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IRON BITTERS are highly recommended for all diseases requiring a certain and efficient **tonic; especially Indigestion, Dyspepsia, Intermittent Fevers, Want of Appetite, Loss of Strength, Lack of Energy, etc.** It enriches the blood, strengthens the muscles, and gives new life to the nerves. It acts like a charm on the digestive organs, removing all dyspeptic symptoms, such as *Tasting the Food, Belching, Heat in the Stomach, Heartburn, etc.* **The only Iron Preparation that will not blacken the teeth or give headache.** Sold by all druggists. Write for the A B C Book, 32 pp. of useful and amusing reading—*sent free.*

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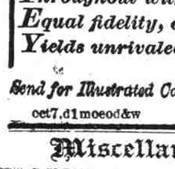

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Only Vegetable Compound that acts directly upon the Liver, and cures Liver Complaints, Jaundice, Biliousness, Malaria, Costiveness, Headache. It assists digestion, strengthens the system, regulates the bowels, purifies the blood. A Book sent free. Dr. SANFORD, 162 Broadway, N. Y.

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The patronage of the public is solicited.

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The Charlotte Observer.

THURSDAY, NOV. 3, 1881.

THE INTER-OCEANIC CANAL.

The Monroe Doctrine Unequivocally Re-affirmed.

The following is Secretary Blaine's letter of instructions to our ministers in Europe in reference to the position of the United States on the Panama canal. The letter has attracted no little attention among European governments, especially in England, where it is not altogether relished:

DEPARTMENT OF STATE,
WASHINGTON, June, 24, 1881.

James R. Lowell, Esq., &c., London.

SIR: It has fallen under the observation of the President, through the current statements of the European press and other usual channels of communication, that the powers of Europe may possibly be considering the subject of jointly guaranteeing the neutrality of the interoceanic canal now projected across the Isthmus of Panama.

The United States recognizes a proper guarantee of neutrality as essential to the construction and successful operation of any highway across the Isthmus of Panama, and more than a third of century ago this government took every step that is deemed requisite in the premises. The necessity was foreseen and abundantly provided for long in advance of any possible call for the actual exercise of power.

In 1846 a memorable and important treaty was negotiated and signed between the United States of America and the Republic of New Grenada, now the United States of Columbia. By the thirty-fifth article of that treaty, in exchange for certain concessions made to the United States, we guaranteed "positively and efficaciously" the perfect neutrality of the Isthmus and of any interoceanic communications that might be constructed on or over it for the maintenance of free transit from sea to sea, and we also guaranteed the rights of sovereignty and property of the United States of Columbia over the territory of the Isthmus as included within the borders of the State of Panama.

THE AMERICAN GUARANTEE.

In the judgment of the President this guarantee given by the United States of America, does not require reenforcement or accession or assent from any power. In more than one instance this government has been called upon to vindicate the neutrality thus guaranteed, and there is no contingency now foreseen or apprehended in which such vindication would not be within the power of this nation.

There has never been the slightest doubt on the part of the United States as to the purpose or extent of the obligation then assumed by which it became surety alike for the free transit of the world's commerce over whatever landway or waterway might be opened from sea to sea, and for the protection of the territorial rights of Columbia from aggression or interference of any kind. Nor has there ever been room to question the full extent of the advantages and benefits naturally due to its geographical position and political relations on the Western Continent which the United States obtained from the owner of the Isthmian territory in exchange for that far-reaching and responsible guarantee.

If the foreshadowed action of the European powers should assume tangible shape it would be well for you to bring to the notice of Lord Granville the provisions of the treaty of 1846, and especially of its thirty-fifth article, and to intimate to him that any movement in the sense of supplementing the guarantee contained therein would necessarily be regarded by this government as an uncalled-for intrusion into a field where the local and general interests of the United States of America must be considered before those of any other power save those of the United States of Colombia alone, which has already derived and will continue to derive such eminent advantages from the guarantee of this government.

