

THE TIMES.

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DR. J. H. DANIEL, Editor and Proprietor.

OUR WASHINGTON LETTER.

(From Our Regular Correspondent.)

The effort of President Cleveland to place Wheeler H. Peckham upon the Supreme Bench of the United States has failed, as did a similar endeavor as to William B. Hornblower. There is perhaps, a trifle of comfort for Mr. Peckham's friends in the fact that Mr. Peckham's fitness is not involved, that Mr. Peckham is a mere incident, as it were - a trifling grain of corn, in the grinding of which the upper and nether party mill stones have become dangerously heated. This difficulty as to who shall fill the vacancy on the bench has gone far beyond a personal difference of opinion between the President and his arch-enemy. It may be that Mr. Cleveland will with his next nomination endeavor to allay the fire of strife, but it is not likely that he will take any action which can be construed as a surrender to Hill. At the same time, the people demand that the Supreme Court vacancy be in public interest speedily filled. It is over seven months since Justice Blatchford died, and in the meantime the business of the Supreme Court has so greatly augmented as to necessitate prompt action. Contingencies are rare when the Supreme Court Justices are constrained to an alignment on party grounds. The memorable episode of 1877 is never likely to be repeated in the history of the government.

The Senate is busy preparing for the great tariff debate, with the prospect that the discussion will continue for at least one or two months. The best authorities on the tariff are not always the men who say most about it in public, and a great many of the cleverest speeches delivered on the floor of the Senate are not written by the men who deliver them. There are indeed few ready tariff debaters in the Senate and the running discussion of the Wilson bill will be confined to five or six men. The other Senators will guard local interests and make set speeches. The Senators who will be heard most frequently are Vest, Mills, Jones of Arkansas, McPherson and Harris on the democratic side; Aldrich, Allison, Sherman, Teller and Lodge on the republican. Then there are Stewart on the republican side and Call on the democratic side, who will be on their feet as frequently as the rulers of the Senate permit, chiefly because they like to talk. Mr. Call is the hero of the famous jest: "The one thing more tiresome than a call of the House is the call of the Senate". Senator Sherman is preeminently fitted to go into a tariff discussion. He has an "awkward" memory, which is of great value to the republican side in the tariff discussion. Great pressure will be brought to bare by the representatives of business interests to have the debate brought to a speedy termination, so that the country may know what business conditions it has to meet. But there is very little doubt in the minds of "those who know" that the debate will drag for several weeks through the deliberate and circuitous "courtesy" of the Senate.

It is very well known that Hon. Jerry Simpson, the ambidextrous slugger of ravenous monopolies, was a sailor in his salad days and went down to the sea in ships. It is not generally known, however, that many of his salt-air accomplishments cling to him like the rose scent round the scattered vase. He has a slight roll in his walk, and the agility which he displays in hopping upon his bicycle and the magnificent equipoise,

which he thereupon maintains are reminiscences of his early training. By nothing in his personality is his past life so strongly accentuated as by his trousers. They are tight in the waist, tight in the seat, and have the regular seaman's "spring" at the bottom. He has several pairs, and they vary. Some are very salty, indeed, and some only slightly saline, but they are all more or less suggestive of a wet sheet and a following sea and a wind that follows fast.

Partially concealed by diplomatic clouds is a most interesting situation in which Great Britain and the United States are deeply concerned. That friction exists between the two governments as to the Bering Sea seal-fishery regulations is no secret, but it was supposed that when the court of arbitration decided as to the legal rights and equities of the powers involved all real trouble was at an end. But it was at once evident that Great Britain was very much disgusted at the findings of the arbitrators. The arbitrators decided against this country in its claim to supreme jurisdiction over Bering sea, but they gave to this nation a right to protect the seals from destruction. It seems to be understood around the State and Navy Departments that the policy of seal protection during the season just about to open will be of the aggressive variety. This will accord with the popular American idea.

It might be well for some of the Senators to take steps to have the Constitution amended so that in the phrase "advice and content of the Senate" the word advice will appear in capital letters.

