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DRY GOODS

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Medical.

THE FEVER GROWING WORSE AT PENSACOLA.

THE FEVER ON THE RIO GRANDE.

NEVER INTENDED TO.

ABELLA PASHA SURRENDERED.

DANENHOWER AND MELVILLE.

NO TROUBLE TO THE SURVIVING OFFICERS OF THE JEANNETTE EXPEDITION.

WASHINGTON, Sept. 17.

AN IMPORTANT MOVEMENT.

THE FRENCH BROAD VALLEY RAILROAD.

GREENVILLE NEWS.

PROPOSITIONS ENDED IN A SERIES OF LETTERS FROM W. H. SCOTLAND AND MESSRS CHILD AND OLIVER.

H. C. ECCLES, PROPRIETOR.

THE CENTRAL HOTEL

LEADING AND PALACE HOTEL

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NOON DISPATCHES.

BY THE ASSOCIATED PRESS.

The Fever Growing Worse at Pensacola.

NEW ORLEANS, Sept. 19.—A Pensacola special says: The outlook to-day is far worse than it has been since the first yellow fever case was reported. Two new cases have been bulletined by the board of health, but only one death. The number of deaths in proportion to the number of cases is very small. In many instances the disease has been of a mild type. Many colored people are being stricken with the fever and their associations have appealed to their race elsewhere for assistance. The board of health has ordered the closing of the rooms occupied by the Southern Express Company on account of the number of cases of fever that has occurred among its employees.

The Fever on the Rio Grande.

GALVESTON, Sept. 20.—Reports to the News from Brownsville state that there were 20 new cases of fever and one death during the 24 hours ending at 10 yesterday morning. The river is falling. At Point Isabel for the past week 33 new cases and one death; five new cases Sunday. Fred Trewhitt, of Mobile, is ill with intermittent fever. No mail from the interior of Mexico for 12 days. All communication between Brownsville and Matamoros except by telegraph is stopped.

Never Intended To.

ALEXANDRIA, Sept. 19.—Abdella Pasha telegraphs to-day stating that he never intended to disobey the orders of the Khedive and intimating his readiness to surrender. He says he awaits the Khedive's orders.

Abdella Pasha Surrendered.

LONDON, Sept. 19.—The Times in a second edition, publishes a despatch from Cairo, reporting that Abdella Pasha has surrendered.

DANENHOWER AND MELVILLE.

No Trouble to the Surviving Officers of the Jeannette Expedition.

WASHINGTON, Sept. 17.—"My attention has been drawn to several items and comments referring to an alleged trial between Chief Engineer Geo. W. Melville and myself. The latest one is in the Washington Star of last evening, copied from a New York paper, and is the first that takes a definite shape, stating under 'Melville vs. Danenhower' the alleged charge of Lieut. Danenhower that if he (Melville) had not turned back from the first beach Capt. DeLong and his companions might have been killed. The above alleged charge has never been made by me. In the first place the facts would not admit of such a charge, for when Melville turned back the captain's party had been dead at least fifteen days. In the second place I would never make such a charge except to the proper official authorities. I have always avoided adverse and premature criticisms of my late comrades, and will simply refer to what I said when confronted by half a score of journalists on board the Celtic on my arrival in New York, and as published in the New York Herald of May 29, 1882, under the caption 'A Vindication of Melville.' This was caused by my learning that he had been hastily and unfairly criticised previous to my return. I have made no charge against any one. My personal relations with Mr. Melville have been of a very pleasant character. Regretting that he has to appear in print, and hoping there will be no further necessity for it, I am, very respectfully,

JOHN W. DANENHOWER.

Lieut. U. S. N."

AN IMPORTANT MOVEMENT.

The French Broad Valley Railroad.

Meeting of the Directors and Important Action at Greenwood.

GREENVILLE NEWS.

The board of directors of the French Broad Valley Railroad met at Greenwood on Thursday night to consider propositions for consolidating with a through line to Livingston, Ky. Gov. Hagood, W. H. Brawley of Charleston, and Judge J. H. Cottrill, of the board, were present, as were also J. P. Frank Bradley, J. W. Anderson, Col. Bowen, R. A. Child, and others.

Propositions embodied in a series of letters from W. H. Scotland and Messrs Child and Oliver, of New York, were laid before the board and accepted after long and careful consideration. The proposition was for consolidation of the French Broad Valley Road with the French Broad and the New York, Tenn. and Kentucky, which under the terms of the contract, are to be completed in 1883.

