

OL. XXIII.

WELDON, N. C., THURSDAY, MARCH 2, 1893.

NO. 48

ADVERTISEMENTS.

DYSPEPSIA Is that misery experienced when

suddenly made aware that you possess a diabolical arrangement called stomach. No two dyspeptics have the same predominant symptoms, but whatever form dyspepsia takes

The underlying cause is in the LIVER,

and one thing is certain no one will remain a dyspeptic who will



Start the Liver working and all bodily ailments will disappear.

"For more than three years I suffered with Dyspepsia in its worst form. I tried several doctors, but they afforded no relief. At hast I tried Simmons Liver Regulator, which cured me in a short time. It is a good medicine. I would not be without it."-JAMES A. ROAKE, Philad'a, Pa.

See that you get the Genuine, with red Z on front of wrapper. PREFARED ONLY BY

J. H. ZEILIN & CO., Philadelphia, Pas

PROFESSIONAL CARDS. W. J. WARD.



DENTIST. ENFIELD, N. C. Der Office over McGwigan's store. 2 9 2m.

TOS. J. LOCKHART.

Attorney and Counsellor At Law, WELDON, N. C.

Practices in the Superior and other courts of the State. Prompt attention given to the collection of claims. nov 3 1y.

JAMES N. MULLEN. WALTER E. DANIEL ULLEN & DANIEL.

W. & W BAILBOAD. BASIS OF SETTLEMENT OF THE BACK TAX QUESTION

AS AGREED UPON BY THE COMPANY AND THE LEGISLATIVE COMMITTEE-TEXT OF THEBILL PASSED BY BOTH HOUSES OF THE GENERAL ASSEMBLY.

A bill to be entitled an act to amend the charter of the Wilmington and Weldon Railroad Company and to provide for taxing the property of the said company in like manner as other property is taxed, and to adjust all differences between the State of North Carolina or any county, city or town in said State and said company.

WHEREAS, It is claimed that the General Assembly of North Carolina by the original charter of the Wilmington & Raleigh Railroad Company, which is now the Wilmington and Weldon Railroad Company, granted an exemption from taxation on certain property and stock of said company, and conferred upon said company the power to fix freight and passenger rates; and it is represented to this General Assembly that said company is now ready to surrender all its exemptions from taxation and all its powers to fix rates on the terms hereinafter set forth, and it is desirable that all matters of controversy between the State or any county, sity or town therein and the said company shall be amicably adjusted.

The General Assembly of North Carolina do Enact:

SECTION 1. That the act of the General Assembly of the State of North Carolina ratified on the third day of January 1834, entitled "an Act to Incorporate the Wilmington and Weldon Railroad Company" and the same is amended as follows: "that the 19th section of said act be amended by striking out the words and the property of said company and the shares therein shall be exempt from

striking out the said words to wit: and

SEC. 4. That the said company shall and is hereby required to pay to the several counties, citics and towns in which its main line is located between Wilmington and Halifax the taxes for the years 1891 and 1892 on the main line and equipment according to the assessments made as hereinafter provided.

SEC. 5. That the Board of Railroad Commissioners is hereby directed and re quired to forthwith assess the main line of said railroad between Wilmington and Halifax and its equipment for the three years of 1890, 1891, and 1892, and to also assess all the branch lines of said company, and their equipment for the year 1890, according to the rate of assessments for similar property that were made for said years, and the said board will report to the State Treasurer the amount of such assessment upon which the State is entitled to collect the taxes for the years 1890, 1891 and 1892, as provided for in this act, and the said board shall also report to the proper authorities of the several counties, cities and towns the amount of assessment upon which each county, city and town is entitled to collect the taxes under the pro. visions of this act; and the Treasurer of this State in collecting the taxes and the proper authorities of the said counties, cities and towns in collecting the taxes due them shall levy upon the said assessments the same rate of taxation that was levied by the State and by the several counties, cities and towns for the several years for which they are entitled to collect taxes under the provisions of this

SEC. 6. That when the said Wilming ton & Weldon Railroad Company in stockholders' meeting assembled shall accept this act and the amendments to its charter as hereinbefore set forth, and shall in such meeting by a resolution declare its absolute and unqualified surrender of all exemption from taxation and its readiness to submit all its property any public charge or tax whatever, and to taxation underthe Constitution and that section 26 of said act be amended by | laws of North Carolina in like manner as

act.

THE CABINET COMPLETE.

CONGRESSMAN HERBERT, OF ALABAMA. SECRETARY OF THE NAVY-RICHARD OLNEY, OF MASSACHUSETTS, ATTOR-NEY GENERAL.

Cleveland announced on Wednesday of last week that he had completed his Cabinet by the selection of Richard Olney, of Boston, for Attorney General and Hillary A. Herbert, of Alabama, for Secretary of the Navy.

