

The Carolina Watchman.

What is CASTORIA

Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.
"Castoria is so adapted to children that I recommend it as superior to any prescription known to me."
H. A. AUCHEB, M. D.,
111 So. Oxford St., Brooklyn, N. Y.
"The use of 'Castoria' is so universal and its merits so well known that it seems a work of supererogation to endorse it. Few are the intelligent families who do not keep Castoria within easy reach."
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New York City.
THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY

Castoria.
Castoria cures Colic, Constipation, Sour Stomach, Diarrhea, Eructation, Kills Worms, gives sleep, and promotes digestion, without injurious medication.
"For several years I have recommended your 'Castoria,' and shall always continue to do so as it has invariably produced beneficial results."
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125th Street and 7th Ave., New York City

Washington Letter.

Correspondence of the Watchman.
Washington, D. C., July 9, 1894.
The small attendance in both House and Senate shows that lots of senators and representatives are disposed to extend their holiday over the rest of the week. For the ten days previous to the passage of the tariff bill the Senate certainly had a hard time with daily sessions from 10 to 6 o'clock or later and the thermometer constantly in touching proximity to ninety degrees. It is not surprising that the passage of the bill, a few minutes before the beginning of Independence Day, by a vote of 39 to 34 should have been followed by an exodus to the mountains and seashore and that the wretched senators should be a little slow in returning to their duties. However, no time is really being lost on account of their absence, as the work of preparing the appropriation bills for action is going right along in the Senate Appropriation committee, and the conferees on the part of the Senate on the tariff bill—Senators Voorhes, Harris, Vest, Jones, Sherman, Allison and Aldrich—will be on hand as soon as wanted by the conferees on the House. No surprises were connected with the final vote on the tariff bill, unless the vote of Senator Hill against it can be considered. The Populists divided, Allen and Kyle voting for the bill and Peffer and Stewart against it.
Everybody is speculating on what the result of the conference on the bill will be, and everybody is agreed that many changes will be made, but there is no agreement as to the nature of the changes, further than that they are likely to be mostly towards the original Wilson bill. Representative Holman says on the subject: "It is an almost invariable rule that if there is an overwhelming sentiment in the House for a particular line of action it finds expression and overcomes all delays and obstacles of parliamentary procedure. I feel certain that in the issue between the Senate and House the latter will carry the day." Mr. Holman also says that his Congressional experience has taught him to expect considerable delay in tariff conferences between the Senate and the House. Let impatient folk make a note of that.
Representative Bynum, of Indiana, is at the head of the sub-committee of the Democratic Congressional Campaign committee that is charged with compiling a text book to be used by Democratic speakers in the Congressional campaign. The work is progressing, but cannot be completed until the tariff bill has finally been disposed of by Congress. The choice of Mr. Bynum to direct this work was a happy one. He will be certain to include in the book everything that can help the stump speaker in his arguments, as he believes that the stump speaker is away ahead of the literary bureau as a vote getter, because the average man will listen to a clever speech while he will not read pamphlets, however cleverly they may be prepared.
Representative Springer, chairman of the House committee on Banking and Currency, says he considers it

The New Southern Railway.

A vast scheme of reorganization, embracing more than a dozen important railroads in the South, is developing steadily and systematically under the direction of the committee to which was entrusted a large majority of the securities of the old Richmond Terminal system. The amount of work already accomplished is surprising in its extent and gratifying in its thoroughness. The Southern Railway Company, which has just been formed to take the place of the ambitious but unfortunate Richmond Terminal corporation, gives promise of a better state of things in Southern railroad management. Unlike its predecessor, it is not merely an operating company; it is a railroad company having acquired the franchises and property of the important Richmond and Danville system.

The projectors of the Richmond Terminal system aimed to control all of the principal railroads in the South, and they succeeded in making a combination which represented about \$400,000,000 of securities. The combination however was loosely put together. Its chief factors retained separate organizations and they had diverse interests. The very first strain of financial stringency caused a rupture and the combination fell apart. There were too many purely speculative interests in it. The Southern Railway Company aims to reunite all of the factors of the Richmond Terminal system, and something besides. It aims to bring all of the affiliating lines in the Southeastern section of the South into one compact business organization. It is proposed, if possible, to make the Southern Railway Company a successful railroad enterprise, with the speculative element eliminated so far as the management is concerned. Samuel Spencer, the President of the company is a practical railroad man.

