department. SCHEDULE OF TRAINS CARRYING PASSENGERS.

Effective Sunday March 30, 1913

South Bound Trains		North Bound Trains	
7	5	6	8
STATIONS			
P.M.	P.M.	A.M.	A.
P.M.	P.M.	A.M.	A.M.
Lv.	Ar.	Lv.	Ar.
4:25	4:25	Dover	7:55
4:40	4:42	Foya	7:38
4:44	4:46	Taylor's	7:34
4:53	4:57	Phillips	7:23
5:02	5:08	Wimsatt	7:12
5:22	5:29	Comfort	6:51
5:40	5:50	Petersburg	6:30
5:45	5:55	Richlands	6:25
		Ar.	Lv.

Trains Run Daily except Sunday. *Trains Run Sunday Only. N. S. RICHARDSON, Traffic Manager. D. W. RICHARDSON, General Manager.

SUNDAY AND WEEK END EXCURSION RATES, NEW BERN TO WILMINGTON.

Via Atlantic Coast Line Railroad Co. \$1.25 Tickets sold each Sunday, limited to date of sale. \$2.85 Tickets sold each Saturday and for forenoon trains Sunday, limited to reach New Bern returning prior to midnight Tuesday following date of sale.

ATLANTIC COAST LINE RAILROAD. "The Standard Railroad of the South" T. H. BENNETT, Ticket Agent.

F. C. WHITE, General Passenger Agent, Wilmington, N. C.

WEEK END AND SUNDAY EXCURSION FARES TO MOREHEAD CITY and BEAUFORT.

From	Week End	Sunday
Kinston	\$1.75	\$1.25
Dover	1.65	1.00
New Bern	1.50	1.00
Oriental	1.75	1.25
Bayboro	1.50	1.25
Farmville	3.00	1.75
Greenville	2.75	1.75
Mackees	3.25	2.25
Plymouth	3.00	2.00
Washington	2.25	1.25
Warehboro	1.50	1.25

Fares to Beaufort 20 cents higher than to Morehead City. Fares from intermediate stations in same proportion.

Week End tickets sold Friday, Saturday and Sunday morning trains good to return until midnight Tuesday.

Sunday tickets sold each Sunday until September 15th, limited to date of sale only.

"Atlantic Hotel under new management. Best fishing on Atlantic Coast." Get complete information from any ticket agent. W. W. CROXTON, G. P. A., Norfolk, Va.

WHEN BUILDING OF ANY KIND IS NEEDED

Remember to be sure to get an estimate from

Elijah Taylor Co. General Contractors PHONE No. 1

Before you award that contract elsewhere.

If you have rooms for rent or have lost or found an article, or want to buy or sell something, use the Journal want ad column on page three.

SOUTHERN RAILWAY

Premier Carrier of the South N. B.—The following schedule figures are published only as information and are not guaranteed.

TRAIN No. 21—Leaves Goldsboro 6:45 a. m. for Raleigh, Durham, Greensboro, Asheville and Waynesville. Through train to Asheville, handles chair car to Waynesville. Makes connections at Greensboro for all points North and East, and at Asheville with Carolina Special for Cincinnati, Chicago and all western points.

TRAIN No. 139—Leaves Goldsboro 5:05 p. m. for Raleigh, Durham and Greensboro. Makes direct connection at Greensboro with solid Pullman Sleeping Car, train for Washington, Baltimore, Philadelphia, New York and all Eastern and Northern points. Connects also at Greensboro with through Tourist Sleeping Car for Los Angeles and San Francisco.

TRAIN No. 111—Leaves Goldsboro 10:45 p. m. for Raleigh, Durham and Greensboro. Handles Pullman Sleeping Car Raleigh to Winston-Salem. Makes connection at Greensboro with through train for Atlanta and New Orleans, also makes connection for Asheville, Chattanooga, St. Louis, Memphis, Birmingham and all Western points.

For detailed information, also for information concerning special round trip rates account various special occasions, Pullman sleeping car reservations, ask any Southern Railway Agent or communicate with the undersigned. J. O. JONES, Traveling Passenger Agent, Raleigh, N. C.

A FEW POINTS IN FAVOR OF THE PITTSBURG VISIBLE TYPE-WRITER.

There is not the least doubt but that THE PITTSBURG VISIBLE TYPEWRITER is the best low priced machine on the market today. It is durable, attractive and light. Its simplicity is marvelous. There are no complicated parts to get out of order. It is like an open book. If something clogs, you have only to make a few turns with a screw driver, remove the part causing the trouble, clean it off, replace and go ahead. It is the only machine in the world on which the set of type and type bars can be taken apart from the machine in less than ten seconds. This feature alone is worth many dollars as a time saver. It is the only machine now on the market with which twenty legible typewritten copies can be made at one writing. The ribbon control is automatic, the color change is simple and convenient, the back spacer and tabulating key are within an inch of the operator's hands when using the machine. The type are lined in a symmetrical row in front of the operator and are easily cleaned. Strong piano steel wire control type bars and it is impossible for them to break. The machine is so constructed that the lightest touch or the vigorous pound used in heavy manifolding have the same effect on the mechanism. Call at the office of the E. J. Land Printing Company and take a look at this wonderful machine. Price \$65.00 on the easy payment plan.

MORTGAGEE'S SALE.

Pursuant to power of sale contained in a certain mortgage deed executed by Warren B. Ellis and wife A. S. Ellis to Mrs. Joseph D. Williams, dated December 2nd 1910 and recorded in Registry of Craven County in Book 101 p. 464, which was duly assigned and transferred on May 19th 1913 to W. A. Wimsatt, which said transfer is recorded in Registry of Craven County in Book p. default having been made in the payment of the indebtedness secured by said mortgage, the undersigned will sell at public auction to the highest bidder for cash on Monday the 30th day of June, 1913 at 12 o'clock noon at the Court House door in the City of New Bern, Craven County, N. C., the following described property, to-wit:

(1) Certain tract or parcel of land situate in No. 7 Township, Craven County, N. C., adjoining the lands of H. R. Bryan and bounded as follows: Lying and being situate on the south side of Trent River about two miles from the city of New Bern, beginning on said river at a point 100 feet south of the road leading from New Bern to Beaufort running thence along said river westwardly 850 feet, thence southwardly at right angle to the course of Trent River 536 feet, thence eastwardly 850 feet, thence a line parallel to the first line, thence northwardly a direct line to the beginning, containing ten and 56/100 acres. Being the same land conveyed by H. R. Bryan and others to H. H. Berry by deed recorded in Book 159, page 584.

(2) Also all buildings and machinery thereon and used in operation of the Mill, including Dry Kiln, Buggy, Shunting, Balts, pulleys and all other Machinery used therein.

This 24th day of May, 1913. W. A. WIMSATT, By T. A. WILSON, Agent.