

DAILY OBSERVER.

JOHNSTONE JONES, Editor and Proprietor.

M. A. PARK, Business Manager.

Thursday, August 7, 1873.

THE ELECTION TO-DAY.

We hope our readers will not forget, any of them, that this is the day of election, but let all hands go out early and give up another day to their country, and work with energy to baffle again the desperate efforts of Radicalism to gain a foothold in this noble old county—the birth-place of our liberties. We hear that the Republican party has been for some time past concentrating its forces, and that they are united as usual, and determined to elect their candidates for Justices of the Peace and Constables in the Charlotte Township; and it is also said (we trust without cause) that the Democrats and Conservatives are listless and indifferent, forgetful of the vast importance of this election to every interest of the community. The Constitutional Amendments are important; they belong to the State, but the Magistrates are ours, to govern us at home directly. Then for the sake of honor, peace and capable officers, arouse ye, friend, and once again let sunset and victory together rest upon your banners this day. You have the power to prevent the fate, which would thrust you into negro domination, let not, for the sake of your children, this opportunity be lost.

[CONTRIBUTED.]

DEAR SIR: A few days since you did me the honor to request me to write a short article on Rail monopolies, corporations, &c. You know I am not much given to this kind of thing, and that I have settled views in regard to these subject, such perhaps, as are not generally entertained. I am of the people, with the curse of the fall upon me, "for by the sweat of my brow do I eat bread." You know that I am a very poor man, and that all my interest and sympathy are with the laboring class. I never owned a share of either Railroad or Bank Stock in my life, and, unless the future is more propitious, never can hope to. Now there are two objects and two methods, so to speak, of building Railroads. The first by State aid and local subscriptions, the object of which is to develop the country and benefit the immediate section through which it runs. The other by capitalists, whose immediate and primary purpose is to benefit themselves, and both are legitimate. When a Railroad is built by the first plan, it is the duty of the Legislature granting the charter to see that State and individual interests are fully protected. Economical administration and low freights are the principle among them.

When a capitalist, particularly from a distance, invests his money in constructing railways, his chief object and concern is about the profits, and the Legislature has no more right to interfere with this than it has to meddle with the dividends, or money invested in cotton factories, or any other legitimate business. But every thing is "tending to consolidation and grinding soulless monopoly," and must the people and their creatures, the Legislature, stand quietly by and see them crush the life out of producer and consumers without an effort to save? It is clearly the duty of Legislatures to be careful how they grant charters. But if a Railroad is built by private capital, I cannot see what right they have to regulate the freight bill any more than this can—the tariff of charges—at a factory. If a merchant were to have the exclusive control of a particular line of goods, don't we all know he would demand his own price for his wares, so with the planter. When a short cotton crop is made, he gets more for the staple per pound than when four millions of bales are upon the market. Supply and demand regulates the price the world over, and the same holds good with Railroads. If one company owns all the Railroads that run through a certain section, it has the monopoly of the carrying trade, and will use its power accordingly, and in this, how do they differ from other people?

A great deal has been said in this and other communities as regards the management of the Roads under the control of the Southern Security Company. I am for doing justice if the heavens fall. How did this company get possession of these Roads? First, by buying up the stock of those already built, and secondly, by subscribing its money

for building others not already in existence. The stockholders who sold out have no right to complain so the purchasers use the Road, to their own advantage, for that was in the ordinary course of human affairs, the object had in view in the purchase, and as to the Roads this Company built, how are the people injured?—for without its money the Roads would still be non est.

If a pound of freight never passed over of these Roads, still the country would be greatly benefited. How? By the money put in circulation, by the expenditures in their construction. This crusade against Railroad monopoly is as unwise as it is detrimental. The Legislature and the Courts are powerless to afford relief without violating the inherent rights of private property. I regret to see this tendency to concentration, consolidation and monopoly, but am not willing to violate all law, both human and divine, to check it. There is only one remedy, and that is, to enter the field with them, and by competition, break through the battlements of these close corporations. A Railroad owned by private individuals, to a very great extent, is like any other private property, like an incorporated company, to make iron or spin cotton or wool, or to manufacture ice by heat, or to light the city with gas. If the Southern Security company is exorbitant in its tariffs of freights, build a competing line, just as in some cities where the gas is regarded as too high, new works are erected or parties go back to the old fashioned tallow dip or kerozene.