In order to secure a harmonious reorganization of the disjointed parts of the old Richmond Terminal system, the Reorganization Committee—of which J. Pierpont Morgan is the advisory head and C. H. Coster the working head—has adopted the policy of acquiring by purchase all rights and titles to the various properties. Thereby it hopes to form a compact organization, the purpose of which is to operate railroads on a business basis and develop the resources of the South. Two or three roads have already been purchased under fore closure, and others yet to be bought are the East Tennessee, Virginia and Georgia, Georgia Pacific, Charlotte, Columbia and Augusta, Columbia and Greenville, Louisville Southern Western North Carolina, Northwestern North Carolina, Oxford and Clarksville, and Clarksville and North Carolina. The dates of sale of these roads have already been fixed in July and August.

By next fall the Southern Railway Company will be in control of one of the greatest railroad systems in the country, and if the cautious and business-like methods that have characterized its formation are adhered to in its operation, a successful future ought to be its portion. And the success of so extensive a railway system cannot fail to cause a notable re-awakening of industrial enterprises throughout the South. Moreover, a great reorganization of this kind must visibly help the business situation of the entire country. If, as is expected in the case of the new Southern Railway Company, the knife is put deep enough, if values are fixed not with a view to speculative possibilities, but to earning capacity, the success of the undertaking will be reflected in other similar endeavors and in a general commercial improvement. It is well remembered in New York how the settlement of the West Shore difficulties brightened the business outlook. A reconstruction of nature supplies life and new growth in place of death and decay, organization and strength in place of division and weakness. That this great work has been undertaken in the South is not only a hopeful sign, but will in itself be a cause of improvement in business conditions.

An Indiana university has abolished its law department for the reason that the crop of lawyers in the State is already too large, and it wants to reduce the output until the surplus stock is worked off.

More Power Than A King.

A few days ago nobody outside of the American Railway Union ever heard of Mr. Eugene V. Debs. Now Mr. Debs is exercising an authority that is not given to the Czar of Russia, and that has never been delegated to any man who lives under a liberal and constitutional government. He has waved his hand in Chicago, and twenty railroads came to a standstill; a tract of country almost as big as Europe stood momentarily paralyzed at his beck.

The great city of Chicago, with over a million of people, was commercially helpless against his fiat. Two hundred thousand people living in the suburbs of that city were cut off from their homes; travel was virtually suspended; trade languished; manufactures ceased; traffic with the West was stopped; distress and discomfort penetrated into all the shops and homes; anxiety walked the streets with forebodings. Freight was piled up on the wharves and in the depots. A great deal of it was perishable, and every hour of its detention meant thousands of dollars of loss to somebody. The great stock yards were struck with a blight. Incalculable suffering of dumb brutes extended over acres. At the corner of Archer avenue and Halsted street a mob prevented the handling of milk trains. Fifty thousand children and perhaps as many invalids would in another twelve hours begin to share in the misery which Mr. Debs had decreed should come to all alike.

On Thursday night the Illinois Central Railroad issued a bulletin which was virtually an order, saying that it could not handle any more live stock or perishable freight. Do you know what that means to a great city that lives day by day upon the sustenance that comes over its railroads?

Westward from Chicago Mr. Debs' imperious hand was stretched. Kansas was dumb and trade stood still. Every through train had been abandoned on the Atchison, Topeka and Santa Fe road on Friday. The United States mails for six hundred miles had to catch the local trains from town to town and beg their way across that State. The tracks in Topeka were covered with cars held as if enchanted by Mr. Debs. The Northern Pacific, so far as Montana is concerned, was still; not a through train was running.

In far-away New Mexico the Santa Fe system had been ordered to go out of business temporarily by Mr. Debs, or until Mr. Debs telegraphs permission for the normal and necessary traffic of the domain to be resumed. Passengers were huddling about the water tanks on the great alkali plains and looking wearily across the great desert for cars that Mr. Debs did not permit to come or go. Overland travel was stopped in California. Business, life and death, love, adventure and politics must wait for Mr. Debs.

But it is not only westward that this new star of empire takes his way. No rent-up Utica contracts his powers. He would have it understood that the whole boundless continent is his. He wagged his little finger and the stagnation moved to Cincinnati. Twelve hundred men and true obeyed him there and all the roads except the Big Four and the Pan Handle went into a syncope. New York, lying as it does commercially in the lap of New Jersey, began to feel that mysterious Mr. Debs, like the Black Death, was spreading over the continent, and there was no escape from him.

DEBS' CAREER.
Eugene V. Debs, who has suddenly come to view as the director of this boycott, is a young man. He was born in Terre Haute, Ind., in 1865, on Guy Fawkes' day. His father was a family grocer there. The son tended store in the day time and got his education at night. His first work was in the paint shops of the Vandavia Railroad, from which position he rose to be a fireman on a locomotive running between Terre Haute and Vandavia.

It was not, however, until he joined a lodge of the Brotherhood of Locomotive Firemen that he developed his ambition. He was sent as a delegate to the conventions and ultimately became editor of the Locomotive Firemen's Magazine. In 1884 he was sent to the State legislature by the Democrats. In 1889 he was elected City Clerk of Terre Haute. In 1893 he set to

work to organize the American Railway Union.

