

THE GLEANER

E. S. PARKER, Editor.

GRAHAM N. C. AUGUST 20 1879

THE NORTH CAROLINA SYSTEM.

For some weeks passed these words have frequently appeared in many newspapers of the State; and they refer to our railroads, or rather to those roads that we should be able to properly call ours. It was the dream of the early advocates of internal improvements in our State to have a trunk line from the extreme West to the East, and build up a North Carolina port, from which the produce of our State would largely be shipped. To carry out this idea the North Carolina and Atlantic and the Western North Carolina Railroads were chartered and given State aid; the North Carolina Railroad, from Salisbury to Goldsboro, becoming a long link in the great line. Somehow the expectations of the promoters of this system seem never to have been realized; Morehead City and Beaufort harbor did not become the busy sites of great commerce, as predicted, and the scheme seemed for years to have been practically abandoned, if not forgotten. However, it has been lately revived, and it is said that Gov. Jarvis is now as fully impressed with its importance, and as zealous in carrying it out, as were Gov. Morehead and his co-sponsors more than twenty years ago. To this end Gov. Jarvis appointed a new directory on the Atlantic and North Carolina Railroad, and in so doing has met criticism, whether just or unjust we are not sufficiently well informed in railroad matters to say. Wilmington thinks that her trade and interests are discriminated against, or likely to be, and there have appeared in her behalf some notably well written communications in the *Star*, over the signature of "Junius."

The new board of directors of the Atlantic and North Carolina Railroad Company have elected Col. A. B. Andrews, Superintendent. Col. Andrews has the reputation of being an efficient manager of railroads; and his qualifications for the position are hardly to be questioned. But, if the purpose is to carry out, after such long delay, the idea of a system that would carry North Carolina produce to water transportation on the North Carolina coast, when we remember Col. Andrews' other engagements, we can but feel some surprise at the selection. Col. Andrews is now, and has for some years been, the Superintendent of what was the North Carolina Railroad, in the employ of the Richmond & Danville Railroad Company, and how he can serve the interest of both roads, entirely untrammelled, may well be considered a question in the minds of ordinary mortals. Allowing however that the appointment is an entirely proper one, and that no conflict of interest between the two roads, managed by Col. Andrews, can, or does arise; and that an earnest effort is made to make Newbern and Morehead City large shipping points; there is something else needed, besides a railroad and favorable freight tariffs, and water, and a harbor, to build up commerce. Capital, energy, enterprise, business qualifications and experience are all essentials. Now, when we consider these do we not see a great obstacle in the way of the achievement of that North Carolina System which contemplates Morehead City as the place at which our fashions, from the Mountains all along the line, are to find carriage to the various markets of the world. There was a time when Newbern and Morehead City had very great advantage over Wilmington, but they failed to retain and benefit by it. This was just after the war. Newbern, and Morehead City, early in 1862 were occupied by the Yankees. The country adjacent was within their lines. Business by some of our own people and by strangers was revived. Wilmington fell late in the war, and at the surrender, her people, in common with others, were in the midst of desolation. Newbern was in far better condition to induce trade; and for awhile it seemed that she would largely command it, and did so, from those sections, at least, that were so located as to point to her as their natural outlet. At that time naval stores were very high, and their shipment was large, and for miles west of Goldsboro, consignments were to Newbern houses, and by way of Newbern. But this was of short duration. Wilmington very soon got upon her feet, and became at once the great naval store depot of the State, as well as in all other branches of commerce the great shipping point of the State. Newbern was scarcely heard of west of Goldsboro. There must have been a cause for this. Then was the time when life should have been infused into Newbern and Morehead City, and their growth and prosperity should have dated from that period, but they failed to live up to their opportunities. The superior energy, business activity and enterprise of Wilmington took the trade from Newbern and Morehead City, and while they have scarcely held their own, Wilmington has grown and prospered. We believe in discriminating in favor of our

North Carolina ports and not against them, and should like to see Newbern, and Morehead City, and Wilmington, and all our cities and towns, and all our people prosperous, but it does seem to us that Wilmington affords us about our only hope of realizing a North Carolina System, that will ship any considerable portload of North Carolina produce from a North Carolina port.

HIGH SCANDAL.