Corporation, whether Railroad, Bank, or for any other purpose, are notoriously soulless. Power is constantly slipping from the many to the few. External vigilance as the power of liberty, are all truisms. If one class combine, the others must do so too. The rights of a community, or of a particular portion of a community, cannot be protected or preserved by the adoption of strings of resolutions. To resolve that Railroads, or other monopolies, shall cease is about as effectual and as damaging as the school boy's attempt to bring down the elephant with a pop-gun. The combination must be for a purpose, and that purpose must be to build competing lines. If this cannot be done, then the victim must grin and endure the extortion as best he can.

Capitalists put money in Railroads to make money, and not for the sentimental purpose of becoming public benefactors, and the sooner this is understood the better, and it is those who never contribute one dollar towards their construction, that grant the loudest at these charges. When a cotton factory declares a dividend of 20 per cent no one talks of a grinding monopoly, yet there is no Railroad in our country—not even the Southern Security Company—that pays its stockholders near that much. It is time this question was understood, for it vitally effects every interest, and the proper steps taken to counteract the evils that the future will surely reveal. There is now a charter for a road from this city to Weldon. Build that road and the Southern Security Company monopoly is as dead as Hecate. A road is already built to Egypt, in Chatham county; seventy-four miles more will bring it to Charlotte—and then we will have two great companies competing for our trade, and the inevitable consequence must be this—as sure as night follows day the great reduction of freights—and Charlotte become the grand distributing and shipping point for the larger part of several States.

North Carolina feels a deep interest in the contest in Virginia. The prospects for the defeat of Hughes, the Radical nominee for Governor, are first rate. Mosby, the "Guerrilla Chief," cannot stand Hughes, but will support the Conservative nominee. The tune of our Virginia contemporaries is buoyant and sanguine. The good feeling which prevails among the Conservatives is the best augury for the success of our ticket. [Raleigh News.]

DISTURBLY ASSAULT, with PROBABLE FATAL RESULT.—Mr. J. A. Edwards, agent of the Carolina Central road at Rosindale, was attacked by five colored men on Saturday evening last, and inhumanly beaten—his cheek bone being broken, and other severe injuries received. We learn that no cause is assigned for the outrage, save a difference of opinion, and bad whisky, of which latter the assassins had partaken freely previous to the distasteful assault being made. Mr. Edwards, who is a prominent and highly respected citizen, is now lying in a very critical condition, while the parties who made the attack upon him are still at large. [Wilmington Star.]

Col. Paul H. Hayne, of Augusta, Ga., the poet, and biographer of his friend, Henry Timrod, is visiting his friends in Boston. He has not been in Boston before for eighteen years.

STATE NEWS.

Wilmington is discussing the question of having a new Gas Company. Theo. Ramsay writes the Raleigh News that he is "having a glorious old time in Europe." Maj. Garton H. Wilder, one of the best and most prominent citizens of Wake County, died at his residence on Monday morning.

The new Raleigh paper, known as the Workingman's Paper, will appear some time this week.

Sunday evening a thief entered the African Methodist Episcopal Church of Raleigh, and stole the communion service.

The Mountain Messenger has it on good authority that gold and silver are now being found in large quantities in the vicinity of Elk X Roads, Ashe county.

The Raleigh News, of Tuesday, has the following: "We learn from a reliable and undoubted source that Col. A. S. Buford, President of the Richmond & Danville Railroad, has called a special meeting of the Directors of the North Carolina Railroad, to take place at Company Shops this day."

While it is not certainly known what the real object of the meeting is, yet it is currently reported that Col. Buford will surrender the lease of the North Carolina road which was made to the Richmond & Danville Railroad, and thus put an end to the litigation now going on, touching the legality of the lease and the right of the Richmond & Danville road to change the gauge of the North Carolina road from Greensboro to Charlotte. This act of the President of the Richmond & Danville road, if the report turns out to be true, cuts the gordian knot which our judicial officers have not yet unravelled."

