The Charlotte Observer.

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Railroads.

Condensed Time Table—North Carolina R. R

TRAINS GOING NORTH.

Date, May 15 '81	No. 47 Daily	No. 49 Daily	No. 43, Daily
Lv. Charlotte,	4.05 AM	6.15 AM	4.15 PM
" A-L. Depot			.....
" Junc't	4.11 AM	6.20 AM	4.30 PM
" Salisbury,	5.56 AM	7.50 AM	6.07 PM
Arr. Greensboro	8.03 AM	9.30 AM	7.57 PM
Lv. Greensboro	8.25 AM	9.50 AM	8.18 PM
Arr. Raleigh	1.40 PM	.....	for Richm'nd only
Lv. "	1.45 PM	.....	
Arr. Goldsboro	4.00 PM	.....	
Lv. Greensboro for Richmond	8.25 PM	.....	.....
Lv. Danville	10.21 AM	11.31 AM	.....
" N. Danville	10.27 AM	11.33 AM	.....
" Barksdale	10 58 AM	12.01 PM	.....
" Drak'sBr'ch	12.37 PM	1.20 PM	.....
" Jetersville	2.24 PM	2.55 PM	.....
Arr. Tomahawk	3.20 PM	3.51 PM	.....
Arr. Belle Isle	4.05 PM	4.28 PM	.....
Lv. " "	4.10 PM	4.35 PM	.....
Arr. Manchester	4.13 PM	4.38 PM	.....
Arr. Richmond	4.18 PM	4.43 AM	7.28 AM

TRAINS GOING SOUTH.

Date, May 15 '80	No. 42 Daily.	No. 48 Daily.	No. 50 Daily
Lv. Richmond	10.45 PM	12.00 M	.....
" Burkeville	2.25 AM	2.43 PM	.....
Arr. N. Danville	7.00 AM	6.05 PM	.....
Lv. " "	7.25 AM	6.18 PM	.....
Danville	7.27 AM	.....	.....
Arr. Greensboro	9.26 AM	8.17 PM	.....
Lv. "	9.31 AM	8.37 PM	.....
" Salisbury	11.16 AM	10.33 PM	.....
Arr. A-L. Junction	12.45 PM	12.15 AM	.....
" Charlotte	1.00 PM	12.20 AM	.....
Lv. Richmond	.....	.....	2.55 PM
" Jetersville	.....	.....	4.41 PM
" Drake's Br'ch	.....	.....	6.07 PM
" Barksdale	.....	.....	7.26 PM
" Danville	.....	.....	7.51 PM
" Renaja	.....	.....	8.55 PM
" Greensboro	.....	.....	9.27 PM
" Salisbury	.....	.....	11.05 PM
Arr. A-L. Junction	.....	.....	12.26 AM
Lv. " "	.....	.....	.....
Arr. Charlotte	.....	.....	12.30 AM

SALEM BRANCH.

NO. 48—Daily, except Sunday.

Leave Greensboro	9.40 PM
Arrive Salem	11.40 PM

NO. 47—Daily, except Sunday.

Leave Salem	7.30 AM
Arrives Greensboro	9.00 AM

NO. 42—Daily, except Sunday.

Leave Greensboro	10.00 AM
Arrives Salem	11.20 AM

NO. 49—Daily.

Leave Salem	5.30 PM
Arrive Greensboro	7.30 PM

Limited mails Nos. 49 and 50 will only make short stoppages at points named on the schedule.

Passengers taking train 49 from Charlotte will get aboard at the R. & D. R. R. depot. This train makes close connection at Greensboro for Raleigh, Goldsboro Newbernie and all points on Wilmington & Weldon Railroad.

Passenger trains No. 47 and 48 make all local stops between Charlotte and Richmond, and between Greensboro, Raleigh and Goldsboro. No. 47 making connection with W. N. C. R. at Salisbury for Asheville (Sundays excepted), and also connecting at Greensboro with Salem Branch (Sunday excepted).

Passenger trains Nos. 42 and 43 make all local stops between Charlotte and Richmond, except Query's, Harrisburg, Calna Grove, Holtsburg, Linwood and Jamestown.

No. 43 connects with Salem Branch at Greensboro.

A. POPE,
Gen. Pass. and Ticket Agent.

may18 Richmond, Va.

ITEMS OF INTEREST.

Napoleon the Great estimated the power of four newspapers to be equal to a hundred thousand bayonets.

