

PRESIDENT'S CONDITION.

We are pleased to announce that the condition of the President is more favorable, and his physicians confidently state that he will recover.

His removal from Washington to Long Branch was conducted in an admirable manner. Everything was so well arranged that this long journey of about 250 miles was made without any discomfort.

NEWSPAPERS FOR CHILDREN.

At a convention of the county superintendents of public instruction, held at Raleigh last week, the following resolution was unanimously adopted:

"Resolved, That this association earnestly recommend that parents and guardians throughout the State of North Carolina regularly supply their minor children and wards with at least one good newspaper or educational journal, or both."

This was eminently timely and proper, and was a step in the right direction. The newspapers are educators, and we are pleased to see that their value is properly appreciated by those who have charge of our public schools.

RAILROAD MATTERS.

We invite the careful attention of our readers to the statement of Senator Vance elsewhere published. As a sentinel, guarding the interests of the people of North Carolina, he sounds the note of alarm, and places himself squarely in opposition to a powerful corporation that is so hurtful to those interests.

This railroad contest has become the great issue of the day in this State, and may absorb all others. It affects our people more than any other. The question is, shall the people of North Carolina become "hewers of wood and drawers of water" to the Richmond and Danville Railroad Company?

FOREST FIRES have been raging in Michigan, and have been very destructive to life and property. It is stated that over two hundred lives were lost, and that two thousand families are completely destitute.

A telegram to the New York Herald, in describing the scene of desolation, says:

"Scattered along the roads and in the burned woods were seen the charred remains of men, women and children. Entire communities are left houseless, naked, hungry and in many instances, scorched, sick and wounded."

Vance's Statement.

We publish herewith an extract from a statement of Senator Vance, published in the Charlotte Observer relative to the control of the Western N. C. railroad by the Richmond and Danville Railroad Company:

"It will be remembered that during the year 1879 serious apprehensions came to be entertained that there would be difficulty in continuing the appropriations for the completion of the Western N. C. Railroad. It had been on hand so long and so many misfortunes, not to mention worse things, had attended its construction, that many people began to fear it would swamp the party which undertook to carry it to completion."

In the matter of discrimination on freights and charges, forbidden alike expressly in the contract with W. J. Best and his assigns, and in the charter of the Piedmont Railroad, against North Carolina towns and cities; against one town in North Carolina in favor of another, and against all roads connecting with the North Carolina road, time would fail me to expose them. They are obvious and glaring—each town and depot in the State from Raleigh west has its own tale to tell.

A Union prayer service was held at the First Unitarian Church at Hingham, in Mass., on the 6th inst. Rev. Calvin Lincoln, the pastor, had made an address and was in the midst of a fervent prayer for the restoration of the President to health, when suddenly his voice began to tremble, his frame shook and his articulation became inaudible.

nealy every road in the State, or leading into it west of Raleigh. They have now so got the commerce of North Carolina in their grasp that they can crush to death all of it, except that portion which they foster for the benefit of Richmond. I came to believe also that they did not intend to prosecute the work even on the French Broad line with the 'diligence and energy' required by the contract, but intended to take their time and finish it at their convenience. The circumstances which induced me to believe that they did not intend to build to Ducktown are many. In the first place, and the fact was stated in my hearing at a conference in September last, between Messrs. Best, Clyde, Logan and others, in the city of New York, and was not denied by any one present.

Another reason is found in the sworn testimony of Col. Buford before the Senate committee of internal improvements, in February last, in Raleigh, in which, among many other intimations thrown out to the same effect, Mr. Buford declared that the parties contracting with Mr. Best took the assignment of his contract with the State when it became absolutely necessary, in the manner heretofore stated, with the intention to carry it out in good faith as far as the ability and interest of the capital they represented would admit."

Again, at the meeting of the board of commissioners in Raleigh on the 30th of April last, when Col. Andrews appeared before it, he handed his application for an extension of time, with the remark, 'Gentlemen, I think I can say to you that we have pretty well made up our minds to go to Ducktown!' And still another reason was, that up to June of this year, almost all the work done was upon the French Broad line.

Lastly, they began to build the Ducktown line from Asheville as a narrow-gauge road, being advised, as Col. Andrews said, they could build it any gauge they pleased.

In support of my conviction that they intended to build the French Broad branch at their leisure, I cite the fact that so far as is known to me, from July, when they got the road, to near the last of May of this year, not a laborer except the convicts furnished by the State was put upon that work, unless it might be a few skilled mechanics. As to the convicts being short of the five hundred which the State contracted to furnish, Col. Andrews fails to state that Gov. Jarvis did tender the number that was deficient and they were not received; owing, as was said, to the uncertainty attending the ownership of that road. Even if the whole number had been furnished by the State, it was a well-known fact that they alone could not have finished the road in the time required by the contract. Nor did they keep on the Ducktown line a force sufficient to insure its completion to the Pigeon River by the 1st of July, as required by the contract.