The Cotton Crop.

There is nothing in the report of the Bureau of Agriculture, just published, which encourages the belief that the cotton crop of 1873-74 will be a large one. The main reliance of the Northern bears was the increase of acreage, as compared with that of 1872-73, from which they figured out a crop of four and a half million bales, according to their fancy. This crop is swept away. The Agricultural Commissioner says that enough land, planted in cotton, has been abandoned "to bring the acreage down to what it was last year." All, therefore, that we have to rely on is a crop equal in amount to that of 1872-73, if the season be as favorable to the staple, and if the labor of the country be as plentiful and as efficient as it was last year. What information have we upon these two points?

In the first place the present season has unquestionably been, so far, less favorable than the preceding season. The Agricultural Commissioner only confirms the letters of private correspondents, and of the acute correspondents of the Charleston News and Courier, in saying that the crop is from two to four weeks later, that the wet weather has given the planters more work than they can do, and the cotton worms and caterpillars have made their appearance. Add to these facts the further fact that labor is dearer and more scarce and less efficient than it was last season, and the public, who wear not the speculators' spectacles, will see at once how poor is the chance of making a crop equal to that of 1872-73, unless the rest of the current season be as extraordinarily favorable as the season of 1870-71, when over four million bales were made.

The bears and the spinners may say what they please about four and a half million bales in 1873-74. Estimates are mere guesses at this stage, but as things look now, three and a half million bales will be nearer the mark than four and a half millions.

MISCELLANEOUS ITEMS.

Des Moines, Iowa, had frost one morning last week.

There are 1972 lager beer breweries in the United States.

According to the last census there are 383,713 Indians in the United States.

Jay Gould is described as a very unassuming person, who wears plain clothes.

Laura Fair has struck a balance sheet and finds it costs \$11,100 to settle Crittenden's case.

Katie Bender, the worst of the Kansas murderers, has been arrested in Utah.

A genuine autograph of Jno Bunyan has been found in the fly leaf of an old book.

The girls in a Springfield, Mass., factory are supplied by the proprietors with chewing gum, in order that they may not waste time in talking.

The New Orleans Piazzette says of Louisiana: "Her lands and the sweat and labor of her sons are mortgaged for forty years to come to enrich her plunderers."

After slaying twenty-one incarcerated wretches, the cholera has disappeared from the Columbus (Ohio) penitentiary.

The Superintendent of the West Point Railroad has changed the schedule of that road to suit the Atlanta papers.

When a Philadelphia husband comes home late his wife makes him say "Claxton, Remsen & Haffelinger," which is a book-publishing firm in that city.

Chicago street-car drivers have been receiving as wages one fare in six, but they have recently been cut down to one fare in seven and many of them are dissatisfied.

TELEGRAPHIC.

FROM THE AMERICAN PRESS ASSOCIATION.

BY THE SOUTHERN AND ATLANTIC LINE.

[BY TELEGRAPH TO THE OBSERVER.]

NEW YORK.

Suits Against the Erie Railroad Company.

NEW YORK, Aug. 6.—The Tribune this morning says that for some days past reports have been current that several lawsuits were about to be entered against the Erie Railroad Company by persons claiming to have been injured by violations of official trusts and non fulfillment of contracts. It is said that the most important of these have been entered by Erie stockholders and the bondholders of a road, a portion of whose securities have been guaranteed by the Erie.

Another suit, it is reported, will take the shape of a formal demand before the courts for the adjudication of the Erie Company as bankrupt for non-payment of obligations. Reports were that this had grown out of the Erie's refusal to pay interest on the bonds of the Boston, Hartford and Erie Roads, which it had guaranteed.

Several prominent lawyers are mentioned as having been retained by the Erie Company, including Field, Woodsen and others.

Attempted Wife Murder.

