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Daily Charlotte Observer.

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CHARLOTTE, N. C., TUESDAY, MARCH 30, 1880.

NO. 3,458.

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BOOTS, SHOES, HATS

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THE BEST BRANDS

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By purchasing at Asiel's store You save full ten per cent. or more. Prove the fact, you'll find it true. More truth than poetry in my rhyme; So go and try him without fail.

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WE INVITE INSPECTION AND CRITICISM.

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Offers a Finer, More Tasteful,

OR CHEAPER LINE OF GOODS.

THE Handsomest Assortment of Hosiery in the Market, 1000 Lisle Gloves with ten Buttons, a most beautiful line of Dress Buttons, new and stylish, Lace Fiches, white, black, Zephyr Shawls, Fichon, Bretonne, Valenciennes, Languedoc, and real Lace.

Come early and get one of our Handsome Parasols. They are going off rapidly. Don't forget that you will always find everything New and Stylish at

T. L. SEIGLE & CO'S.

Miscellaneous.

TRADE MARK

From having been intimate for a number of years with the proprietors of Swift's Syphilite Specific, I have known much of its manufacture and its use. There are men in the community, well known citizens—who were victims in early life to syphilis, the most terrible curse that ever afflicted the human family, and who have taken the S. S. medicine, and are now, to all appearances, and in their own belief, free from the same disease as the first man, fresh from the hands of its Maker. Delicacy of course forbids their public recommendations of this medicine, but I am allowed to refer to the skeptic privately to those who will endorse everything that can be said in its favor. Being professionally much opposed to endorsing or recommending nostrums of this kind, it is with hesitation that I attach my name to this article; but I know whereof I speak when I say that our science has not yet made public combination equal to this for the purpose indicated. The great boon the government could bestow on hundreds of thousands of its citizens would be to purchase this receipt of its proprietors, and make it public for the benefit of the present and all coming generations.

T. L. MASSENBURG, Ph. G.

Prepared only by the SWIFT SPECIFIC COMPANY, 151 N. 3rd St., Philadelphia, Pa. Sold by F. C. Smith and L. R. Wriston & Co. Call on your druggist for a copy of "Young Men's Friends."

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There supporting the National Democratic Party, edited by GEORGE C. WEDDERBURN, of Virginia, formerly publisher of the Richmond (Va.)

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A full line of COFFINS constantly on hand.

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BEST'S PLEDGES.

WHAT THE OWNER OF THE RAILROAD IS GOING TO DO.

Speech Before the Legislature After the Passage of the Bill for Promotion—A Man Who Made Himself.

By invitation Mr. W. J. Best addressed the Legislature at 4 o'clock on Saturday afternoon, and the following is his speech as reported by the Raleigh News:

Mr. Chairman and Gentlemen of the General Assembly:

I sincerely thank you for the opportunity of meeting you at the beginning of my connection with the Western North Carolina Railroad. It has been my good fortune for several years past to be intimately acquainted with a few of the representative men of North Carolina—men whom the State has delighted to honor. It has also been my pleasure to enjoy their friendship and regard. From acquaintance with these gentlemen is partly due my presence here at this time.

A good deal has been said in reference to William J. Best and the gentlemen associated with him in the proposition to purchase the State interest in the Western North Carolina Railroad which you have recently considered and ratified. The question was put to me several days ago whether, in my opinion, it was not better to acquiesce in the fact that I am a "little, stout, round-headed Irishman, with a wooden leg." (Laughter.)

In other places equal exchanges have been made as to my personal appearance, and, still more, concerning my plans and purposes. In my own behalf, I wish to say that I am a plain, straightforward man of business, accustomed to deal with large interests upon business principles. Never have I had recourse to improper influences to accomplish the end I desired.