At the home of ex-Governor, and ex-United States Senator Sprague, at Narragansett Pier, in Rhode Island, there was a little more than a week ago quite a scene, in which were mixed up Mr. Sprague himself, Senator Roscoe Conkling, of New York, and Mrs. Sprague, with occasional glimpses of a German teacher named Linck, but this last person is so vaguely seen as to give rise to doubt whether he was really there in person, or whether his presence is the creation of an excited vision. The first account of the affair only presented Mr. Sprague and the German teacher, as actors, and it is charged that this was with intent to deceive. About all there is of the German teacher is that there is such a man, something unknown to the public before, and that he might have been there, whether he was or not. As to the other actors, who, to say the least, were leading characters, they are well known to the public, and they were there, as was also a shot gun, and some profanity. The reporters have been busy, and one account after another has appeared, until columns have been printed, and we plead guilty to reading all we have seen, and from it all we learn about as follows: Mrs. Sprague, who is the daughter of the late Chief Justice Chase, spends much of her time in Washington city, and that she is fair to look upon. Her husband does not stay much in Washington. Senator Conkling also spends much of his time in Washington, and Mrs. Conkling does not. Mrs. Sprague and Mr. Conkling, through sympathy perhaps, each for the lonely condition of the other, became very fast friends, so much so that an immoral public insinuates ugly things concerning their manifest intimacy, and liking for each other. Hints of dark hue found their way into the public prints, Mr. Sprague saw these; probably heard much more. On the occasion of the scene, Mr. Conkling had gone to Sprague's house, taken his baggage and set himself up for a pleasant visit. Sprague got a shot gun, cursed the handsome Senator all into heaps, gave him five minutes to leave his house, and in default of his so doing declared his intention to open fire upon his wife's best friend. Conkling had nothing in his hand but an umbrella, and what was that to a shot gun? and so he left within the time prescribed. During the truce, Mrs. Sprague appeared upon the stage, and she also left, taking with her whatever she could hurriedly have packed.

The troupe appears to have broken up for good, and no repetition of the play is likely to be witnessed. Conkling claims that there is political significance attached to it, while Sprague claims that its character is purely social.

CANDIDATES FOR GOVERNOR.

In another column we publish a Raleigh letter to the Goldsboro Messenger, giving the correspondents views upon the present status of the aspirants for Governor, together with the names of those prominently spoken of for that exalted position. In the Democratic list we find eighteen; and they may be called an assorted lot. Some of them will never be Governor, and never ought to be. It is more than likely however that the name of the next Governor of the State may be found in the list. Some of the gentlemen mentioned can hardly be called aspirants for the place, while others are, and have been for some time, aspiring very laboriously. An ambition grossly in excess of ability, coupled with egotism and flattery will hardly do for the make up of the Democratic candidate for Governor in 1880. A nomination, if prudently made, will insure an election, but these radicals may wake up, and give us something of a campaign after all, so we had better be a little particular for that reason, if for no other. By the way, what does it take to make a man prominent for Governor, anyway? Isn't there some mistake about a few in that list? Well, perhaps it will do no great harm to say they are spoken of in that connection, and it doubtless does them a power of good. It is fortunate that some people can so enjoy simply being spoken of for Governor, instead of deferring their pleasure until spoken of as Governor.

"METROPOLITAN MATTERS."

NEWS AND VIEWS AT OUR STATE CAPITAL.

(Special Correspondence of the Messenger.)

RALEIGH, August 13, 1879.

The dog days are dull at the Capital. Many residents are away at the summer resorts, trade is fallen down between seasons, and there is a conspicuous absence of the politician element in the slack stream of travel that flows through Raleigh at this time of the year. The Supreme Court is still in session, and will be until September, the cutting down of the Court to three members imposing almost double work on the Chief Justice and associate Justices. The conviction is very general that it was a mistake to have reduced our court of last resort from five to three Judges, and already a constitutional amendment restoring the Court is under discussion. Few or lawyers from a distance have attended this session than has been since the war, owing to the act of the last Legislature taking away what is known to the profession as the tax fee to attorneys. The Treasurer is at his post daily, issuing new and cancelling old State bonds, and with reasonable time he will have adjusted the old debt of the State and brought it under a figure easy to manage. The Governor, Attorney-General and Superintendent of Public Instruction are also in their places, the Secretary of State and Auditor also being absent. The former at the North Carolina Warm Springs and the latter at his home in Haywood county. Late advices from Col. Saunders are to the effect that he is not so well, and he is expected to return in a few days to attend the Press Convention at Beaufort, of which he is President, after which he goes to Buffalo Springs. Seeking restoration of his impaired health.