NEW YORK, Aug. 6.—James Kelly and wife Bridget, separated some time since—she living with her mother. Last night James watched for her in West Street, and asked her to live with him again, she refusing he called her aside as if to whisper something to her and plunged a knife into her neck, stabbed her in the cheek and gashed her arm. Her cries frightened him and he ran away. She was taken to a station house in an apparently dying condition, with a cut on the cheek about four inches long, exposing the bone. The wound in her arm was not so severe. Her wounds were dressed and she was taken to Park Hospital. Capt. Lowry started with an officer in pursuit but were unable to capture him.

Murder of a Stranger in New York.

NEW YORK, Aug. 6.—Charles Coburn was arrested yesterday, charged with complicity in the murder of an unknown man in Spring Street last Monday night. Witnesses have been found who testified that they saw Coburn scuffle with the stranger and then throw the latter on the sidewalk and then leave him. The murdered man is not yet identified.

WASHINGTON.

WASHINGTON, Aug. 6.—The reports from Cadiz, Spain, to the effect that Capt. Wells, commanding the U. S. Steamer Shenandoah, while lying in that harbor, had ordered the Spanish Insurgent's Frigate Villa de Madrid, to abstain from hostilities, creates considerable comment here. It is not thought but what Capt. Wells, if the report of his action be correct, has acted on his own responsibility, and his course will not be sustained by the government.

LOUISIANA.

The Situation in Grant Parish.

NEW ORLEANS, Aug. 6.—The reports from Grant Parish are of the most conflicting character, and were it not for the energy and judgment exhibited by Mr. H. Conquest, head Clerk of the Government Secretary, who has been left in charge, bloodshed would undoubtedly have been shed. The conservatives have, as it stated by the letters of those who represent the Kellogg Government, perfect charge of Colfax, and have torn up all the commissions of the opposition. Had the military not been ordered there, bloodshed would have ensued. Affairs are now quiet, however.

Great excitement exists in this city. Six companies of infantry left to-day for Colfax, and it is thought their presence will cause a cessation of all troubles. Gen. McDowell is still here.

FOREIGN.

VIENNA, Aug. 6. The Emperor William of Germany has arrived at the watering place of Gastien, near Salzburg.

LONDON, Aug. 6.—In consequence of differences having arisen between Chancellor Lowe and Rt. Hon. W. E. Baxter, the latter has resigned his position as Secretary of the Treasury.

MADRID, Aug. 6.—A powder magazine at Valient exploded yesterday, killing and wounding a number of persons.

New York Items.

NEW YORK, Aug. 6.—Julius Patton, a clerk in the post office was arrested to-day, charged with opening letters and embezzling contents. Patton was caught by a decoy letter. He waived examination and was held in \$5000 bail to await the action of the grand jury.

John Ruck, a well-known builder and proprietor of considerable real estate in this city, was arrested to-day, charged with burying the remains of a child in his back yard, on 286, east 4th street.

Sheriff Brennan this afternoon received a telegram from Gov. Dix commencing the punishment of David Murphy, who was sentenced to be hung on Friday next for the murder of David Barry, to imprisonment for life.

MARKETS.

NEW YORK, Aug. 5.—Money continues easy at 3 to 4; exchange dull steady at 103½ to 103½ for 60 days; 103½ for sight.

Gold more firm; at 115½ closed at 115½.

Governments quiet, steady; currency 6s, 114½ to 115; State Bonds quiet. Va. 6s old, 43½, new 50; consols 51; deferred 11½.

Flour closed less active but steady; Baltimore, Alexandria and Georgetown, mixed to good superfine, 4.90 to 5.10 Wheat weak, quiet. Corn closed active. Provisions, pork active.

Cotton lower and dull; low mid, 19½, mid, 20½.

Cincinnati Provision Market

Hogs firm 485 to 515, receipts 1,677; hay steady, 18 to 20 for prime; lard oil quiet, 85 to 86. Provisions, strong. Mess pork firm 16.50, for city bulk, meats steady, shoulders 8, clear ribs, side 9½, clear sides 9½ to 10, clear ribs 10, clear sides 10½. Sugar cured hams 15 to 15½. Lard 8 to 8½. Sugar steady. Tallow unchanged. Whiskey weak and declined. Cattle 6.29

COTTON.