Personally Mr. Debs is an earnest, quiet, determined man, with a good deal of undemonstrative egotism. No one in Terre Haute ever suspected him of being either a philosopher or a general. His views are not very broad, and his education is limited, but he is resolute and fearless. It is said by those who know him best that the present boycott is an experiment to test the power of the new organization. No man of ordinary sagacity, either in Terre Haute or Chicago, so far disparages Mr. Debs' intelligence as to suppose for a moment that he thought he could force all the railroads of the country to break their contracts with the Pullmans and violate their agreements with the public.

But, like all men of limited capacity and experience who come suddenly into power, he wanted to wield that power, and did not stop to consider the aggregate of suffering that the blind obedience to his arbitrary command would entail.

He is said to have pointed out that whenever the Railroad Union "takes in the whole 800,000 operatives on the roads of the country strikes and boycotts will disappear forever." But this, instead of indicating acumen and a desire for peace, is simply saying that whenever the American Union is capable of enforcing its demands without recourse to strikes or boycotts, there will be no need of them.—N. Y. World.

The Messenger has many times ventilated the huge pension fraud. It has given the figures from time to time, as people forget and line upon line is the best way to teach truth. The official figures reveal the enormity as well as wickedness of this wholesale robbery. This year the people are taxed \$166,000,000 for pensions, as much as President Buchanan required to carry on the government for two entire years. Preserve the following figures if you would see what rascality is practiced by the Republican plunderers under the guise of patriotism. The following are the appropriations for each year:

1879	\$5,121,482.36
1880	50,777,174.44
1881	50,836,279.02
1882	61,345,493.95
1883	66,012,573.64
1884	55,429,226.06
1885	59,102,267.48
1886	63,404,864.03
1887	73,496,402.60
1888	80,288,508.77
1889	87,024,770.11
1890	106,936,855.07
1891	124,415,951.40
1892	145,183,022.79
1893	159,337,257.67
1894	166,531,350.00

In 15 years the appropriation has jumped from \$35,121,482.36 to the enormous sum of \$166,531,350 and it is still increasing.—Wilmington Messenger.

The "Arizona Kicker."

Some Questions Answered.—The Kicker is in receipt of a letter from a young man in Connecticut who says he is 23 years old, has pink ears, small feet and a lip in his voice, and he wants to know if he can come out to Arizona and be a terror and climb up. We don't want to raise any false hopes in the pink eared young man's breast and must therefore reply that it wouldn't pay him to come out here. At his home in New Haven he can go around with a clothes-prop on his shoulder and blood in his eye and scare folks half to death, but out here the situation would be quite different. He might hiss and hiss, and he might swear by his creased trousers that he'd slept with grizzly b'ars and wintered with rattlesnakes, but if anybody minded him it would be to use him to stir up the sugar in a toddy or for a temporary toothpick. No, myson, don't banker to be bad—not in the West. In the East, as we understand it, a young man weighing 90 pounds and armed with a mop handle can stalk around and give policemen palpitation of the heart, but the cattle flies would carry him off out here. We don't advise you to be good, but don't come West with those pink ears.

Laugh.

There is absolutely nothing that will help you bear the ills of life so well as a good laugh. Laugh all you can. If the clothesline breaks, if the cat tips over the milk and the dog clothes with the roast, if the children fall into the mud simultaneously with the advent of clean aprons, if the new girl quits in the middle of housecleaning, and though you search the earth with candles you

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

find none other to take her place; if the neighbor in whom you have trusted goes back on you and keeps chickens, if the chariot wheels of the uninvited guest draw near when you are out of provender and the gaping of an empty purse is like the unfilled mouth of a young robin, take courage if you have enough sunshine in your heart to keep a laugh on your lips.—Chicago Post.

A Rising Market.

"Yes," said the old man, addressing his young visitor, "I'm proud of my girls, and should like to see them all comfortably married; and as I've made a little money, they won't go to their husbands penniless. There's Mary, 25 years old, and a real good girl. I shall give her a thousand pounds when she marries. Then comes Bet, who won't see 35 again, and shall have two thousand; and the man who takes Eliza, who is 40, will have three thousand with her." The young man reflected a moment or so, and then nervously inquired: "You haven't one about 50, have you?"

The Queerest Deed.

