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THE RAILROAD CONTROVERSY. A Broadside Fire From Both Sides. To the Editor of the Observer: The public well know that one W. J. Best came to Raleigh and by making great promises that he would finish the Western North Carolina Railroad...

Mr. Best has leased the Atlantic and North Carolina Railroad, and has the charter of the Norfolk and Albemarle. Why doesn't Gov. Vance influence him to build more roads on dirt and less on paper? Why, Governor, don't you see that he put hands to work? That is a part of the contract he made with you when you agreed with him that you would do all you could to give him the Western North Carolina Railroad.

The recent railroad combination by which an arrangement has been made securing to the Virginia Midland at Danville all North Carolina freights, but the fruition of a plan adopted by the Virginia Midland to force the Richmond and Danville system to agree to such an arrangement. And as I look about me to see the cause for the change of policy on the part of the Richmond and Danville system from that of stern opposition to that of lamb-like acquiescence with its former antagonist, I readily come to a conclusion as to both cause and effect.

It is evident, even to the uninitiated, that Senator Vance and Governor Jarvis have frightened the Richmond and Danville system into this new alliance. The Richmond and Danville system know that they have forfeited their charter on 48 miles (the Piedmont). They have, it is thought by many, committed acts which, if looked into and they are proved to be true, will result in annulling the lease of the North Carolina Railroad. To secure themselves against such a fracture of the arm which holds the products of North Carolina in its grasp, it may become necessary to our ruin to run from Danville to Mocksville, thence to Mooresville, and thence to Charlotte. This will necessitate getting control of the Atlantic, Tennessee and Ohio road.

performing good work for the people, and his hands should be kept up. Some only hope against this vast corporation in his ability to show up their failure to keep their contracts, and thus have returned to us interests which are now being used to increase the cost of goods sold to North Carolina. Those sold to Georgia and other Southern States. We have been duped enough by propping railroad officials, and now we are to be duped by these monopolies such as blowing us with their force to their senses and at the same time force a competition. More anon. COMPETITION.

Sketch of the late President. James Abram Garfield was born November 19th 1831, in the township of Orange, Cuyahoga county, Ohio, about ten miles from Cleveland. Both his parents were of sturdy New England stock, and his mother, who is still living, was especially noted for her strong will, stern principles and more than average force of character. His father died in 1838, leaving four children, of whom James was the youngest, with few means of support except a small farm and the usual expectations of their mother. Fortunately the mother knew how to bring up her children, and even more fortunately James was made of stern stuff which the molding hand of adversity only fashions into higher forms. He took to work almost instinctively, toiled hard on the farm in summer and worked at the carpenter's bench in the winter. He had an absorbing ambition to get an education, and to obtain the necessary funds he entered the service of the Ohio canal, which paid better wages than could be earned at farming, became a driver on the towpath, and with his innate tendency to rise, was soon promoted to a higher position, and held the helm of one of the boats. He had made up his mind to ship as a sailor on the lakes, when an attack of sickness frustrated his plans and sent him back to his old homestead. When he recovered, his mother, who seems to have fully shared in all his ambition, gave him a liberal amount of money to enable him to attend the Geauga Academy in an adjoining county, and here, cooking his own food, working at the carpenter's bench, and teaching country schools in the winter to enable him to pay his expenses, he set out on the road to knowledge in humble fashion, but with royal heart and courage. His splendid physical constitution stood him in good stead, not only in strain of this arduous work, but in the winter academy, rendered him another service in assisting him to the necessary means to enter college. He had but little money, but he had the physique of a young giant, and the insurance companies were glad to issue him a policy, which he assigned a security for a loan to make up the amount that he lacked. Thus pledging the body for the brain, he entered the junior class of William College, Massachusetts, in 1854, and graduated in 1856 with the metaphysical honors of his class. Before going to college he had become a member of the Christian or Disciples' Church, and when he returned to Ohio he became professor of Latin and Greek in the college of the denomination at Hiram, in Portage county, near his boyhood's home, and two years afterwards became president of the institution. Among the Disciples very one can preach who pleases, and it was while a professor at the college that Mr. Garfield delivered those Sunday discourses which afterwards procured for him the reputation of having been a regularly ordained minister. During his professorship he married Miss Lucretia Rudolph, daughter of a farmer in the neighborhood, who had emigrated from Hartford, Conn., to Hiram, and whose acquaintance had made in the academy, where she was also a pupil. In 1859 the college president was elected to the State Senate from the counties of Portage and Summit. During the winter of 1860 he was active in the passage of measures for arming the State militia, and early in the following summer he was elected colonel of an infantry regiment (the forty second) raised in Northern Ohio, many of the members of which had been students at Hiram. He commenced his military career in Eastern Kentucky, where he was soon put in command of a brigade, and here he distinguished himself by the defeat of Humphrey Marshall at Picketon. He subsequently participated in the second day's fighting at Pittsburg Landing, in the siege of Corinth, and in the operations along the Memphis and Charleston Railroad. In January, 1863, he was appointed chief of staff of the Army of the Cumberland, and bore prominent share in all the campaigns in Middle Tennessee in the spring and summer of that year. His last conspicuous military service was at the battle of Chickamauga, where his conduct earned for him a major-generalship. In 1863 he was elected to Congress from the Ashland district, and believing that the war would soon be over he accepted the honor, and quickly acquired a leading position in the national councils. From that period until his election to the United States Senate, he was regularly re-elected and elected to Congress from the Ashland district, encountering opposition in his own party only in 1869, when he was nominated by acclamation in spite of an earnest canvass by his opponent. It is the political struggles in Congress he bore a leading part, and was reckoned one of the ablest debaters in either house. When Mr. Blaine was elected to the Senate, in 1876, the mantle of Republican leadership in the House was by common consent placed upon Mr. Garfield. In January, 1880, he was elected to the United States Senate to succeed Senator Thurman, whose term expired on the 4th of March, 1881. He was not destined to take his seat there, however, for fortune had a higher, though more costly, honor in store for him, and in June, 1880, he was nominated for the presidency by the Republican convention at Chicago, on the thirty-sixth ballot, without having been previously in the field as a candidate. At the presidential election in November he received 214 electoral votes to 109 for Hayes. The events which followed his inauguration are too familiar to require recapitulation, and though his administration, when it was interrupted by the hand of the assassin, was still too young to warrant final judgment in its premises, there is reason as well as charity in the thought that it would have borne fruit useful to the country and honorable to himself.

