CHARLOTTE MESSENGER.

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By W. C. Smith.

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Short correspondence of subjects of interest to the public is solicited; but persons must not be disappointed if they fail to see their articles in our columns. We are not responsible for the views of correspondents. Anonymous communications go to the waste basket.

AWAY FROM HOME.

On Friday of last week we left home at 11 o'clock, via the C. C. railroad for Fayetteville, and arrived there at 7:30 the same evening.

Fayetteville's railroad accommodations are much better now than ever before. It has three railroad outlets, daily trains on each. It will soon have other railroads outlets which promise to make it what it has been before—one of the leading towns of the State. The town has sustained some very heavy losses by fire, recently, yet it shows signs of improvement. It has a pretty good system of waterworks; ice factory; preparations are making for electric lights; its signal service system surpasses ours, as it uses the different flags and sends them up each morning with the indications for the day.

We have noted some of her best colored citizens and are glad to learn there are several other young men of fine parts steadily working their way to the front in mercantile business, trades and the acquiring of money and real estate. The school pride of the town still remains above par, and she is proud of her moral standing. Her young men and women are scattered all over the country, filling the most honorable positions, and her boys and girls in several of the best schools in the country. She has sent out lawyers, doctors, preachers, teachers, mechanics and artisans. She is proud of what she has done and every other city and town in the State can do as well.

The Churches here are prospering nicely. The Baptists have a neat and commodious Church building and fair congregation, but no regular minister. The Presbyterians are under the care of Rev. Eli Walker who seems to be getting on very nicely with the Church. Mr Jno. F. K. Simpson, one of Biddle's brightest sons teaches the parochial school at at this Church, which is situated on Haymount. Rev. Mr. Brown is in charge of the A. M. E. Church; they have a neat house of worship on the main street in the business part of the town. Rev. H. S. McDuffie, pastor of the Episcopal Church is moving on with his Church. He has good audiences and preaches fine sermons. Evan's Chapel (Zion) is the leading Church. Rev. J. M. Hill is its pastor. It is a brick Church, is the largest, finest and best furnished Church in the conference. The Sunday school is not as large as some others but one of the strong points in it is the fitness of it's teachers and officers; among which we notice Prof. E. E. Smith of the State Normal school, Mr. Geo. C. Scurlock, Mr. Ed. Evans, principal, of Graded school, Miss. Sallie Elliott of the graded school. The collection was about 2c to the scholar. Elder Hill's pulpit was filled on Sunday by Bishop Hood, who preached two powerful sermons.

Mr. Geo. C. Scurlock is again at the forge, having satisfied himself there is nothing more solid for him to "hit on" than iron.

J. B. McNeill & Son are leading the State in the undertaker business; and it is rumored that Thomas H., the son, will soon undertake to take to himself another partner.

Mr. Arthur L. Batt exhibited his beautiful painting in Evan's chapel last Monday and Tuesday nights to crowded and appreciative houses.

The State Normal school under the management of Prof. E. E. Smith is prospering finely; more than a hundred students are enrolled. The senior class has 16 members and is said to be one of the best ever sent out from the school.

Mr. Edward Evans is the principal of the graded school. His assistants are Miss Hettie McNeill, Sallie Elliott and Emma Council. They have enrolled four hundred pupils.

Mr. M. N. Leary has left Washington city and returned to the fertile soil of his swamp fields to raise cotton, corn and hay, and give his brain rest.

HARD TIMES.

Every where one goes and in every direction we hear the cry, "hard times." Is it unusually hard with the people now? If so, there is a cause for it and the cause ought to be removed if it is in the power of man to move it. Some say it comes from the general failure of crops last year. Why did crops fail last year, so generally? There was too much fertilizer used. The seasons failed to suit the poisonous stuff.

We have a suggestion to make to farmers:

Plant less ground, work it better; use no fertilizer; plant but little cotton, more corn, peas and potatoes and raise hogs enough to meat the family. In winter stay home and make compost, fences, &c., and let town people occupy their own houses.