POSITION OF THE UNITED STATES.

The President deems it due to frankness to be still more explicit on this subject, and to elucidate the views of the United States Government with somewhat of detail, to the end that no uncertainty shall subsist as to the integrity of our motives or the distinctness of our aims.

It is not the wish or the purpose of the United States to interfere with any commercial enterprise in which the citizens or subjects of any foreign power may see fit to embark under a lawful privilege. The fact of the stock and franchises of the Panama canal or the Panama railway being owned in Europe, either in whole or principally, is no more a subject of complaint on the part of the United States than is the circumstance that the stock of many of its own great lines of railway is largely held abroad. Such ownership, with its attendant rights, is in the United States amply secured by the laws of the land, and on the Isthmus is doubly secured by the local laws of Colombia with the superadded guarantee of the United States. Nor in time of peace does the United States seek to have any exclusive privileges accorded to American ships in respect to precedence or tolls through an inter-oceanic canal any more than that it has sought like privileges for American goods in transit over the Panama railway, under the exclusive control of an American corporation. The extent of the privileges of American citizens and ships is measurable under the treaty of 1846 by those of Colombian citizens and ships. It would be our earnest desire and expectation to see the world's peaceful commerce enjoy the same just, liberal and rational treatment.

POLITICAL CONTROL OF THE CANAL.

It is, as regards the political control of such a canal, as distinguished from its merely administrative or commercial regulation, that the President feels called upon to speak with directness and with emphasis. During any war in which the United States of America or the United States of Columbia might be a party, the passage of armed vessels of a hostile nation through the canal at Panama would be no more admissible than would be the passage of the armed forces of a hostile nation over the railway lines joining the Atlantic and Pacific shores of the United States or of Colombia. And the United States of America will insist upon her right to take all needful precautions against the possibility of the Isthmus transit being used in any event offensively against her interests upon the land or upon the sea.

CONDITION OF THE TWO REPUBLICS.

The two republics between which the guarantee of neutrality and possession exists have analogous conditions with respect to their territorial extension. Both have a long line of coast on either ocean to protect as well as to improve. The possessions of the United States upon the Pacific coast are imperial in extent and of extraordinary growth. Even at their present stage of development they would supply the larger part of the traffic which would seek the advantage of the canal. The States of California and Oregon and the territory of Washington, larger in area than England and France, produce for export more than a ton of wheat for each inhabitant; and the entire freights demanding water transportation eastward, already enormous, are augmenting each year with an accelerating ratio. While the population and products of the Pacific slope are thus increasing upon a vast scale the railway system connecting the Gulf of Mexico with the interior and with the great lakes is being rapidly extended, thus affording additional facilities for enlarging the commerce that must seek the coast line to the Pacific, of which the projected canal at Panama will form a part and be as truly a channel of communication between the Eastern and far Western States as our own trans-continental railways. It is the perception of this domestic function of the long-sought water-way between the two seas that border the republic which has caused the project to be regarded as of vital importance by this government. The history of the enterprise is marked from the outset with the numerous expeditions which have from time to time been sent out by the United States, at large expense, to survey the various routes, and thus facilitate the work when the time should be ripe and the vast capital be forthcoming for the undertaking.

POSITION OF EUROPEAN GOVERNMENTS.

If the proposed canal were to be a channel of communication near the countries of the Old World, and employed wholly or almost wholly by their commerce, it might very properly be urged that the influence of the European powers should be large and justly commensurate with their interests. With the exercise of such influence the United States could find no fault, especially if assured of equal participation in the peaceable enjoyment of the commercial facilities so afforded. The case, however, is here reversed, and an agreement between the European states to jointly guarantee the neutrality, and in effect control the political character, of a highway of commerce remote from them and near us, forming substantially a part of our coast line, and promising to become the chief channel of communication between our Atlantic and Pacific States, would be an extraordinary procedure, and would necessarily be viewed by this Government with the gravest concern.