The complete Cabinet is as follows : Walter Q. Gresham, of Illinois, Secretary of State.

John G. Carlisle, of Kentucky, Secretary of the Treasury.

Daniel S. Lamont, of New York, Secretary of War.

Hillary A. Herbert, of Alabama, Secretary of the Navy. Hoke Smith, of Georgia, Secretary of

the Interior.

J. Sterling Morton, of Nebraska, Secretary of Agriculture. Wilson S. Bissell, of New York,

Postmaster General. Richard Olney, of Massachusetts, At-

torney General.

The selection of Hillary A. Herbert for the Navy had been expected for several days, but Olney's name had not been mentioned in connection with the Cabinet, and his selection is a surprise to everybody, particularly to the friends of Geo. A. Jenks.

Hillary A. Herbert has been in Congress for many years and has acted as chairman of the Naval committee of the House. He is thoroughly familiar with the work that has been done toward placing the United States navy on a proper footing and his knowledge of the present condition of the vessels under construction and which had been planned makes him a most desirable man for head of the department. His selection is also practically a promotion.

Richard Olney is one of the leading practitioners of the Massachusetts bar. He has not held any political position or carried out as to my conveyance in the been prominent in political matters, but inaugural ceremonies. A very sensible

THE DAY-DANIELS AFFAIR.

A CARD FROM SENATOR MACRAE.

As a matter of justice to Mr. Daniels we publish the following card.

RALEIGH, N. C., Feb. 20, 1893. Editor News & Observer :

Knowing full well that it has not been your intention or desire to create an erro neous impression upon the minds of your readers in regard to the Day-Daniels episode, an account of which appeared in the Sunday's issue of your valuable paper, I desire, in the spirit of fairness, to state, without undertaking to say who was to blame, that Mr. Daniels was prevented from returning the blow (which was light) by the interference of friends.

Neither did he show the white feather or in any way act cowardly. I feel, as a friend of both parties, that this much can be said without in any way reflecting upon the bravery of Senator Day, who, like the honorable man that he is, at once expressed sorrow to Mr. Daniels for striking him, and by mutual consent the seeds of discord were then and these buried.

I write this with no desire to appe officious, but that the light of truth mass be turned on by the hand of justice.] all of which I trust we can agree.

> Respectfully, MACRAE, of Robeson.

A FINE TURNOUT.

THE INCOMING AND OUTGOING PRESI-DENTS WILL OCCUPY THE SAME CAR-RIAGE.

Oliver T. Beaumont, of Washington, chairman of the committee on carriages, has received the following letter from President-elect Cleveland : LAKEWOOD, N. J., Feb. 17, 1892.

O. T. Beaumont, chairman, etc.:

Dear Sir,-In reply to your letter of the 6th instant I have to say that I desire the ideas of President Harrison



WHAT IT IS DOING.

I received Tablet about six days ago and commenced using according to directions, and can say now that I am cured of the habit of chewing and smoking, contracted about thirty-seven years ago. What are your terms to agents? I want two counties. Cleveland, Miss. E. C. Hopkins.

I have used the Rose Tobacco Cure with

happy results. Please give me all the particulars in regard to agency, for one or more counties. Yours respectfully, Valdosta, Ga. W. D. Braswell.

I sent to you a month ago for a Tablet of Rose Tobacco Cure. It broke me of the habit after using tobacco for fifty-seven or fifty-eight years. Travelers Rest, Ala. Yours, J. C. Powell.

I purchased a Tablet of Rose Cure some

two weeks since and it has cured me. Please let me know if you will let an agent have as much territory as a State. Tibbee station, Miss. J. H. Ryland.

Rev. Mr. Oulland, of this city, has used your Rose Tobacco Cure and he says it has cured him of the habit of tobacco using. I have been chewing and smoking for 45 years and yet am determined to quit. Please find enclosed \$1.00. Send me a Tablet. Jacksonville, Fla. Yours, W. E. Hatter.

Sometime ago I ordered from you a box of the Snuff Cure for myself. It gave perfect satisfaction and completely cured of the Snuff habit in a few days. I would like to secure the agency for this section. Summit, Ala. Mrs. Carry Haden-Summit, Ala.