If this is carried out we think next winter there will be much less desire to go to California or any place else, but all will be content as they should be, to remain in the good Old North State, for there is as good living here for good people as any place on the globe.

We suppose money is scarce among the laboring people just now, and the failure of crops has much to do with it. Now let the cause of crops failures be removed and we will have plenty money and prosperity will gladden every heart. If there is an abundance of breadstuff and meat raised at home it must be cheap and there cannot be very much suffering while all have plenty to eat and homes to shelter them.

Cotton is king. He is a tyrant. He makes the poor man poorer and prosperity impossible. Too many farm laborers are leaving the farms and going into the towns and cities. They suffer themselves and cause those who formerly did well, to share their wants. There is too much migrating from one county and State to another. Every time a poor man breaks up and moves, he stops a poorer man than he started. Too much money is spent in summer when we have a little, for things we could do without. Fifty cents spent for a watermelon in July would buy a half bushel of meal in December.

A dollar spent for yellow ribbon in July would help pay for a pair of shoes when the first snow comes. Then the exemsion money—the whisky money—if that was kept till winter how much of this hard times would be avoided.

The leaders of the race should, at the proper time in the proper way advise our people against the extravagant expenditure of their money—but do at our leaders do it? Are not some of our preachers and leaders at the head of excursions and the like simply to put a few dollars in their own pockets? God will hold the leaders to account for the suffering of these poor ignorant people. The shepherd must guard the sheep from harm and send him to safe pastures when the wolf is nigh. Times are hard, but we think it is brought about by poor people wasting their substance and the farmers not cultivating the right crops in the right way.

The deadlock in Indiana has been broken, and Turpie elected.

The Lorrillard strike at Jersey City is over.

Over 1,000,000 children under fifteen years of age are earning their bread in the mines and factories of the United States. A large number of mothers do the same. Society must suffer from this.

There can be no good cause for ill-feeling existing between the Knights of Labor and trade organizations. The rank and file of both are in hearty sympathy, and only ambitious and evil-hearted men in their organizations can see or wish differently.—*Omaha Truth.*

The laboring poor, and the depressed producers of this country, go regularly to the polls at each election and vote to continue the frauds that oppress them. Such deserve to suffer, and the only regret is that their folly and stupidity entail curses upon those who know the cause of the curse, but are unable to remove it.—*Chicago Express.*

Knights of Labor.

The North Carolina State Assembly met at Raleigh, Tuesday, January 25th. We give below some of the proceedings:

A bill to be presented to the legislature was considered and adopted asking that a bureau of labor statistics be established for the purpose of collecting and colating information upon the subject of labor, its relation to capital, the hours of labor, the earnings of laboring men and women, their educational, moral and financial condition, and the best means of promoting their mental, material, social and moral prosperity.

The state assembly was unanimous in its support of this measure and Messrs. J. M. Broughton, of Raleigh; W. F. Rogers, of Oxford, and John Holloway, of Wilmington, were appointed a committee to ask its passage by the legislature. The following resolution was adopted early in the session:

Whereas, we regard the passage, by the Congress of the United States, of the education bill, known as the Blair bill, as of very vital importance to the laboring class of the south,

Therefore, Resolved, That we address communications to the Senators and Representatives from this state, asking them to urge the passage of said Blair bill.

The following resolution was adopted:

Resolved, While it is the duty of all our public servants to care for the interest of all classes of citizens, yet it is a well known fact that this is not generally the case. Too often the interest of the poor and humble are neglected and often sacrificed to the promotion of the interests of the rich and powerful. Therefore, when we see in public servants a friend and and protector, we feel that we should recognize them as our friends. Entertaining this view we feel that the thanks of this assembly are due to Mr. Thos. Sutton, representative from Cumberland county in the present legislature, for his earnest advocacy of the amendments to the mechanics and laborers lien law recently passed by that body; also to Mr. L. S. Overman for the position he took in reference to the farming out of convicts on the public roads, as well as to the other members who supported these measures.