A PEACE POLICY.

The policy of the United States is one of peace and friendly intercourse with every government and people. This disposition is frankly avowed, and is, moreover, abundantly shown by the fact that our aramaments, by land and sea, are kept within such limits as to afford no ground for distrust or suspicion of menace to other nations. The agreement entered into by this Government in 1846 was manifestly in the interests of peace, and the necessity imposed by circumstances upon the United States of America to watch over a highway between its two coasts was so imperative that the resultant guarantee was the simplest justice to the chief interest concerned. Any attempt to supersede that guarantee by an agreement between European powers which maintain vast armies and patrol the sea with immense fleets, and whose interests in the canal and its operation can never be so vital and supreme as ours, would partake of the nature of an alliance against the United States, and would be regarded by this Government as an indication of unfriendly policy. It would be but an inadequate response to the good will we bear them, and our cheerful and constant recognition of their own rights of domestic policy, as well as of those resulting from proximity or springing from neighborly interests.

MONROE DOCTRINE AFFIRMED.

The great European powers have repeatedly united in agreements, such as guarantees of neutrality touching the political condition of States like Luxemberg, Belgium, Switzerland and parts of the Orient, where the localities were adjacent or where the interests involved concerned them nearly and deeply. Recognizing these facts, the United States has never offered to take part in such agreements or to make any agreements supplementary to them. While thus observing the strictest neutrality with respect to complications abroad, it is the long-settled conviction of this government that in any extension to our shores of the political system by which the great powers have controlled and determined events in Europe would be attended by danger to the peace and welfare of this nation.

While the Government of the United States has no intention of initiating any discussion upon this subject, it is proper that you should be prepared, in case of concerted action or conference or exchange of opinions thereon between the great powers of Europe, to communicate to the government to which you are accredited the views of the President as frankly and fully as they are herein set forth and at suitable times, in your personal and friendly intercourse with your colleagues of the diplomatic body at London, you may find it proper to give discreet expression to the policy and motives of your Government in the premises.

You will be careful, in any conversations you may have, not to represent the position of the United States as the development of a new policy or the inauguration of any advanced, aggressive steps to be taken by this Government. It is nothing more than the pronounced adherence of the United States to principles long since enunciated by the highest authority of the Government, and now, in the judgment of the President, firmly interwoven as an integral and important part of our national policy. In his address upon taking the oath of office the President distinctly proclaimed the position which the Government of the United States would hold upon this question, and if the European cabinets have failed to observe or give due heed to the declarations then made, it may be well for you on some proper occasion to call the attention of the Minister of Foreign Affairs to the language used by the President.

I am, sir, your obedient servant,
JAMES G. BLAINE.

Republican Political Assessments.

N. Y. Herald.

The spectacle in the Astor House yesterday reported in our news columns, of a money-changer enforcing political assessments on poor clerks and letter carriers summoned from the postoffice over the way, surpasses in its brazen disregard of decency any previous exhibition of the sort in this venal Republican campaign. The shamefulness of the extortion is also aggravated by the fact that the agent for the collection holds a judicial commission. He appears to have been selected by the Republican State and city committees for the dirty work by the fact that previous service in the post office had given him a personal acquaintance there, so that he knew who would be likely to yield to the intimidation. It is arrant hypocrisy to pretend that assessments so levied and collected are voluntary.

The color and lustre of youth are restored to faded or gray hair by the use of Parker's Hair Balsam, a harmless dressing highly esteemed for its perfume and purity.

BED-BUGS, ROACHES,

Rats, mice, ants, flies, vermin, mosquitoes, insects, &c., cleared out by "Rough on Rats." 15c. boxes at druggists.

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A JOURNAL OF LITERATURE & EDUCATION published monthly at Oxford, N. C., at On, Dollar a year in advance.

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mar16—tf J. C. HORNER, Oxford, N. C.