The intention of the Proprietor is, not only to present to the traveling public one of the finest and most comfortable hotels in all the South, but also to conduct the hotel in all its different departments.

Having recently been decorated and frescoed throughout, it is not only one of the most beautiful, but also

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CHARLOTTE, N. C.

THIS Hotel was completed in 1872, and new additions made in 1875. "THE CENTRAL" is situated on Independent street, comprising half a block on Trade street, in the business center of the City, in convenient proximity to the press and Telegraph offices, and commanding a mountain view of more than fifty miles.

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RAILWAY TRAVEL.

The North American Review, for October, contains an instructive article on the subject of "Safety in Railway Travel" in the United States, which gives some facts which should have more general circulation than is possible through the pages of this most excellent magazine. Professor George L. Vose, the author, states that we have at present in the United States, in round numbers, one hundred thousand miles of railroads completed and in operation, employing not less than half a million of persons, and transporting annually about three hundred and seventy-five millions of passengers.

To see how immeasurably superior the railroad is in point of safety to all other modes of transportation, we have only to compare the number of casualties with the number of persons transported. It will, of course, be understood that all such comparisons are of the roughest kind, especially in this country, where no system exists for collecting or preserving any uniform data in regard to railroad operation.

Of the 375,000 persons annually carried over the railroads of the United States, about 1,800 meet with injuries more or less severe, while 490 are killed. Of the above numbers, 800 of those injured and 200 of the killed may be charged to causes for which the railroad companies are to a greater or less degree responsible, while the rest of the casualties are due to the carelessness of the passengers themselves. For every railroad passenger, therefore, who is killed in the United States, over 800,000 are carried safely; while for every passenger for whose death the railroad companies are accountable, nearly 2,000,000 are safely transported. For every railroad passenger who is in any way injured, 300,000 are safely carried; while for every passenger who is killed or injured from causes over which they themselves had no control, the results are somewhat different. Thus, in Massachusetts, during the year 1881, 1,000 persons were killed or injured by passengers carried was 305,000, 000 of which number 51 were killed by causes beyond their own control. For every person killed, therefore, 6,000,000 were safely carried. Thus, for every distance traveled by each person was about 15 miles, the total distance traveled by all before death happened to any one was 90,000,000 miles. In other words, a passenger with average good luck would travel at the rate of 60 miles an hour for 10 hours a day, for 300 days in a year, for 500 years, or he would travel 3,000 times around the earth, before getting killed.

It has been stated on good authority that there were actually more persons killed and injured each year in Massachusetts fifty years ago, through accidents to stage-coaches, than there are now through accidents to railroad trains, notwithstanding the enormous increase in the number of persons transported. From the statistics of over forty years, in France, it appears that, in proportion to the whole number carried, the accidents to passengers by stage-coaches in old times were, as compared to those by railroads, as about sixty to one. The official returns in France actually show that a man is safer in a railroad train than he is in his own house; while in England the figures show that hanging is thirty times more likely to happen to a man than death by railroad. It is stated by Mr. Adams in his "Notes on Railroad Accidents," that the annual average of deaths by accident in the city of Boston alone exceeds that consequent on running all the railroads of the State of Massachusetts by nearly ten per cent, and that, in the five years from 1874 to 1878, more persons were murdered in Boston than lost their lives on all the railroads of the State of Massachusetts. Such facts go far to prove the statement that, in the history of the world, no other mode of locomotion which human invention has yet devised, railway traveling is the safest in an almost infinite degree; and the equally forcible statement of Mr. Adams, that "it is not the dangers, but the safety of the modern railroad which should excite our special wonder."

True as the above certainly is, it is still a sad fact that thousands of persons are killed and wounded by terrible catastrophes upon our railroads every year, and that trains crash into each other, and plunge into bridges, while whole car-loads of passengers are crushed and mangled, drowned, and burned to death. It is equally the fact that by far the greater part of these accidents are preventable, if we care to do it. By far the larger portion of the so-called accidents are not accidents at all, but are the natural and inevitable result of laws perfectly understood. Safe as railroad travel already is, it is not safe enough if it can be made safer. That it can be made safer admits of no question.

Little Horace's Romance.

Atlanta Herald.