For months past you have known the fact that I was negotiating for the purchase of one of the principal railroads of the State. Some of your newspapers and public men have called me hard names, but a much larger number have spoken of me in the most kind manner. It is always pleasant to a man of my temperament to hear himself well spoken of. On the other hand, it is very unpleasant to be abused without cause. But this is passed, and has left in my mind no ill-feeling or desire for revenge. As my plans unfold themselves, not in mere rhetoric, but in actual demonstrations of what I came here to do, I think no one who respects the day that the Legislature approved the act to place the control of this road in my hands. (Applause.)

It would not, gentlemen, be proper for me, a comparative stranger to many of you, to discuss the propositions to amend this measure. It seems, however, that I should tell you that at no period in the past three years—during which I have had my eye fixed firmly upon this road—has I ever entered my mind not to finish the Ducktown Division (tremendous applause). Three years ago I discussed with several eminent North Carolinians the question of the completion of the Western North Carolina Railroad. I urged the matter with earnestness, and, at the same time, advised paying the debts of the North Carolina and Atlantic and North Carolina Railroads. They agreed to consolidate the three roads under one management, thus carrying out in a practical way the old idea of a "North Carolina System" of railroads from the Seaboard to the Mississippi Valley. I proposed this not as an individual project, but in behalf of the State. It may surprise many of you to hear this, but among the archives of the State may be found one or more propositions looking to the accomplishment of that great work, which I submitted for the consideration of the executive. Unfortunately, the condition of the finances of the State and the uncertainty which then pervaded the public mind regarding national affairs, prevented any action. But for these causes I believe the Western North Carolina Railroad would now be completed. Here I wish to say that I have always regarded the Ducktown division as decidedly the most valuable portion of this road. I am conscious of the magnitude of the work to be done to carry that road to the Tennessee State line. It involves the expenditure of millions of dollars and years of patient persevering work. When, however, that road shall be finished will prove one of the most important pieces of railroad property south of the Potomac. I make this statement for the information of the gentlemen who have asserted, honestly, I presume, that it was not my intention ever to build the Ducktown line. Hereafter, when they see the work in process of accomplishment, I wish them to reflect whether or not they did me injustice in their discussion of the subject. I thank those gentlemen who took me largely upon trust and firmly supported the measure for the sale of this road to me and my associates. I feel as if they had pledged themselves as surety for the faithful performance of our contract. I say to these gentlemen, in all sincerity, that I shall redeem the bond, if I live.

From this time onward, the completion of this road shall be the great object of my life, and I do not doubt but that it shall succeed. (Applause.)

I realize, gentlemen, that I have taken in hand a work of such magnitude as would appal most men. For twenty-five years it has taxed the energies of the North Carolina. It has commanded the best thoughts and energies of such eminent statesmen as Caldwell, Morehead and Graham. If, after the failure of these great men, it should fall to my lot to finish this great highway of commerce, I have the abiding faith that the sentiment of the Old North State will accord to me all the honor to which my labors will entitle me, even though I come to you a carpet-bag Irishman. As to the methods I shall pursue in carrying out this work, it is unnecessary for me to take up your valuable time. Accidents speak louder than words. In a short time, I shall give you an earnest of what I propose to do and the object I wish to accomplish. This much I wish you to bear in mind, that I have come here to make money and am going to make all I can honestly. But for every dollar I shall realize from this enterprise North Carolinians will secure one hundred dollars. We must bring the funds here to build the road. Once we've got the money certainly cannot be taken away.

Gentlemen, it is not always wise for a man situated as I find myself at this moment to say such things. But it is proper I should tell you something of myself in order that you may be able to judge whether or not I am likely to carry through this grand work.

Less than twenty years ago I came to

New York, a poor Irish youth, without friends. In that city of great men, I worked, I am proud to say, as a porter at one dollar per day; but in that city, and within a stone-throw of the scenes of my early struggles, I have since been able to command hundreds of dollars for only a few hours labor. Whatever of reputation I possess, whatever money I have made, has been purchased by sacrifices of personal comfort and a laborious attention to business that would appal you. What I have done I believe I can do again; and all I ever hope to be I shall owe to my own head and hands, under Almighty God. The business of the Western North Carolina Railroad is the most stupendous undertaking of my life. Relatively, I have accomplished as great things as that upon which I have now embarked. That I shall successfully perform the present task, I do not doubt; and in building this railroad I feel sure of your cordial, hearty co-operation. It is not pleasant to me to speak in this way of myself, and yet, I do not well see how I could avoid doing so.