New Advertisements.

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THE GREAT GERMAN REMEDY. FOR

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Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals ST. JACOBS OIL as a *safe, sure, simple* and *cheap* External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

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Ladies

Do you want a pure, blooming Complexion? If so, a few applications of Hagan's MAGNOLIA BALM will gratify you to your heart's content. It does away with Sallowness, Redness, Pimples, Blotches, and all diseases and imperfections of the skin. It overcomes the flushed appearance of heat, fatigue and excitement. It makes a lady of THIRTY appear but TWENTY; and so natural, gradual, and perfect are its effects, that it is impossible to detect its application.

Jan. 22

Notice to Railroad Contractors.

WESTERN NORTH CAROLINA RAILROAD CO.,
Salisbury, N. C., October 25th, 1881.

SEALED PROPOSALS will be received at the office of the company in Salisbury, N. C., until 12 m, November 16th, 1881, for the graduation and masonry on a part of the Ducktown line, Western North Carolina Railroad, west of Pigeon River. Profile and specifications can be seen at the office of the company, or at the office of the Chief Engineer, Major James W. Wilson, Asheville, N. C. The company reserves the right to reject any and all bids. A. B. ANDREWS, President.

oct30 10t

STARTLING DISCOVERY!

LOST MANHOOD RESTORED.

A victim of youthful imprudence causing Premature Decay, Nervous Debility, Lost Manhood, etc., having tried in vain every known remedy, has discovered a simple self cure, which he will send FREE to his fellow-sufferers, address **J. H. REEVES, 43 Chatham St., N. Y.**

sep13

FOUND—On the streets last night, an Alpacca Umbrella, with dog's head on the handle. It has been left at this office and will be delivered to the owner by proving property and paying for this advertisement. oct30

NOTICE.

THE meeting of the stockholders and directors of the North State Copper and Gold Mining Company, which was to be held at its office on the property of the company in Guilford county, N. C., for the purpose of levying an assessment on the stock and other business which might be presented to the meeting, has been postponed and will be held at the same place at noon of the 24th of November, 1881.

JOSEPH WILKINS, President.

oct30 1t*

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"Excellent Tonic, Alterative and Diuretic."—Medical Association, Lynchburg, Va.

"Used with great benefit in Malaria and Diphtheria."—S. F. Dupon, M. D., Ga.

"Successfully used in dyspepsia, chronic diarrhœa and scrofula."—Prof. S. Jackson, M. D., Univ. Penn.

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"Recommended as a prophylactic in malarial districts,"—D. R. Fairex, M. D., N. O.

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"Adapted in chronic diarrhœa, scrofula, and dyspepsia."—Geo. T. Harrison, M. D., N. Y.

"Successful in diphtheria and neuralgia."—J. P. Neese, M. D., N. C.

"Excellent for certain diseases peculiar to women."—Prof. J. J. Moorman, M. D., Va.

"Prompt in relieving headache, sick and nervous."—Rev. E. C. Dodson.

"Used with great benefit in dyspepsia."—J. McRalph, M. D., Pa.

"Suited to bronchitis and diseases of digestive organs."—J. F. Roughton, M. D., Ala.

"Most valuable remedy known for female diseases."—Jno. P. Metteaur, M. D., L. L. D.

"Of great curative virtue."—Thos. F. Rumfold, M. D., Mo.

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"Charming on the complexion, making it smooth, clear, soft and rosy."—Miss M., of S. C.

"The prince of mineral tonics."—Francis Gilliam, M. D., N. C.

"Inestimable as a tonic and alterative."—Hunter McGuire, M. D., Va.

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"Invalids here find welcome and health."—Rev. John Hannon, late of La., now of Richmond, Va.

"Has real merit."—Southern Med. Journal.