THE NEXT GOVERNOR.

The absence of the usual number of lawyers and professional politicians from the State Capital during the summer has left the gubernatorial question not definitely settled, but the subject is having due consideration at the hands of the laymen. Thus far the number of candidates, probable and possible, seems limited to the present incumbent, Justices Fowle, Merrimon, Howard, Ashe, Cox, McKay and Shipp; Ions, Wm. T. Dorch, James M. Leach, A. M. Scales, M. S. McGehee, Robert B. Vance, A. M. Waddell, James L. Robinson, George Davis, William M. Robbins and Col. Thomas M. Holt, a round dozen and a half, representing an array of fitness to select from seldom, if ever surpassed in any State. The strength of the incumbent is at present and must remain an unknown quantity until the nominating time, dependent always on the success and popularity of his administration, a result impossible to forecast at the end of his first half-year of governing. Of all others mentioned, Judge Fowle has developed decidedly more strength than any, and as matters now stand would carry off the nomination. But the incumbent will undoubtedly improve as his administration grows older, and but for permitting the election of the present President of the North Carolina Railroad, might have held the West solid, whereas he may not score one beyond the Ridge. The third and last mentioned have each an organ at the Capital, but they may both be safely counted out from the start. Howard is positively strong only in a section of the State pretty well divided between Jarvis and Fowle. Cox will command the nomination for Congress from this district, if he wants it, and will not, therefore, probably be in the gubernatorial way. The support of all the others would be local, or at most confined to a district, except Ashe, who could unite the Cape Fear and Pee Dee regions. The race, viewed this early, is between Jarvis and Fowle, with present odds in favor of the latter, but with the final chances that the former will win; Judge Ashe, of all others, alone commanding strength enough to decide the contest between Jarvis and Fowle.

MAKING WAR ON JARVIS.

The effort which has been made to render the Governor unpopular in regard to what is known as the "State System" will end in a political boom, ang which will fall at the feet of those who sent it up, to the destruction of their influence and their friends, and leave the gubernatorial game to laugh at the hunters. Senator Vance is reported to have warmed up at the changing of his pet management of the Atlantic and North Carolina Railroad, and is said to be bringing the power of his ridicule to bear on the North Carolina scheme. He doubtless feels keenly alive to the nomination of his brother Robert for Governor, but his wrath over the Atlantic Road, must have grown into intense heat when he read in the papers that his management of the road had gotten away with ten per cent. of the gross, and half the net earnings for a whole year. With all due regard for his ability, unfortunately, Gov. Vance was never, himself, capable as an Executive head, of protecting the State's interest, from his utter lack of administrative vigilance, and while no one is disposed to be unnecessarily harsh of the late management of the Atlantic Road, or to attach any particular blame to Governor Vance for the state of affairs down there, or for the escape of his European agent at the close of the war, it would be only fair and commonly respecting the administration of his successor. There may or may not be anything in a North Carolina system, but any effort in that direction must be an effort in behalf of North Carolina, and he who essays to do something for the good of his State, whether he fail or is successful, surely deserves well of his day and generation. During the administration of Governor Vance, the freight on a barrel of apples from Old Fort to Raleigh was more than the prime cost and freight added on the same article from the orchards of New England. It has been said that a North Carolina System is designed to alter this state of things, and it may be well to suspend judgement until it is seen if these things can be done.

HOSTILITY OF THE PRESS.

There is developed in the press an unexpected hostility to the State System, and the smallness of the movement was sufficient to raise the suspicion that it was a common inspiration. Charlotte, the most magnificent railroad cen-