In answer to the allegation that four of the best months of last year were lost before they took the contract, it is sufficient to say that the same force was at work during those four months as was kept at work afterwards, up to the latter part of May of this year, to-wit, the convict force alone; and my modest opinion is that but for the withdrawal of my assent to that application for an extension of time, and the threatened danger of a forfeiture of their contract, there would not now be any except the convict force on the French Broad branch, and none on the Ducktown branch.

In the matter of discrimination on freights and charges, forbidden alike expressly in the contract with W. J. Best and his assigns, and in the charter of the Piedmont Railroad, against North Carolina towns and cities; against one town in North Carolina in favor of another, and against all roads connecting with the North Carolina road, time would fail me to expose them. They are obvious and glaring—each town and depot in the State from Raleigh west has its own tale to tell. I have the authority of some of the most prominent merchants in Charlotte for saying, some, that they have to pay themselves the freight on goods sold south of this point; others, that the freights so far south as Columbia are cheaper than to this point from Northern cities, and to sell their goods they have to pay this difference against them. And still others say that when they receive an order for goods from any point on the Western North Carolina road they can make no profit, except by filling the bill by ordering from the wholesale merchants in Richmond to be shipped direct to their customers. I have also a freight bill showing the rates between Richmond and Asheville, N. C. to be sixty-five cents per hundred pounds, and I have also a freight bill in which, on goods coming to Charlotte, from Marion to Statesville, a distance of sixty-seven miles, the charges are \$1.14 per hundred pounds. Similar statistics can readily be found anywhere in western North Carolina, although we do not see them in many of our newspapers. The Richmond and Danville company own or control all roads west of Raleigh, with one or two exceptions, and these they are said to be negotiating for and will doubtless get. Even whilst I write, it is stated in the public prints that they have purchased the Virginia Midland. The result of this, if true, will probably be to discontinue the work now in progress to extend it from Danville to Mooresville, cutting off the only hope of the people along that line for a railroad, and, completed or not, destroying also the last hope of this section to obtain a competing line. Then the coils will be completely around us. We will be absolutely at the mercy of strangers. A foreign corporation will dispose of the wealth, if there be any left, and dic-

tate the policy of North Carolina. The fact that taxes the earnings of our people issue from the city of Richmond. But recently an order was put forth by one Haas, general freight agent of this corporation, forbidding any freight arrangements to be made by what is called the Associated Railroads with the Atlantic and North Carolina Railroad. The crops of this part of the State have utterly failed, but the eastern counties have been blessed with abundant harvest of grain, and if permitted reasonable freights would feed our already suffering population. But one Wm. J. Best is in control of that road, and is trying to build another through the heart of North Carolina. The Richmond and Danville company don't like Mr. Best, so this order issues, and the people of these parched and suffering plains are denied access to the abundant stores of their eastern brethren. The roads of their own State are made the instruments of their oppression. These things have influenced my conduct as a commissioner of the Western North Carolina Railroad and as a citizen. I am aware that by pursuing this course I subject myself not only to the danger of being misunderstood by that portion of my fellow-citizens who can be made to believe that I am trying to stop the progress of the work, but also to the enmity of a vast corporation in the hands of strangers, who may have the power, as they certainly have the will, to crush all who stand in their way. I know that such institutions have insidious and irresistible methods of corrupting legislators, of suborning the press, and forcing public opinion. I know full well the danger I incur by attempting to thwart the purpose of one of these vast combinations of capital, which, defying the spirit of gain, embody the very essence of selfishness and go straight on to their object, regardless of all considerations except those which contribute to success. I know how powerless an agricultural people of moderate means, spread over a wide extent of country, like the people of North Carolina, are to contend with such a power. If I consulted my own ease or convenience, I would retire from the contest. But the representatives of the people, confiding in my integrity and faithfulness, chose me as one of their commissioners to superintend the execution of this contract. I shall justify that confidence, or try to do so, let the consequences to myself be what they may.

Storm at Danville.

A dispatch from Danville, Virginia, dated the 11th inst., says: "A violent storm of wind and rain, with considerable hail, prevailed throughout this region this evening, commencing at about six o'clock. In this city many trees were blown down and several houses and fences were damaged. The old Confederate military hospital, until lately used as a colored public school, was demolished. A negro, who was in the building, had a leg broken and was otherwise seriously injured. Several other negroes were injured by the falling timbers. The rain fell in torrents, forming a damaging stream through the streets and fields. It is feared that the hail has greatly injured the growing tobacco. The extent of the damage in the county has not yet been ascertained."