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SARATOGA VICHY,

From Saratoga Springs, N. Y. A new water resembling the imported Vichy. Recommended as an antacid; cures dyspepsia, aids digestion, is a powerful tonic and strong diuretic. Also,

Hathorn Natural Mineral Water,

Recommended very highly as a cathartic and alterative and in all forms of dyspepsia.

ALSO,

5 CASES CONGRESS WATER,
10 CASES ROCK BRIDGE ALUM,
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And a full supply of

IMPORTED APOLLINARIS

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THE GREAT EUROPEAN NOVELTY!

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Prof. Virchow, Berlin.—"Invariably good and prompt success; most valuable."

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Prescriptions carefully prepared by experienced and competent druggists, day or night.

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Something new and guaranteed to make the BEST INK in the Market. L. R. WRISTON & CO.

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LADIES' CORSET BRACE,

A shoulder brace and support for the back combined. Sold by L. R. WRISTON & CO.

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Respectfully,
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P. S.—We have now on hand one car load YELLOW CORN, HAY, BRAN, OATS, PEARL GRITS, and CHOICE FAMILY FLOUR, and will in a day or so have a FULL STOCK in our line of goods.

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AN ONLY DAUGHTER CURED OF CONSUMPTION.

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Richmond and Danville Railroad.

PASSENGER DEPARTMENT.

On and after June 5th, 1881, Passenger Train Service on the Atlanta and Charlotte Air-Line division of this road will be as follows:

EASTWARD.	U. S. Mail No. 45, A.	N. Y. Express No. 47, B.	U. S. Fast Mail No. 49, C.
L've Atlanta.....	4.00 AM	3.15 PM	6.30 PM
Arr. Suwanee....D	5.18 AM	4.37 PM	7.45 PM
" Lula.....E	6.54 AM	5.59 PM	9.06 PM
" Toccoa.....F	8.14 AM	7.15 PM	10 16 PM
" Seneca.....G	9.20 AM	8 40 PM	11.25 PM
" Greenv'le ..H	10.58 AM	10.20 PM	1.00 AM
" Spartan'g...K	12.14 PM	11.40 PM	2.11 AM
" Gastonia....L	2.36 PM	2.13 AM	4 31 AM
" Charlotte...M	8.35 PM	3.15 AM	5.35 AM

WESTWARD.	U. S. Mail No. 42.	N. Y. Express No. 48.	U. S. Fast Mail No. 50.
L've Charlotte...M	12.30 PM	12.43 AM	12.33 AM
" Gastonia...L	1 27 PM	1.43 AM	1.17 AM
" Spartan'g..K	3.50 PM	4.06 AM	3.12 AM
" Greenv'le...H	5.07 PM	5.18 AM	4.24 AM
" Seneca.....G	6.51 PM	7.02 AM	5.47 AM
" Toccoa.....F	8.01 PM	8.15 AM	6.53 AM
" Lula.....E	9.16 PM	9.31 AM	8.09 AM
" Suwanee...D	10.38 PM	10.54 AM	9.22 AM
Arr. Atlanta.....	12.05 AM	12.20 PM	10.35 AM

CONNECTIONS.

A with arriving trains of Georgia Central and A. & W. P. Railroads.

B with arriving trains of Georgia Central, A. & W. P. and W. & A. Railroads.

C with arriving trains of the Georgia Railroad.

D with Lawrenceville Branch to and from Lawrenceville, Ga.

E with Northeastern Railroad of Georgia to and from Athens, Ga.

F with Elberton Air-Line to and from Elberton, Georgia.

G with Columbia and Greenville to and from Columbia and Charleston, S. C.

H with Columbia and Greenville to and from Columbia and Charleston, S. C.

K with Spartanburg and Asheville, and Spartanburg, Union and Columbia to and from Henderson and Asheville, and Alston and Columbia.

L with Chester and Lenoir Narrow Gauge to and from Dallas and Chester.

M with C., C. & A.—C. C.—R. & D. and A., T. & O. for all points West, North and East.

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