Charleston—Quiet; mid. 18½ to 19; receipts 286, stock 481.

Baltimore—Dull; mid. 20; sales 50; stock 3,051.

Norfolk—Firm; low mid. 18½; sales 80; receipts 356; stock 3,643.

Wilmington—Closed dull; mid. 18½; sales 7; receipts 36; stock 1,205.

Baltimore—Dull; mid. 18½; sales 125; stock 2,464.

Norfolk—Firm; low mid. 18½; sales 4; receipts 286; stock 3,617.

Wilmington—Quiet; mid. 18½; receipts 27; stock 3,041.

Memphis—Firm; low mid 18½; receipts 368, stock 9,709.

Augusta—Steady; middling 17½; sales 9; receipts 141.

Galveston—Cotton, quiet; good ordinary 15 15; sales 100, receipts 34; stock 9,697.

Mobile—Nom!; mid. 18½; sales 100, receipts 3, stock 10,142.

New Orleans—Moderate demand, mid. 18½ to 18½; sales 900; receipts 328 stock 18,219.

Cincinnati—Dull, mid. 19.

Savannah—Demand fair, mid. 18½; sales 15, receipts 262, stock 1,617.

The railroad from Marshall to Dallas, Texas, was completed Wednesday. Through trains will soon be put on from Shreveport to Dallas, a distance of one hundred and ninety miles. Shreveport gave a barbecue on the event.

To Store-keepers Everywhere, the Wholesale House of Wittkowsky & Rintels Send Greeting:

To well and favorably known in North and South Carolina, parts of Tennessee and Virginia, and too long established (since 1857) the proprietors deem it unnecessary in again coming before the public and soliciting their patronage to go into a long flourish as to their immense stock and commensurate will and ability to sell Goods Low.

We therefore content ourselves by simply announcing that our business having increased \$200,000 in one year, and Charlotte having additional Railroad facilities warrants us in still more increasing our stock.

We shall have in store by the 10th of Sept., a stock of three hundred thousand dollars (\$300,000) consisting of full lines of every class of goods that go to make a complete assortment for a Store, which we offer to the trade at competing prices with any Jobbing House from New York to New Orleans. All we ask, come, and we will make good the above assertion.

Merchants in North Carolina have the additional advantage that by buying in the State, they have no purchase tax to pay.

We also have a retail department, where we keep everything from common to the very best. Also, have a Carpet and Milliner department.

WITTKOWSKY & RINTELS: Charlotte, N. C., August 6th, 1873.

New Advertisements.

TO THE CITIZENS OF CHARLOTTE

THE Union Times, published at Union T. C. H., S. C., circulates among the best citizens of Union county, and will give to Merchants and all other business men of Charlotte a medium for securing a profitable trade. Union county is an important cotton growing section and its citizens are among the most solvent and liberal in the South. Their trade is certainly worth an expenditure of a little money for advertising to obtain.

The tide of trade from Union is now turning toward Charlotte, and if her people will encourage it, they can command it. R. M. STOKES, Editor and Proprietor.

CHARLOTTE MALE ACADEMY. THE exercises of this School will be resumed on Monday, the first day of September next. Besides the branches formerly taught, will be added French and German. Especial attention paid to Mathematics, Eng. Composition, Declamation, Book-keeping, &c. In this, my fifth scholastic session, I respectfully solicit a continuance of the generous patronage shown me and will earnestly endeavor to merit their confidence. Apply for circulars to W. BEAUMONT OLAKSON, Principal. aug 6 Im

NOTICE TO BUILDERS. THE Union Hotel Company invites proposals for the erection of a Hotel building at Union S. C. Proposals to be sealed, and handed to the undersigned on or before the 15th of August, 1873, at Union.

Plans and specifications may be seen at the office of the undersigned. H. L. GOSS, Chairman Build. Com. aug 6 2c]

CARRIAGE & BUGGY FACTORY.

JOSHUA TROTTER, CHARLOTTE, N. C.