An old French law disfranchises a man for getting drunk three times. Citizenship would suffer in this country under such a law.

Bill Tweed paid Delmonico $30,000 for the wedding supper of his daughter. There were 500 guests. They must have got away with a very large dessert of profit.

Chancellor Willard Saulsbury, of Delaware, is going to Philadelphia shortly to place himself under treatment for the disease that renders his lower limbs almost useless.

"Congestion of the brain brought on by over study" was the verdict of a London jury at an inquest on the body of a child four years old. The child's parents will never die from that disease.

Governor Gear, of Iowa, prepared his proclamation announcing the President's death as long ago as July 5. He kept the proclamation in his desk, and last Tuesday sent it out with the July date affixed.

President Arthur was sworn in by a Democrat, and so was President Lincoln. We hope that one of these days we shall see a Republican swearing in a Democrat. It would be a novel but none the less interesting and exhilarating sight.—*Boston Post.*

Traffic on the New York canals from September 1 to September 3 shows a tonnage of 169,656, against 204,796 in 1880, and the tolls $18,597, against $37,915 in 1880. The decrease is most noticeable in corn and wheat. The effect of the cutting by the railroads is plainly visible in these comparisons.

"Individuals may wear for a time the glory of our institutions, but they carry it not to the grave with them. Like raindrops from heaven, they may pass through the circle of the shining bow and add to its lustre, but when they have sunk in the earth again the proud arch still spans the sky and shines gloriously on."—*James A. Garfield.*

Mrs. Parnell, mother of the Irish agitator, made a speech in New York on Thursday evening. She asserted on the authority of a lady who was well acquainted with the Prince of Wales, that he had been heard to criticise the British ministry and the whole policy of the government towards Ireland. The speaker intimated that when he should come to the throne he would let Ireland go and take care of herself.

A stalwart Indian appeared the other day at Aylmer, Quebec, with a dusky companion by his side whom he wished to wed. Both parties seemed to be rejoicing at the prospect as they repaired to the church, but suddenly the maiden changed her mind and positively refused to become his bride. Big Indian told her to go home and bring him back all the presents he had made her, and while she was absent he secured another woman, gave her the wedding costume intended for the one that had discarded him and married her. Only two hours were lost by the entire transaction.

King Kalakaua in New York.

As already briefly stated, King Kalakaua, of the Hawaiian Islands, arrived at New York Friday on the steamship Celtic, accompanied by his chamberlain, Col. C. H. Judd, Aide-de-Camp Maj. G. N. McFarlane, and a man-servant. The King is 44 years old. He is six feet two inches in height, of splendid physique, and weighs about 300 pounds. He wore to-day a military undress suit, the double frock coat buttoned to the chin. He has thick, black curly hair, wears side whiskers, a heavy mustache and small goatee. His whiskers curl, like his hair. He might be mistaken for an Englishman were it not for his brown complexion. After leaving the steamer the King and his companions were driven direct to the Hotel Brunswick, where rooms had been secured for them, and the first duty the King attended to was the sending of a message of condolence to Mrs. Garfield on the death of the President, the news having been communicated to him when the steamer reached Sandy Hook. In an interview subsequently King Kalakaua expressed his grief at the death of the President, and said that at every place in Europe he had visited since the assassination there was a universal expression of horror at Guiteau's deed and of esteem for Mr. Garfield. Speaking about himself, the King said that he had now been traveling for eight months, and would be home before November 1, having journeyed completely around the world. He had met most of the potentates of the Old World, had learn much about how nations are governed, and had a most enjoyable time. He was asked about the rumors that he was trying to sell his island kingdom and denied that there was any truth in the report, which he thought arose from the measures he was taking to induce immigration or was started by some malicious person. His subjects, he stated, numbered about sixty thousand, of whom ten thousand are Chinamen and two thousand Portuguese. There was room for a great many more, and he wanted a more desirable class than the Portuguese.

Major Sanger and the Mule Whacker

Chicago Inter-Ocean.

Major Sanger, who is known in military slang as a bantam, was returning one day recently from Bismarck to Fort Lincoln, which is across the river, and the ambulance in which he was riding was delayed by a team and wagon driven by one of the class known as mule-whackers in this country. The driver of the ambulance and the mule-whacker got into a wordy altercation, and Major Sanger got very indignant at what he believed to be impertinent language and unwarranted interference in his journey. He jumped from the ambulance, a Tom Thumb in size, but a Goliah in fury, and exclaimed:

"Get that wagon out of the way."