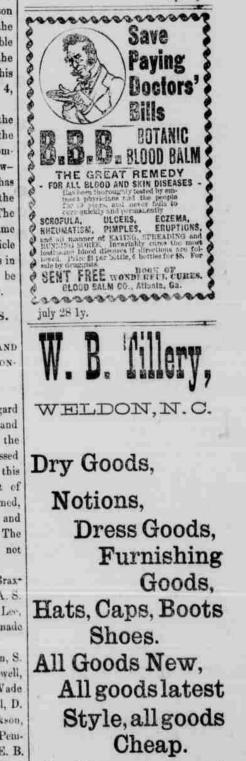
AN OLD CASE .- All that want to quit the use of tobacco, use the Rose Tob Cure. I am a free man after using it 55 years. Give terms to agents. Yours, Valley Head, Ala. R. S. Price

I write this to say to you that the Rose Tobacco Cure is a wonderful stuff. I have used tobacco in all shapes for 45 years, and after using one Tablet all desire is gone. I used two Tablets to be sure of a cure, but one did the work. Dr. R. M. Tucker,

PRICE PER TABLET, TOBACCO CURE, \$1.00 BOX, SNUFF CURE, 1.00 ORDER OF

BRAZEAL & CO.,

BIRMINGHAM, ALA., General Agents for the UNITED STATES. sep 81y



ATTORNEYS AT LAW,

WELDON, N. C.

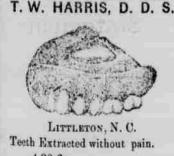
Practice in the courts of Halifax andNorthamp o and in the Supreme and Federal courts. Col-sciions made in allparts of North Carolina. Branch office at Halifax, N. C., open every Mon May. jan 7 1y

THOMAS N. HILL.

Attorney at Law. HALIFAX, N. C.

Practices in Ralifax and adjoining countles and

ederal and Supreme courts sug. 28 t



4-30-6m.

SHERIFF'S SALE OF LAND.

Under and by virtue of six executions against E. B. Perry now in my hauds, and hereinafter enumerated, I will on Monday the 6th day of March, 1893, at the Court house in Halifax, sell at public auction for each the following described tract of land, to-wit:-All that tract of land which was on the 30th day of March 1874, laid of and set apart to the said F. B. Perry us a homestead bounded as follows :

Beginning at Price's corner on the publie road and running along said road south 5 w to the run of Pine branch thence down said run to a poplar on the south side of the branch then south 47 w, 7 poles to red oak N.81 W, 14 poles 4 links to Pine N. 00 W. 65 poles to White Oak N. 78 W. 30 poles to Hickory and white oak pointers N poise to Hickory and white oak pointers N. 194 E. 204 poles and 12 links, N. 77 W. 42 12 links, N. 21 W. 90 poles to Hickory N. 21 W. 90 poles to Hickory in Bests line, S. 58 E. 112 poles 14 links to a stone, Price's sorner, S. 83 E. 81 poles 8 links post oak and hickory, then straight to the first sta-flop pontations. tion containing 333 acres. The said land will be sold to satisfy the

ollowing executions: Three in invor of Todd, Schenck & Co-

o use of P. Garrett. One in favor of J. W. Heptinstall to use

of Paul Garrett. One in favor of G. Branch Alston to use of Paul Garrett.

Onein favor of M. E. Newson, use Paul Garrett, all against E. B. Perry. This February 6th, 1808. B. I. ALSBBOOK, sheriff, Per Knox E. Kilpstrick, D. S.

they shall be entitled to receive and de mand the following rates, to wit: not exceeding 4 cents a mile for toll and 9 cents a mile for transportation per ton of 2,000 pounds; and for the transportation of passengers not exceeding 6 cents per mile for each passenger until the net profits received shall amount to the sum equal to the capital stock expended, with 6 per cent. per annum interest thereon from the time the money was ad vanced by the stockholders, until received back in the net profits; but when the net profits received as aforesaid, from the tolls aforesaid, shall have amounted to a sum equal to the capital stock aforesaid, with interest thereon as aforesaid, then the tolls which the said company, or the president and directors shall be entitled to receive for the transportation of produce or other commodities on the said

railroad shall be fixed and regulated, from time to time, by the president and directors of the said company, so as to make them sufficient in their estimation to yield a net profit equal to 15 per cent. per annum on the capital stock of the company over and above what may be necessary for the repairs, improvements or renewal of the same, together with all other incidental expenses of said company.

SEC 2. That the said company shall be, and is hereby, required to pay to the State of North Carolina for State taxes a sum equal to the taxes for the three years of 1890, 1891 and 1892 on its main line and equipment between Wilmington and Halifax, and on all its branch lines and equipment according to the assessments made as hereinafter pro-

vided. SEC. 3. That the said company shall, and is hereby required to pay to the several counties and towns in which any of its branch lines are located, all the uppaid taxes which have been assessed against the said branch lines for the years 1891 and 1892, and in addition thereto the taxes for the year 1890 according to the assessments made as hereinafter provided.

other property is taxed and its absolute surrender of said rate making power as contained in said 26th section of its charter and its agreement to pay to the towns, cities and counties, the taxes due them as set forth in this act, and shall have delivered to the Secretary of State of this State duly certified copies of its acceptance of this act and of said resolution; and shall have paid to the Treasurer of this State all such sum or sums as shall be found to be due and collectable by the State under this act, and then this act shall operate as a full and complete discharge and relief of the said Wilmington and Weldon Railroad Company from all other taxes which might or could have been claimed or assessed against it by the State of North Carohna or any county, city or town in this State prior to January 1st, 1893.