"The most peculiar deed I ever saw," said Attorney H. L. Higginbotham of Alabama, "was in a little town on the Tombigbee river. It was referred to me for the purpose of instituting a suit in ejectment for 40 acres of land. Soon after the war closed, parties came through that country representing to the negroes, none of whom could read or write, that the government gave them a mule and 40 acres of land with their freedom. They should catch the first mule they found and were to place a striped pole at each corner of a 40 acre tract of their master's plantation to secure the land. These negroes worked and begged until they got the money and got the money and got the poles, receiving a deed to the land. Of course they were not allowed to hold the property, and the result was that the deeds found their way into the law offices. The one referred to me read, 'As Moses lifted up the serpent in the wilderness, even so have I lifted this poor black fool out of \$5.'"—Exchange.

The Daily Earth, recently started in Lynchburg, Va., by All. Fairbrother, late of the Durham Globe, dropped out of its orbit—suspended publication—last Saturday. While such is not the cause assigned, the paper evidently didn't pay, its style of journalism not being exactly to the liking or according to the custom of the people of the "Hill City."

When a man or firm has to curtail expenses the first thing he jumps on is the town newspapers—the organ that devotes its time and energies to the upbuilding of the town in which it is published. But when it comes to economizing they forgot the free advertising it does for said town, and the local paper gets it where the chicken got the axe—in the neck. Every business should be represented in the local paper, if only by a two or three inch advertisement.—Salisbury Herald.

The Reason Why.

The Danville, Va., Register wants to know why it is that the people of Virginia pay \$4.50 per capita, while in North Carolina the cost is only \$1.99 per capita. It is because North Carolina has the most honest and the most economical State government of any in the Union. It is because the salaries she pays her State officers are small; it is because her legislators are paid very little more than their expenses, it is because there is no jobbery in the public business it is because the business of the State is managed with that painstaking care, and economy that the most prudent and conservative business man gives to his private affairs. That is why North Carolina has the best and cheapest government in the United States, and she owes it all to the Democratic party. Don't let that be forgotten!—Morganton Herald.

"The situation is now entirely out of the control of either the power or influence of the Pullman Company," declared George M. Pullman to a reporter tonight. "The 23 railroads having terminals in Chicago are on one side of the labor conflict, the American Railway Union is on the other. The Pullman Company is not in the battle. I have nothing at this time to say concerning the company's connection with the trouble preceding the strike of railroad employees further than what I was quoted as saying in the Railway Age, and Northwestern Railroad. I have been here quietly with my family since Saturday last, and am too far removed by time and distance from the scene of trouble to be able to give you any news, and as to any probability about how or when the strike will come to an end I am not now inclined to talk."
"Mr. Studelaker," he added, "has no connection in this or any other matter with the Pullman Company, nor with me."

State News.

Dr. J. J. Mott, of Statesville, is going to bring a good part of Iredell county down to the fair for exhibition.—Secretary H. W. Ayer, in News-Observer-Chronicle.

Andrew Syme, a prominent citizen of Raleigh, while experimenting with a bicycle last week, broke his arm, causing lock jaw from which he died Thursday, July 6th.

Drewry Hodge, of Surry county, will be 100 years old August 22nd, and is probably the oldest citizen in the county.—Elkin Times.

All the prisoners in the jail at Yadkinville escaped Sunday evening by sawing the bars. They were Weaver, Hass and Long white, and three Carson brothers colored.

Three men in Wilkes county owned a seam; two of them wanted to use it, the third declared his intention of staying home and not allowing his interest in the seam to be used, whereupon his portion was cut off and the other two went seining.—Wilkesboro News.

Mrs. Kate Jones, of Burke county, in getting over a fence on Tuesday fell, breaking one of her arms. Dr. Johnson attended to the setting of her arm, and predicts that his patient will recover speedily without the least danger of losing the use of her arm.—Press and Carolinian.

Capt. N. A. Ramsey, has been engaged in surveying some land for B. N. Duke, near University Station, and in his examination of deeds and making boundaries, he has found some ten or fifteen acres in half a mile of the above station for which there is no deed, and he cannot trace it back to an owner. He has entered it as State land.
Mr. J. F. Finger of this place has in his possession a copy of the first ordinance of secession signed in South Carolina in December 1860. He says he was standing within a few feet of the signers as each one wrote his name. The paper on which the copy was made is about worn out by lying so long, but Mr. Finger treasures it greatly as a war relic.—Newton Enterprise.
About five years ago the marriage of Miss Clemmie Tise and R. B. Brewer was celebrated in Winston. The family relations not being pleasant, a separation followed and last year the court granted the husband and wife a divorce. It appears that dissatisfaction still existed, as a new courtship was renewed which resulted in the couple re-uniting their love and affections last night—the ceremony being performed by Rev. L. L. Aloright, Mr. and Mrs. Brewer have a son five years old.

A Kentucky woman brought suit against a railroad for killing her husband and her horse, the jury allowed her \$150.00 for the horse and one cent for the husband.

That Lane Back can be cured with Dr. Miles' NERVE PLASTER. Only 5c.