The mule-whacker looked at him quizzically and asked:

"Who the devil are you?"

"I am Major Sanger, of the army, sir, and I want you to get that wagon out of the way."

The mule-whacker ejected a mouthful of tobacco juice into the road and remarked:

"Do you know what I will do with you, Major Sanger, of the army, sir, if you don't make less noise with your mouth?"

"What will you do?" inquired the major, looking as large and fierce as possible.

"I will set a mouse-trap and catch you, Major Sanger, of the army, sir, and give you to my puppy to play with."

Chinese Banditti in California.

Some few years ago, says the San Francisco *Call*, a few Chinese desperadoes in San Francisco, principally ex-convicts from the State prison at San Quentin, formed a secret association for the purpose of plundering and robbing their own countrymen and women. They would enter the houses of their victims and demand sums of money. If the money was not forthcoming they would smash the furniture and cut and hack the inmates with their knives. If they were informed on, or if the victims' cries brought the police to the scene of action, those who gave the alarm would be eventually assassinated. This gang received the name of the "Highbinders." The leaders of the society soon extended its ramifications into every village, town and city in California, where ten Chinese can be found. The new society is called "The Tong" and the old "Highbinders" are its officers and possess an absolute control over the lives and the property of the deluded members of the society. The officers levy monthly taxes upon the members, who, if they refuse to pay, are quietly assassinated or are sent to State's prison through perjury. "The Tong" has, besides its officers, a tribunal where all questions between members are settled. The decrees of this court cannot be set aside. They are as unchangeable as the edicts of the Kings of Persia once were. "The Tongs" seldom use their revolvers, for they fear the noise of the explosion will bring the police upon them. They trust to their knives and do wild work with them. As yet, they exercise their talents upon their countrymen; but when they extend their sphere of operations and attack the whites the State government will probably exert itself to suppress them.

The Cotton-Spinning Industry.

The cotton spinning industry in the United States is constantly increasing in importance. In 1875 the crop reached 3,832,991 bales; the amount manufactured at home was 1,097,001 bales. In 1880-81 the crop amounted to 6,600,000 bales; of this we manufactured 1,892,000 bales. In the year 1879-80 the amount spun in the United States was 1,804,000 bales; of which the North is credited with 1,625,000 bales, and the South with but 179,000. In 1880-81 the whole number of bales manufactured was 1,892,000; of which the North was credited with 1,687,000, and the South with 205,000 bales. Thus, while the increase in the North was 4 per cent., in the South it was over 20 per cent. This showing proves conclusively than an era of manufacturing has dawned upon the South, and will continue until the preponderance in favor of the Northern section of the republic no longer exists.

Southern Industrial Enterprises.

The Sewanee Coal Company, lately organized at Nashville, Tenn., is the third company of this kind that has been organized in the past three months to work the Southern coal and iron fields, the others being the Birmington Coal, Coke and Iron Company of Alabama and the Rising Fawn Company of Georgia. All these enterprises have a large capital to back them, the Sewanee having $255,000, the Rising Fawn $255,000 and the Birmingham Company $2,000,000. Besides these another corporation, the Bethlehem Steel Works, of Pennsylvania, proposes to invest $800,000 at Birmingham in works for the manufacture of Bessemer steel.

Who is She?

Savannah News.

An Englishman in Richmond says he knows the world renowned "Jersey Lily," Mrs. Langtry, now in England, and owns her one of the loveliest of her sex, but he saw a young lady teacher recently in the public schools of Atlanta, the daughter of a Baptist preacher of Washington, Ga., residing with her uncle at Decatur, far surpassing Mrs. Langtry in form and feature. So writes a correspondent of the Augusta *Evening News*, to take away the peace of the unconscious Georgia beauty. The press is now turned loose upon her track, and we shall not long have to ask "who is she?"

Stockholders' Meeting.

A GENERAL MEETING of the stockholders of the Rabun Gap Short Line Railway Co. will be held at the office of the Atlanta and Charlotte Air-Line Railway Company, in the City of Charlotte, N. C., on the 26th of October, 1881, at 10 o'clock, a. m., to consider an agreement to consolidate this company with the Knoxville and Augusta Railway Company and the Clayton Railroad Co.

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