SEC. 7. That to provide a fund for the payment of the attorneys employed by the State in litigation with said company in making payments to the counties, cities and towns of the amounts due each county, city or town, fifteen per cent., which said per cent. the said company shall pay into the said State Treasury, and the tender of the balance to any county, city or town in case its acceptance it refused, shall be a discharge of said company from any liabilities to such county, city or town under this act, and said company shall for like purposes pay into the State Treasury the sum of \$2,500, which sum is equal to one year's tax on the stocks and credits listed by said com-

pany in 1891. [The committee recommended the bill by the following vote: In the Senate: Pou, Little, Means, MacRae, Aycock, aye; Sandifer, no-four majority. In the House committee. Allen, Lovell and Spruill; aye; Parmele and McNeill, noone majority; but Axley, Norton, Ward, Adams, Robertson and Gilmer of the House, declined to vote, and some of ton was not fairly dealt with.]

is known as one of the leading lawyers and substantial citizens of Boston. His selection gives New England representation in the Cabinet and that of Herbert gives the South three positions.

"THAR NOW."

A telegram from Lakewood, New Jersey, says: "Mrs. Grover Cleveland dees not approve of the introduction of erinoline. She told several ladies who called upon her that she was satisfied with the present style of dress and saw no reason why there should be a change. None of her inaugural dresses are to be made to be worn with crinoline,

HE PROMISED.

A unique marital rite was recently performed by Rev. William Mairer, a elebrated colored divine of this town. In addressing the dusky groom he said : Do you promise to nourish her, to keep her, not to go to Georgia, and stay with her always, so help you God?" The groom's love was strong and he promised--Sampson Democrat.

THE FINAL STRUGGLE.

When the news that North Dakota had elected a Democratic Senator reached the House of Representatives at Washington there was great joy among the Democrats. One enthusiastic member, a Western member of national reputation, gave vent to his feelings thus :

"We've got the Presidency, we've got the House, we've got the Senate-now by------if we can capture the Cabinet the earth and all that pertains thereto will be ours."

The best he has ever tried. E. G. Bowling, Esq., Aquasco, P. O., Md., one of the largest planters in that section of the State writes : "I take pleasure in recommending Dr. Bull's Cough Syrup House, declined to vote, and some of them reserved the right to antagonize the I have over tried Both myself and fambill in the House, stating that Wilming ity have used it with most satisfactory results."

suggestion is attributed to him in the newspapers, and that is that I ride in his carriage as he did in mine on March 4. 1889.

Mr. Cleveland will return from the Capitol to the reviewing stand in the carriage furnished by the Senate Committee on arrangements. Albert Hawkins, Mr. Cleveland's old driver, who has been employed as a messenger in the Pension Office, will be on the box. The turnout will be the finest that ever came up Pennsylvania avenue. The vehicle will be drawn by four jet black horses in white harness, and each horse will be attended by a footman in white livery.

LEE AND HIS GENERALS.

A COBRECT LIST OF GENERALS AND LIEUTENANT-GENERALS IN THE CON FEDERATE SERVICE.

Since the death of Gen. Beauregard the question as to who were generals and who were lieutenant-generals in the Confederate service, has been discussed in various quarters. A gentleman of this city has compiled the following list of Confederate officers of the ranks named, from the "Century War Papers" and which is vouched for as correct. The names are given alpha betically and not in the order of appointment, viz:

Generals-P. G. T. Beauregard, Braxton Bragg, S. Cooper, J. B. Hond, A. S. Johnston, J. E. Johnston, R. E. Lee, E. Kiroy Smith. General Lee was made Commander in Chief.

Lieut, Generals-R. H. Anderson, S. B. Buckner, J. A. Early, R. S. Ewell, N. B. Forrest, J. B. Gordon, Wade Hampton, W. J. Hardee, A. P. Hill, D. H. Hul, T. H. Holmes, T. J. Jackson, S. D. Lee, Jas. Lougstreet, J. C. Pemberton, L. Polk, A. P. Stewart, J. E. B. Stuart, Richard Taylor .--- Wilwington Star.

SEND all sick sauches to GRADY'S HOROLOGICAL SANITARIUM, Halifax, N. C. 10 13 tf.

Everything warranted as represented: Call and examine quality and price. No trouble to show goods, glad to have you see them.

WILL NOT BE UNDERSOLD. 9 29 tf.