General News.

Since 1854 the gold mines of Australia have produced 590,500,000 ounces, worth \$990,000,000.

A Bridgeport (Conn.) gentleman lost \$8,000, and dreamed that he found it near the railroad track where he boarded the train to go on a picnic. At daylight he went to the place, and sure enough, there he found it.

A constable volunteered to watch a store which was to be robbed, at New Sharon, Ia. He slept at his post, and the burglars took away his money, pistol and clothes, leaving him covered with molasses.

Dr. Quinn, one of California's millionaires, keeps twenty ships busy transporting his wheat to England. He owns 55,000 acres of rich grain land, 45,000 of which were in wheat this season. One continuous furrow is seventeen miles in length.

A Sad Death.

Mr. John F. Hobbs, a young farmer of North Hampton, N. H., lost his life last Sunday while on his wedding tour. He was on his way with his bride to Niagara Falls by rail, and in a state of forgetfulness or carelessness allowed his left arm to project partly out of the car window; a freight train came by and a loose swinging door struck the exposed arm and crushed it. Amputation was performed soon after, but the sufferer died a few hours later from the shock.

Burning Balky Horses.

John P. White, a farmer of West Hills, Suffolk county, started for home with a load of rye straw for Cold Springs, but on the turnpike one of the horses balked and to start the animal White paled a sheaf of straw under the horse and then set fire to it. This started the horse and the team went off on a run, the fire communicated to the straw on the wagon and both were destroyed and the team badly burned.

European Soldiers.

An American traveller in Europe speaks of the fine appearance of the many soldiers. He finds the French soldiers to be short in stature, nervous in action, quick in movement and less careful in dress than the Germans and Italians. The German soldiers are large and intelligent and take pride in their dress and bearing. The Italian soldiers are young and fresh looking.

Gen. Burnside Dead.

A dispatch from Providence, Rhode Island, dated 13th, says: Gen. A. E. Burnside died suddenly at 11 o'clock this morning at his residence in Bristol. He had been slightly unwell for two or three days, but was in the city last evening. The immediate cause of his death was spasms of the heart.

Freezing Weather.

A telegram from Fort Supply, Indian Territory, dated 13th inst., says: "During a norther that prevailed here last week a large number of cattle were frozen to death. Of a herd of 600, feeding twelve miles from here, nearly 300 cattle and three horses were lost."

State News.

Raleigh Visitor: Just as the mail train on the R. & G. R. R. had crossed Neuse river yesterday morning going north, the engineer discovered two railroad sills and a piece of railroad iron, measuring about four feet, laying across the track. The train was slackened just in time to prevent a fearful calamity, as there were upwards of sixty or seventy passengers aboard.

Tarboro Southerner: Rhodon Langley, a colored lad, was thrown from the back of a pony owned by Dr. James of Greenville, on Friday last and his neck broken. The pony was gentle and all the boys around Mr. James' Hotel were in the habit of riding it. On this occasion the pony showed a little life.

Goldboro Messenger: Our Smithfield correspondent writes us: Mr. W. J. Best was here last night. Quite an enthusiastic meeting was held in the Court House. Best guarantees to build the railroad from Goldboro to Smithfield if the people along the route will subscribe \$50,000 to the stock of the company.

Set back 42 Years. "I was troubled for many years with Kidney Complaints, Gravel, &c.; my blood became thin; I was dull and inactive; could hardly crawl about; was an old worn out man all over; could get nothing to help me, until I got Hop Bitters, and now I am a boy again. My blood and kidneys are all right, and I am as active as a man of 30, although I am 72 and I have no doubt it will do as well for others of my age. It is worth a trial.—(Father.) Sunday—Mercury.

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Miscellaneous Advs. Tax Sales! NEW GOODS! NEW GOODS! The good people of Chatham and surrounding counties are respectfully informed that J. P. GULLEY, -OF- RALEIGH, N. C., Has just received a tremendous and varied stock of DRY GOODS, CLOTHING, BOOTS, SHOES, HATS, NOTIONS, &c., &c., which will be sold at BOTTOM PRICES. Special attention called to Boyton's Shoes and the Pearl Shirt. Our selections, Messrs. C. C. and J. N. HAMLET and A. T. LAMBERT, Jr., of Chatham, will be pleased to wait on their countrymen. J. P. GULLEY, RALEIGH, N. C.

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