Never before, gentlemen, in the history of North Carolina, have four men been so thoroughly discussed as William R. Grace, James D. Fish, J. Nelson and myself. I have no record to show. When I was asked by one of the executive officers of the State for references in New York, my reply was prompt. "I shall give you no references. Should I furnish any they would be my friends, a man does not do that. Go where you please, inquire of whom you please, I shall be satisfied."

Thus far I have kept my name unsullied. Is it, therefore, likely I would appear before you as a disgraced man, play you any trick, thereby marring my usefulness forever. My ambition is, honestly to carry out our contract and, I trust, before many months have straightened out, to be inviting you, or your successors, to accompany me over the road to Pigeon River and Paint Rock. (Great applause.)

STATE NEWS.

Shelby has whooping cough.

Mt. Pleasant offers to build 50 miles of the Fayetteville and Wadesboro railroad.

The Superior Court for Monroe convenes on the 5th of April, Judge McKoy presiding.

The Monroe Enquirer has been presented with a hen egg weighing a quarter of a pound.

The prisoners confined in Monroe jail made an unsuccessful attempt to escape last Wednesday night.

During Tuesday and Wednesday of last week, great damage was done in Columbus county by a fire in the woods.

The Messenger says ex-Governor Broden will at an early day declare himself the "people's candidate" for Congress from the Goldsboro district.

Lincolnton Constitution: We learn from a reliable person that Rufus Quickie, colored, of this town, emitted a small serpent, about six inches in length, from his mouth the other day.

The Republican convention which met at Asheville last Thursday, elected Maj. W. W. Rollins and D. C. Pearson, Esq., delegates to the Chicago convention. They are both for Sherman.

A warrant was issued in Raleigh last Saturday at the instance of J. O. Turner, for the doorkeeper of the House of Representatives, alleging assault and battery. Result: Turner paid the costs.

The Examiner says James Johnston and Charley Warren, of Salisbury, had a dispute at the base ball ground in that town last Wednesday which resulted in Warren cutting Johnston severely with a knife.

Mr. Thomas J. Ewell challenges any pedestrian in North Carolina for the championship of the State in a twenty-five mile gas-you-please race, to take place at the rink of the Elm City Athletic Club, in Newbern, on the 10th of May.

Monroe Express: On last Saturday night Mr. E. F. Holden, of this place, was sitting near Mr. J. M. Thomas, near the window, with some members of Mr. Thomas' family, when he was fired at through the window by some person on the street. The ball struck the solid portions of the blinds and lodged.

Salisbury Examiner: Another accident occurred on the Western North Carolina road Friday morning. The regular morning train had attached an open car loaded with iron, which ran off the track near Third Creek station. The iron was thoroughly scattered, and the car somewhat damaged. No person injured.

Raleigh Observer: Much amusement was caused Saturday afternoon by the display of a dead cock on the railing around Washington's statue in the capitol square. The fowl was headless and black-waisted and other fine qualities of the following inscription: "This cock was ring struck. Was also in favor of selling the Western North Carolina Railroad, and was heavily bribed. How the fowl got there was a mystery, but being there occasioned much merriment."

Winston Republican: A couple of gentlemen were in town last Monday in company with Capt. David Jenkins, looking for timbered land from which to supply the Northern markets with black-waist and other fine qualities of lumber. They are expecting a speedy completion of the railroad from Johnson City to some point in this county, and expect to go into the lumber trade extensively as soon as a cheap transportation can be furnished them.

Second-Class Matter.

The postoffice committee heard Mr. Bissell, law clerk of the Postoffice Department, at Washington, Wednesday, in advocacy of Representative Money's bill, which provides that from the passage of the act the rate of postage on second-class publications deposited in a letter carriers' office for delivery by the carriers of the office shall be uniform at a cents a pound. At the conclusion of the argument the committee instructed Representative Money to report the bill favorably to the House. Some discussion ensued upon the subject of ocean mail service, but no action was taken by the committee.