I HAVE lately removed into my new Carriage and Buggy Factory on the corner of Tryon and 6th streets, and am prepared to execute work with neatness and despatch. My stock is large, and my assistant workmen are masters of their trade, and I have every facility for giving entire satisfaction to my customers. I have an experience of Fifty Years in the business. Address, JOSHUA TROTTER, Charlotte, June 14 3m]

MONEY SAVED BY BUYING THE NEW

Family Singer Sewing Machine.



Sold on Monthly Payments

WE claim and can show that it is capable of doing a larger range of work than any other, easier to learn on, and the most simple in its construction. It is, unqualifiedly, the best and cheapest Family Sewing Machine. It runs smoothly, and does from the finest to the thickest work with equal facility and perfection. We respectfully ask all desiring to purchase a first class standard machine, to call and examine for themselves before purchasing elsewhere, at our sales room on Tryon street opposite the Post Office, or address H. C. TURPIN, Manager, Singer Mfg Co., Charlotte, N. C. [P. O. Box 11.] Agents Wanted. June 18 1c

Wesleyan Female Institute STAUNTON, VA.

The 24th annual session begins Sept. 25, 1873. One of the first Schools for Young Ladies in the South. Twenty-three teachers and officers. Scenery grand; buildings elegant; health unsurpassed; feeble constitutions here restored; pupils from all the States from Maryland to Texas. Board and College Tuition for scholastic year, \$240. For catalogue of 54 pages address Rev. W. A. HARRIS, President, Staunton, Va. aug 6 1m

BOARD REDUCED TO \$3 per DAY.

COLUMBIA HOTEL, COLUMBIA, S. C.

THE proprietor of this well known first class Hotel would respectfully inform his many friends and the traveling public generally, that he has reduced his rates of Board from \$4 per day to \$3 per day, and at the same time pledges himself to spare no pains in the management of the house to sustain its reputation as a first class Hotel in every respect. WM. GORMAN, Proprietor. July 30 and 2w]

JUST RECEIVED.

A Superior article of new wheat flour, A fresh meal, nice breakfast bacon. Also fine lot of Kentucky hams, choice apples, for eating and cooking, and for sale cheap for cash at B. N. SMITH'S.

10,000 PAPER BAGS at PUREFOY'S. June 29

CHOCOLATE, Arrowroot, Gelatine, Pure Ground Pepper, Ginger, Cloves, &c. July 25 W. R. BURWELL & CO.

VALENTINE'S MEAT JUICE, June 22 W. R. B. & CO.

COME and look at the style of 1869, at may 9 B. KOOPMANN'S.

NEW Spring Styles Hats and Bonnets, Ribbons and Flowers, Just received at mar 16 MRS. QUERRY'S.

CARMINE and Violet Inks, at PUREFOY'S.

DALE'S CORN KILLER, June 22 W. R. BURWELL & CO.

GREAT Bargains in Black Lace and Lama Shawls, at may 9 B. KOOPMANN'S.

MASON'S Improved Fruit Jars, July 23 W. F. BURWELL & CO.

ON CONSIGNMENT. Boxes or crates of extra fine peaches, at B. N. SMITH'S.

DRIED BEEF. The so much called for dried beef has come at last. It is elegant, no bone in it, but just as nice as you could possibly wish at J. F. BUTTS' Market.

BOLTED MEAL. Another lot of elegant bolted meal, needs no sifting, but is white and beautiful all ready for quick baking at J. F. BUTTS' Market.

COME and get cheap KID GLOVES from our Bargain Counter. July 31-4t BREM, BROWN & CO. Democrat and Home copy once.

PURE French Brandy received to-day July 23 W. R. BURWELL & CO.

Braithwaite's Retrospect OF Practical Medicine and Surgery. For July, 1873. For sale at TIDDY'S.

CLARET, PORTER, ALE, &c. JUST received by W. H. H. Houston & Co., superior lot of French Brandy, finest ever offered in the city; Brown Stout Porter, Sparkling Ale, Pale Ale, Claret, Port and Madeira, Wines, superior articles, at reasonable prices. W. H. HOUSTON, July 31

BRASS LETTER CLIPS, at PUREFOY'S.