tre of the State, and our queen city of the inland, suddenly became alarmed at the threatening attitude of the seaboard that fringe the waters of Bogue and Cote Sound at Morehead city. Wilmington, in the midst of commercial splendor, less real only because we have had no North Carolina system to foster her, grew panic-stricken at the roar of the waves which alone distress the solitude of the deserted Beaufort Harbor. The leading paper at the Capital, and the chief power of the press of the State changed its policy in a night, and looking only to Wilmington, turned its back upon North Carolina, and whatever is called North Carolinian, in contradiction to the country of the Cape Fear. But strangest of all, the great will-o-the-wisp of the press, permeating and penetrating everywhere-owned and controlled by the President of the North Carolina Railroad Company, the main centre, the soul and substance of any possible North Carolina System, has furiously flashed its fire-fly lamp in opposition to the State Policy and every other possible, present and remote interest of the State. In its spirit of personal malevolence it even assails the Agricultural Department, while its owner and controller is President of the Agricultural Society, and by virtue thereof the chief director of the Agricultural Board. But then each of these metropolitan dailies have their candidates for Governor. Such species of warfare on the present incumbent is calculated, with the sober second thought, to strengthen him, and therein lies the danger to his chief opponents.

OTHER POSITIONS OF STATE.

The gubernatorial question has overshadowed all other considerations of minor importance. The Lieutenant Governorship has scarcely been thought of here, and will not be talked of until the first position shall have apparently centered on one of sufficient prominence to make him a possible nominee for the Senate in 1882. Thus far about the only name suggested with anything like a possible following is Col. Thomas M. Holt, of Alamance. There will likely be no change in the office of Secretary of State, while it would shake human credulity to suggest any other name for the position filled by Treasurer Worth, unless he should decline, die or runaway with the State wallet between now and nomination day. Nothing has been said about the Auditor or Superintendent of Public Instruction, while only the names of C. B. Watson, Esq., of Winston, and Col. Walter Clark, of Raleigh, have been mentioned for the position of Attorney General, which considering the efficiency of Judge Kenan, speaks volumes for their strength and popularity.

THE REPUBLICANS.

The Republican slate is not made up. Dr. Grisso is an almost unanimous choice for Governor, as their conversation and speculations now turn. But his closest personal friends say he is not in politics, and cannot afford to throw away the advantages of his splendid professional reputation for political pretense and especially to enter the doubtful field of Republican politics in North Carolina. The name of Judge Reade has been suggested and also Judge Buxton, but the strongest candidate, excepting Grisso, appears to be Judge Wm. P. Bynum, of Charlotte, and late of Supreme Court. But whoever shall undertake the nomination next year must lead a forlorn hope, as under no sort of circumstances can the Republicans hope to carry North Carolina in 1880. B. HUNT.

THE NIGGER.

The *Lamars Sentinel* a stalwart Republican paper of Iowa has this to say of the negro:

While the amiable idocy that prevailed in Congress during the reconstruction days was at its height, the nigger was enfranchised.

He was invested with the ballot on the pretty theory that he was a man and a brother; with an infusion of sand in his make-up.

It was given him on the school-girl notion that affection for this party that gave him his freedom would make him its perpetual instrument.

But the nigger is less servicable to the Republican party, as a voter, than he was as a slave.

He needs too much coddling—too much protection.

He can only vote the Republican ticket when surrounded by a cordon of Republican bayonets.

There is no grit in him.

There is more voting energy and party strength in a dozen raw Irishmen than in a thousand well fed niggers.

There is not an ounce of Stalwartism in a ton of nigger.

The more nigger the less strength.

As a slave, the picturesque misery of the nigger was an unfeeling army of party weapons—as a freeman there is no romance in him—cowardice is not romantic.

All over the South he is throwing his ballot for rebels and traitors, when he votes at all.

He is too cowardly to vote his convictions or too stupid to have convictions.

When the stalwarts get into power in 1880, he must either be disfranchised or compelled to vote right.

The free nigger is a fraud.

ACCIDENT ON THE WESTERN NORTH CAROLINA RAILROAD.—On last Thursday, the mail train from Salisbury west was bound time, and just as it emerged from the western portal of the first tunnel this side of Swannano, the engineer saw rushing down grade to meet him four flat cars, one at least loaded with stone and dirt, at a speed of fifty or sixty miles per hour. He reversed his engine and pulled the throttle wide open, but the rushing flats were upon him. Mr. Charles Gordon, the engineer Conductor Newland, and the fireman were painfully but not very seriously injured. The passengers were considerably jolted, but save some bruises were unharmed. The wonder is that no lives were lost.