Postmaster's Office a Success.

When the case of the interference of the Postoffice department with the Registered Letter and Postal Order mail addressed to The Louisiana Lottery Company, or to M. A. Dancy, New Orleans, La., or the same person at No. 810 Broadway, New York, was brought before the Postmaster-General, one of the Commissioners on behalf of the State of Louisiana, so ably defended the constitution of the Crescent City that the Postmaster-General has rescinded his order of interference in time for the next drawing, April 15th.

FOR ONE WEEK.

GREAT CLOSING SALE OF

WINTER CLOTHING,

TO MAKE ROOM FOR SPRING STOCK.

400 Fine all Wool Cass. Pants Reduced from \$7.50, 5, 6 & 7

TO ONE UNIFORM PRICE, \$3.50.

Other lines in heavy fabrics, also, will be sold at a SACRIFICE. The opportunity is rare, and we invite prompt attention.

Very respectfully, E. D. LATTA & BRO.

February 28.

Spring. 1880. Spring.

NEW GOODS ARRIVING DAILY

AND IN

LARGE QUANTITIES

Look for our Grand Opening Day

BETWEEN THIS & APRIL FIRST.

Respectfully, L. BERWANGER & BRO.,

Fine Clothiers and Tailors.

Open to Criticism.

WE ARE AGAIN BEFORE THE PUBLIC WITH AN

Entire New Stock of Goods for Spring and Summer,

And we are ready to exhibit, without a shadow of doubt, the most complete and finest collection of

DRY GOODS, CLOTHING, HATS, ETC., ETC., THAT HAS EVER BEEN BROUGHT TO THIS STATE.

SEE OUR DRESS GOODS. SEE OUR SATINS. SEE OUR FRENCH NOVELTIES. SEE OUR FANCY GOODS. SEE OUR HOUSE FURNISHING DEPARTMENT.

SEE OUR MILLINERY, MILLINERY, MILLINERY.

In this Department we excel our own efforts of former seasons.

100 Pieces of Nottingham Curtains, Lace and Cottage Drapery, New Carpets, New Oil Cloths, New Rugs, New Mats, New Mattings—a bewildering stock of everything. Our Clothing and Hat Departments are replete with all the Novelties for the Season, and contain the very finest Goods manufactured. Gent's Furnishing Goods of every description.

Our Grand Spring and Summer Opening Begins on Monday, the 22d.,

and everybody, most especially the Ladies, are cordially invited to convince themselves whether or not we say too much of our stock. Bear in mind that our DRESS GOODS were purchased last November, and last November, and last November, were bought exceedingly cheap, hence we are in a condition to compete in price with any first class establishment in the United States. Anticipating an early call, we are, Very respectfully,

March 19. WITTKOWSKY & BARUCH.

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Twenty-Nine Years Experience has Enabled the Old House of

ELIAS & COHEN

TO PURCHASE THIS SPRING THE LARGEST AND MOST COMPLETE STOCK OF

Dry Goods, Notions, &c.

Ever offered to their customers. Nearly all bought before the recent advance in prices. Don't buy until you see and learn our prices. Respectfully, ELIAS & COHEN.

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WE HAVE NOW OPEN AN UNSURPASSED ASSORTMENT OF

SPRING CLOTHING

FOR MEN, BOYS, YOUTHS AND CHILDREN. UNEQUALLED ELEGANCE & STYLE & REASONABLE PRICES.

The Public is Cordially Invited. No Trouble to Show Them.

W. KAUFMAN & CO.

A full assortment of Ladies', Men's, Boys', Misses', and Children's Boots and Shoes can be found at our store, at lower prices than they can be bought at anywhere else. A splendid assortment of Hats, such as Soft, Fur, Wool, and Straw. Hats for Men, Boys, Youths and Children. Give us a call. W. K. & CO. mar. 20