Resolutions of fraternal greetings were sent to the farmers' mass convention as follows:

"The North Carolina State assembly sends fraternal greetings to the farmers' mass convention, now in session in this city, and bids them God speed in their efforts to elevate and better the condition of that great band of earth's toilers, the farmers of our country."

On the convict question the following was passed:

The employment of convict labor in any capacity where it comes into competition with free labor, is unjust to the honest workers, tends to increase crime, and should not be tolerated. That short time convicts should be used in bettering the county roads, and no convict labor given to private corporations without adequate remuneration to the State."

A resolution was also passed asking that the legislature pass a law making it unlawful to offer for sale any prison-made goods in this state unless they be plainly stamped "prison-made."

Also asking for a law that ten hours shall constitute a legal day's work, and that employers shall give the same notice to an employee before discharge, that they require from an employee before he shall quit their service, except for incapacity or immoral conduct.

The following are the officers for the present year, elected and installed at this session of the assembly:

State master workman, John Nichols, of Raleigh, N. C.; state worthy foreman, John, W. Gordon Charlotte, N. C.; state recording secretary, John R. Ray, Raleigh, N. C., state financial secretary, J. B. Beckwith Smithfield, N. C.; state treasurer, D. R. Julian, Salisbury, N. C.; state inspector, George L. Tolmoffski, Raleigh, N. C.; state venerable sage, W. P. Wemyss, Fayetteville, N. C. state statistician, J. M. Broughton, Raleigh, N. C.; state inside esquire, D. L. Kaufman, Durham, N. C.; state outside esquire, John Nelson, Greensboro, N. C. Members at large of the state executive board: W. F. Rogers Oxford, N. C.; J. B. White, Henderson, N. C. Frank Johnson, Raleigh, N. C.; S. Ellison, Wilmington, N. C.

It may be laid down as a rule that it is the duty of the State to encourage and aid, so far as it can be done, every honest man in his efforts to provide a living for himself and family.

Thirty-four Knights in the Michigan Legislature will have something to say about what shall become law, and the majority will speak on the right side of all questions.

The K. of L., Peacock, N. H., are establishing evening schools for members of the Order, and will introduce free instruction in penmanship, letter writing, arithmetic, etc.

George's Gospel of Labor.

Congressman George D. Tilman, of the Second district of South Carolina, is profoundly impressed with Henry George and his movement. In an interview he says: "I consider that Mr. George is preaching a gospel of labor which he got from Ireland; just as Ireland once taught the Christian faith to pagan nations. Mr George is doing more to rally the laboring men of the whole world than any other reformer. He is becoming an important element in the next Presidency, and may be the deciding issue. Men who ignore him make a great mistake."

The Ballot

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Railroads.

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Condensed Schedule.

TRAINS GOING SOUTH.

Aug. 1, 1886.	No. 50, Daily.	No. 53, Daily.
Lv. New York	12:00 night	3:40 p. m.
Philadelphia	7:20 a. m.	6:03
Baltimore	9 50	9:00
Washington	11:15	11:00
Charlotteville	3:50 p. m.	3:00 a. m.
Lynchburg	5:15	5:15
Richmond	9:35	8:00
Burkville	5:38	4:03
Keysville	6:03	4:25
Drake's Br'ch	6:20	4:39
Danville	9:25	8:04
Lv. Goldsboro	11:50 a. m.	
Raleigh	3:00 p. m.	
Durham	6:07	
Chapel Hill	4:56*	
Hillsboro	6:07	
Lv. Greensboro	11:31 p. m.	9:50 a. m.
Lv. Salem	6:55* p. m.	5:35 a. m.
Lv. High Point	11:53 p. m.	10:19 a. m.
Salisbury	1:10 a. m.	11:33
Concord	1:57	11:59
Charlotte	3:00	1:00 p. m.
Spartanburg	5:36	3:34
Greenville	7:14	4:49
Ar. Atlanta	1:40 p. m.	10:40

TRAINS GOING NORTH.