GO WEST YOUNG MAN

And old man, and young lady and old lady, and those of uncertain age, and children all

GO WEST of the court house to the store bearing the sign

J. W. HARDEN

To buy
 YOUR GROCERIES
 YOUR HARDWARE
 YOUR DRY GOODS
 YOUR SHOES & BOOTS
 YOUR HATS & CAPS
 YOUR READY-MADE CLOTHING
 YOUR LEATHER
 YOUR BUGGY FINDINGS
 YOUR EDGE TOOLS
 YOUR NOTIONS
 YOUR CROCKERY & GLASS WARE
 YOUR TIN & HOLLOW WARE
 YOUR LADY'S HATS & BONNETS
 AND EVERYTHING ELSE YOU WANT

To sell
 YOUR CHICKENS, YOUR EGGS, YOUR BUTTER,
 YOUR WHEAT, YOUR FLOUR, YOUR OATS,
 YOUR CORN, YOUR PRODUCE OF EVERY KIND.

Come and see
 7. 2. 79. 11
 J. W. HARDEN.

CHEAP FURNITURE

My store-rooms and shops, are only a few steps north of the court house, in Greensboro, and I ask the people of Guilford and surrounding counties to examine my stock of furniture and ask the price, and then, if in their judgment they can do better anywhere in North Carolina, I shall not expect them to buy of me. My stock in part consists of

ham ber suits, Dressing suits, Bedsteads, Chairs, Bureaus, Washstands, Tables, Looking glasses, Folding chairs, Mattresses, Wall pockets and Brackets, Book shelves, Book cases, Wardrobes &c &c.

All these and many other articles in the greatest variety, from common to the finest.

Burial Cases and Coffins

from common to the very finest, always on hand, in large numbers, of assorted sizes, so that any application can be filled at once. Also

BURIAL ROBES,

of all sizes, beautiful and convenient, always on hand. I shall be obliged if people will call and look for themselves.
 5-6-79-11.
 R. GULLETT,
 Greensboro, N. C.

DID YOU EVER?

No, Never!

WHAT! NEVER?

well hardly ever

See a larger, cheaper more varied and complete.

STOCK OF GOODS

any where, in any market, by any body than

John Q. Gant & Co.

OF COMPANY SHOPS

have in store and are constantly receiving.
 You can find about as near everything on their shelves, counters and in their ware-rooms as can be found in any other store in this country.
 They invite all who wish to look or buy to come. Their stock says, come; their prices say, come; their polite and attentive clerks say, come; their liberal prices for all kinds of barter say, come; and, above all, the interest of those wishing to buy says to try
JOHN Q. GANT & Co.
 Company Shops!

ACCOMMODATION.

MARRIED DR. BUTTS' LIFE

No. 12 N. Eighth St. St. Louis, Mo.
 Who has had greater experience in the treatment of the sexual troubles of both male and female than any physician in the West, gave the results of his long and successful practice in his new works, last published, entitled
THE PHYSIOLOGY OF MARRIAGE
THE PRIVATE MEDICAL ADVISER
 Books that are really Guides and self-instructors in all matters relating to husband and wife, and supply what long felt. They are beautifully illustrated, and in plain language, easily understood, and contain valuable information for both married and single, with all the recent improvements in medical treatment. And what our people say: "The knowledge imparted in Dr. Butts' new works is in no way of questionable character, but is something that every one should know." The youth, the victim of early indiscretion; the man, otherwise perfectly healthy, troubled with weakness in the exercise of life, and the woman, in misery from the many ills her sex is heir to.
 POPULAR PRICES—50 cts. each book in one volume, \$1 in cloth and gilt, 75 cts. extra. Send postal or check of price in money or change.

SINGLE LIFE

I am running a comfortable close back to the depot to meet all trains, and will be glad to take passengers to and from at moderate charge. I am also prepared to convey families, drummers, and others, any where, at any time. My vehicles are good and my teams active, and driver prompt and attentive. Shall be glad to serve those wishing transportation on moderate terms.
 Jan. 14th 1879. JOHN HUTCHINSON

SINGER

Family sewing machine
 Specially Adapted in Sales, of all Competitors.
 THOSE WHO USE THEM speak in high terms of their merit
 Machines Made Especially for
 TAILORS, SHOE MAKERS,
 AND BARBERS HAIRERS
 WHICH ARE UNSURPASSED
 We are prepared to sell on
Monthly Instalments
 for country produce, good notes or cash at a low price, as may best suit the purchaser.
 Do not buy a sewing machine until you have tried the SINGER
 Singer Sewing Machine Co.
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