

REASON AND THE REMEDY. We give below a letter from Mr. M. V. Bailey, Superintendent of Railway Mail Service, with headquarters at Richmond, Va., which though not intended for publication, as the writer says, we consider should be given to the public, who are equally interested in its contents. Complaints have come from all points on the line of which Mr. Bailey has charge, and there will be general congratulations over the prospects of an early relief from the annoyances and positive injury to which business people especially have

been subjected. Mr. Bailey says:

days after your last letter was received. Immediately upon my return, I directed the postmaster at Charlotte to make up a pouch daily for the Western North Carolina Railroad, and to say to you that I would at once take such action as would prevent your papers being carried past destination.

I wish to explain to you the reason of so many delays to your papers for points on the Richmond & Danville Railroad and connecting routes.

When the service was first organized between Richmond and New Orleans in the summer of 1879, a careful estimate was made of the number of postal cars required for the service, giving us a reasonable number for reserve in case of delays, accidents, &c. Up to last fall there were very few failand bad tracks, connections were missed, bringing out the same result, and all this has seriously affected the sermade I do not think that any one can complain of the service.

postal cars, and this is the reason why

not get their mails regularly.

I do not write this for publication : do not want any newspaper notoriety especially such as I have had for the past two months, but I do desire a good service, and if I can once get it straight I will have it. * * * * * I will have it. *

plain to subscribers of THE OBSERVER on the Western North Carolina Railroad and at other points which receive mail from this road that Mr. Bailey has consented, at the solicitation of the editor of this paper, to make up a be carried on the train which leaves with the Western North Carolina Railroad at Salisbury. THE OBSERVER will be sent in this pouch, and will thus reach its subscribers on this road and at Asheville on the day of its publication, twenty-four hours ahead of any other daily paper in North Carolina. Since the change of the schedules we have been subjected to the injustice of having mails detained for a day at Salisbury, and what was equivalent to a day at Statesville, by which we were placed on exactly the same footing with papers published in New York, Washington and Baltimore. Having had this injustice corrected, we can now promise that henceforth THE OBSERVER will be dewith all the regularity and dispatch the mail service affords.

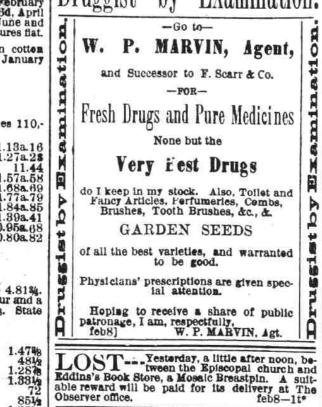
It should be added that Mr. Bailey began his efforts to make this arrangement some days ago, and that the first ponch was forwarded Saturday morning.

By the adoption of an act requiring a codification of the laws of the State, the Legislature responded to a demand universally expressed throughout the commonwealth; and the selection for this duty of Hon. Thomas Ruffin, of Hillsboro, Judge W. P. Bynum, of Charlotte, and Mr. Jno. S. Henderson, of Salisbury, will no doubt prove eminently satisfactory. In a work which depends for its value upon faithful study and most scrupulous care, coupled with legal ability, they cannot fail to prove equal to the duty. To Judge Bynum's natural qualifications for the position is added the additional fact that he is a Republican, a circumstance which is fortunate as tending to relieve the work of the charge of partisanshlp.

In connection with the cotton milling business, now beginning to form so important an industry in the South, it is interesting to note that the New England mill stocks have been profitable for the last two years to an extent which warrants the continued growth of this business. The following are of this business. The following are the quotations of some of the Fall River stocks: Barnard 125, dividend 12 per cent.; Chace 140, dividend 10 per

sented on the commerce committee ed on that committee and the

Do preferred. Memphis and Charleston...... Bock Island Western Union Alabama-Class A, 2 to 5 Class A, small..... Class B, 5's.... Class C, 2 to 5.....



THIS richly illustrated November number of "Scribner's Monthly," the Decennial Issue, appears in a new cover, and begins the twenty-first volume. The increasing popularity of the magazine is strongly evidenced by recent sales. A year ago the monthly circulation was about 90,080 copies; during the past nine months it has averaged 115,000, while the first edition of the November issue is 125,000 1.80 1.154 75

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