Aug. 1, 1886.	No. 51, Daily.	No. 52, Daily.
Lv. Atlanta	5:45 p. m.	8:40 a. m.
Ar. Greenville	11:32	2:30 p. m.
Spartanburg	12:45 a. m.	3:43
Charlotte	4:05	6:25
Concord	5:01	7:25
Salisbury	5:48	8:01
High Point	7:34	9:08
Greensboro	8:35	9:43
Ar. Salem	11:40 a. m.	1:17* a. m.
Ar. Hillsboro	11:15 a. m.	
Durham	12:26 p. m.	
Chapel Hill	1:00*	
Raleigh	1:45	
Goldsboro	4:40	
Danville	9:42 a. m.	11:28 p. m.
Drake's Br'ch	12:20 p. m.	2:42 a. m.
Keysville	12:38	3:05
Burkville	1:20	3:57
Richmond	3:47	7:00
Lv. Lynchburg	12:45 p. m.	2:10 a. m.
Charlotteville	3:15	4:25
Washington	8:45	9:45
Baltimore	11:25	10:03
Philadelphia	3:00 a. m.	12:35 p. m.
New York	6:20	3:20

*Daily, except Sunday.

A. T. & O. DIVISION.

SOUTHWARD.	139 Mail and Express.
Leave Statesville	8:30 a. m.
Troutman's	8:53
Shepherd's	9:15
Mooresville	9:30
Mount Mourne	9:48
Davidson College	10 00
Caldwell's	10 20*
Huntersville	10 39
Stonewall	10:55*
Section House	11:12*
Arrive Charlotte	11:30

NORTHWARD.	133 Mail and Express.
Leave Charlotte	6:30 p. m.
Section House	7:09*
Stonewall	7:20*
Huntersville	7:45
Caldwell's	7:54*
Davidson College	8:10
Mount Mourne	8:25
Mooresville	8:40
Shepherd's	8:58
Troutman's	9:22
Arrive Statesville	9 50

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On trains 52 and 53, Pullman Buffet sleeper between Washington and New Orleans, Washington and Augusta.

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CAROLINA CENTRAL R. R.

On and after July 19th, the following schedule will be operated on this road:

PASSENGER, MAIL AND EXPRESS TRAIN.

Daily, except Sunday.

No. 1.	Leave Wilmington at	7:40 p. m.
	Leave Raleigh at	7:00 p. m.
	Arrive at Charlotte at	6:40 a. m.
No. 2.	Leave Charlotte at	9:00 pl. m.
	Arrive at Raleigh at	9:00 a. m.
	Arrive at Wilmington	7:45 a. m.

LOCAL FREIGHT—Passenger Car Attached.

Leave Charlotte at	7:30 a. m.
Arrive at Laurinburg	4:40 p. m.
Leave Laurinburg at	6:00 a. m.
Arrive at Charlotte at	3:45 p. m.
Arrive at Laurinburg at	3:35 p. m.
Leave Laurinburg at	5:00 a. m.
Arrive at Wilmington at	3:00 p. m.

Local Freight between Wilmington and Laurinburg tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Laurinburg on Tuesdays, Thursdays, and Saturdays.

Between Charlotte and Laurinburg tri-weekly—leaving Charlotte Mondays, Wednesdays and Fridays. Leave Laurinburg Tuesdays, Thursdays and Saturdays.

Passenger trains stop at regular stations only, and points designated by the company's time table.

SHELBY DIVISION.

PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily, except Sunday.

No. 3.	Leave Charlotte at	2:40 p. m.
	Arrive at Shelby at	6:35 p. m.
No. 4.	Leave Shelby at	8:40 a. m.
	Arrive at Charlotte at	12:10 p. m.

Trains No. 1 and 2 make close connection at Hamlet with Raleigh and Augusta trains to and from Raleigh.

Through sleeping cars between Wilmington and Charlotte and Raleigh and Charlotte.

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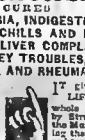

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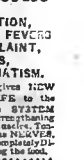

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