THE ATTENTION. Of the friends generally, and also the consumer, is called to the attention of the public that the new and improved Smoking Tobacco - King Bull - is now on hand in a full line of the latest styles of the most reliable grades of Fine and Tasty Tobacco. We have a full line of the latest styles of the most reliable grades of Fine and Tasty Tobacco. We have a full line of the latest styles of the most reliable grades of Fine and Tasty Tobacco.

Stockholders' Meeting. A GENERAL MEETING of the stockholders of the Atlantic and North Carolina Railroad Co. will be held at the office of the Atlantic and North Carolina Railroad Co. in the City of Charlotte, N. C., on the 25th of October, 1881, at 10 o'clock A. M. The object of the meeting is to elect a new board of directors and to transact such other business as may come before the meeting. The undersigned, being duly qualified, hereby give notice of the above meeting.

NEW GOODS. Our new goods are nearly all in, and we will take pleasure in showing them to everybody that will favor us with a call. Our stock comprises a full line of SILKS, SHODDASHES, SATINS, SURAHS AND CASHMERE, CASHMERE, CASHMERE. In all colors, combinations, etc. We have a beautiful line of Brocade Silks and Satins. Our stock of Dress Trimmings in Surahs, Satins, Silks, Pastemetry, Beaded Lace, Beaded Fringes, Ornaments, Cords and Tassels, Corals, Buttons, etc. Is the most complete ever offered in this market. A beautiful line of HOSE, RIBBONS AND GLOVES. The latest Novelties in Neckwear. WALKING JACKETS. Our NEW PRINTS at 5 and 7c are very attractive. Our Windsor Robe Pompadours are very pretty. All-Wool Black Hosiery at 15c. Cretonnes in endless variety. A beautiful stock of CLOAKS, DOLMANS. WALKING JACKETS.

HARGRAVES & WILHELM. Fall and Winter Clothing Arriving Daily in Large Quantities. A Full Line of our Celebrated Own Manufactured Clothing. A Full Line of Boys' School Suits. A Full Line Gents' Furnishing Goods, and the handsomest Line of Neckwear ever exhibited in this State. Call and see us before making your purchases elsewhere, as it will save you Time and Money. L. BERWANGER & BRO., Leading Clothiers and Tailors. A handsome line of samples for garments to be made to order.

Ladies, We Have Opened One Hundred Dolmans Of the Most Desirable Styles In Light-Weight Diagonals, Drab d'Ete, Cassimere, and other light-weight materials, trimmed most elegantly in pasmentaries, laces and fringes. Also, Light-Colored Dolmans and Jackets Adapted to the Fall Season. We will offer this lot of goods at EXTREMELY LOW PRICES. They are handsome and cheap, and worth your while to see. Call early, as they are all ready selling freely. WITKOWSKY & BARUCH. NEW GOODS. Our stock is COMPLETE in every department. We invite attention to our new styles of Clothing - Gents Furnishing Goods, Ladies Cloaks, Shawls, Etc., of which we have made a specialty. Also, a large variety of Carpets and Blankets. Call and you will find prices to suit the times. ELIAS & COHEN.

BECKETT & McDOWELL, ENGINEERS, IRON FOUNDERS & MACHINISTS. Steam Engines and Mining Machinery. CONTRACT FOR CONSTRUCTION AND ERECTION OF MINING MACHINERY OF EVERY DESCRIPTION AND LATEST DESIGNS. ALSO, MANUFACTURE AND REPAIR AGRICULTURAL AND PORTABLE ENGINES, SAW MILLS, &c. The manufacturers of the CHALLENGER PORTABLE ENGINES challenge the world to produce a better engine. To show their confidence in what they claim, they challenge any manufacturer of agricultural engines not fitted with an automatic cut-off, in a competitive test, at a forfeit of \$400 to \$1,000, as may be desired. These engines burn 4, 5 and 8-foot wood. JOHN G. YOUNG, Agent, College street, bet. Trade and Fifth, Charlotte, N. C. THE ATTENTION. Stockholders' Meeting. J. L. HARDIN, -MERCHANDISE BROKER- AND COMMISSION MERCHANT. Office in Collins St., Charlotte, N. C.