THINKS HE HAS IT

The Wilksboro Chronicle tells of a young man in the vicinity of Job's Cabin who has invented what is thought to be a wheel of perpetual motion. The young man's name is Albert McNeil, son of Esq. G. W. McNeil. He is going to carry his wheel to Washington, accompanied by Dr. Triplett and J. F. Norris, the latter part of this week, in order to obtain a patent upon it. Those who have learned anything about the wheel have great faith in it. He has been at work on it three years, although he has kept very quiet about it, not even letting his folks know. - N. O. C.

A STORY ON VANCE.

Senator Zebulon Vance is the hero of this story, and it is Wade Hampton who tells. Zeb's client had been worsted in the lower court, and he took an appeal. It was his first argument in the State Supreme Court, and you may know was a tremendously heavy one. When the judges come to render a decision the chief justice quoted Vance's argument in full. As he went along Vance looked around at the other lawyers in a way that showed he felt sorry for them, though, of course, he did not want to appear too proud. But he couldn't conceal his opinion that that argument was the greatest one ever presented to the courts, for the judges who had sense enough to see this he felt the deepest respect. Well, after a time the chief justice finished the reading of that argument of Vance. Then he paused for a moment, and with judicial deliberation said: "For these reasons we affirm the decision of the court below." - Norfolk Landmark.

A good story is told of a well known Presbyterian minister of Toronto, who not long ago attended a swell dinner party while visiting in New York. It was a dinner among the upper ten, at which the ladies sat down to the table. "What did the ladies wear?" asked the minister's wife, anxious to get a pointer from her husband as to the latest fashions. "Well my dear," responded the husband, "really I could not tell from what I saw above the table, and you know I was too much of a gentleman to look under it."

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DATED DEC. 4 1893.	Daily No. 16.	Daily No. 36.	Daily No. 11.	Daily No. 11.
Leaves Weldon	A. M. 11:17	P. M. 9:1	A. M. 1:53	
Ar. Rocky Mt.	12:55	10:15		
Ar. Rocky Mt.	1:55			
Ar. Rocky Mt.	12:17			
Tv. Tarboro	12:55	10:45		
Leave Wilson	1:55	11:25		
Leave Selma	2:45			
Lv. Fayetteville	4:25	1:15		
Ar. Florence	7:05	3:27		

TRAINS GOING SOUTH.

Dated Dec. 4 1893.	Daily No. 16.	Daily No. 11.	Daily No. 11.	Daily No. 11.
Leave Florence	A. M. 7:05	P. M. 12:05		
Lv. Fayetteville	10:27	5:20		
Leave Selma	12:10			
Ar. Weldon	1:55	1:15		
Lv. Wilmington	A. M. 9:00	P. M. 7:00		
Leave Magnolia	10:40			
Leaves Goldsboro	12:00			
Ar. Wilson	1:40			
Ar. Wilson	P. M. 1:15	P. M. 10:40		
Ar. Rocky Mt.	2:07	12:05		
Ar. Rocky Mt.	2:25	12:05		
Ar. Rocky Mt.	12:31			
Lv. Rocky Mt.	2:07	12:05		
Ar. Weldon	3:18	12:56		
Ar. Weldon	P. M. 1:15	A. M. 7:00		

* Daily except Sunday.

Train on Scotland Neck Branch Road leaves Weldon 3:40 p. m., Halifax 4:00 p. m., arrive at Scotland Neck 4:55 p. m., Greenville 6:27 p. m., Kinston 7:35 p. m. Returning, leaves Kinston 7:40 a. m., Greenville 8:25 a. m., arriving at Halifax at 11:00 a. m., Weldon 11:22 a. m., daily except Sunday.

Train on Midland N. C. Branch leaves Goldsboro, N. C., daily except Sunday, 6:05 a. m.; arrive Smithfield N. C., 7:30 a. m. Returning leaves Smithfield, N. C. 8:00 a. m., arrives Goldsboro, N. C. 9:30 a. m.

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