There is a romance in the life of Horace Hampton, alias Little Horace, who is now doing penance in the eastern penitentiary for attempted burglary, which has just come to light. Horace is a Southerner by birth, as are Walter Sheridan and Billy Forrester, two other notorious individuals, and was in Richmond, Va., just before the close of the war. In his bearing and in his conversation he readily passed for what he seemed to be—a gentleman of fortune. He succeeded in gaining admission to a prominent social circle, and rapidly formed the acquaintance of a daughter of one of the leading officials in the Confederate Government. After a brief honeymoon the supposed wealthy bridegroom left Richmond to go further south on alleged pressing business connected with his plantation. Time rolled by and no tidings of his whereabouts came to his distressed wife until nearly a year had sped away, and then came rumors, which deepened into positive conviction that the husband was a criminal adventurer, and had been condemned to imprisonment in a Northern dungeon for a daring robbery in a banking house. The effect of the above beautiful and riveting story was calamitous. She rushed to her room and never afterwards reappeared in society. A few months afterward she died, literally broken hearted by the disclosure that had been visited upon her by an unforseen alliance with a deceiver and a thief.

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STATE NEWS.

Greensboro Bugle: Col. J. T. Morehead, was the victim of quite an unfortunate accident Sunday morning. While walking about in the garden he was by some means thrown off his balance, and falling received a painful dislocation of one of the bones in his left forearm.

Winston Leader: Mrs. Charles Teague and two daughters died over 800 pounds of blackberries this year.

Mr. J. C. Crews, near this place, has a hen twenty-three years old, and who is now, in her old age, caring for a brood of young chicks.

Goldboro Messenger: Col. J. W. Green, the Capt. Swift Galloway spoke at Clinton on Saturday. The best of feeling prevails in Sampson, and a rousing Democratic majority is confidently expected.

The farm of Mr. Henry J. Smith, in Sauton township, was destroyed by fire last Friday night, together with a young colt, ten head of hogs and a small quantity of other property. The origin of the fire is not known.

Messrs. Hollowell and Robinson are perfecting the conveniences of their fish pond, two and a half miles from town. The dimensions of the pond are about seven acres, and after it has been stocked with the German carp will no doubt prove remunerative to its owners.

A Cave in Wythe.

Wytheville, Va. Dispatch.

Comparatively a few people in Wythe county know that we have a rival to the Luray caverns within a short distance of Wytheville, yet it is true. The caverns are situated but a few hundred feet from Col. Sayers's blast furnace on Dry Run. The entrance for a distance of perhaps seven feet is a narrow, dark, and cautious chamber, larger than any hall or stove room in Wytheville. Ranged around, as though built to support the roof, are six massive columns, while on all sides are the most exquisite formations, though yet nameless, bearing a striking resemblance to the "Cascade," the "Bridal Veil," and other attractive features of the Luray caverns. There are numerous halls, and a spacious chamber on the first floor, and one large chamber above the first, which is reached by a flight of natural stone steps.

To appreciate the magnificence of this underground wonder it must be seen. There have been many visitors, as the numerous registration of names testifies. Among the names engraved on the walls are those of prominent men of by-gone days, and dates ranging from 1826 to the present time. The name of Wm. G. Brownlow, who was famous in his youth for his poetry and proficiency in the study of the law for his religion and politics, appears alongside of a long list of former residents of that section.

Can't Swallow It.

Goldboro Messenger.

Major Wm. A. Smith, of Johnston, long recognized as a leader among the leaders of the Republican party in North Carolina, and the party's candidate for Lieutenant Governor on the ticket with Judge Settle, was in the city last Thursday and expressed his disgust freely and emphatically with the coalition movement, and will not take any coalition in his ticket. The Major, always outspoken, as if he were a voter for Democrats he would vote for the best men and not for those styled deserters, smelling around the Republican camp for despots. He will vote for Gen. W. Cox for Congress in preference to Devereaux. He will vote for Judge Ruffin for the Supreme Court against Folk. He will vote for Judges Gilmer and Mackay in preference to Dabney and Edwards, and the Major says that thousands of other Republicans will do likewise. In short Major Smith has on a big disgust with the revenue-coalition ring.

Treatment of Diphtheria.

The Medical Press says that Dr. Decker, who, during twenty-four years of very extensive practice in the Children's Hospital, has treated upwards of two thousand cases of diphtheria, and tried all the remedies, both internal and external, employed in this affection, has obtained the best results from the following method, which he has employed for the past ten years. As soon as the white spots appear on the tonsils he gives a large quantity of a mixture of water and hot milk in equal parts. Dr. Decker affirms that when this treatment is commenced early it is generally and rapidly successful.

POLITICAL APPOINTMENTS.

Senator Vance will address his fellow-citizens at the following times and places, viz:

Snow Camp, Wednesday, September 20th.

Graham, Monday, Sept. 21.

The chairman of the executive committee in Davidson will please fix the precise place for the speaking on the 18th, and cause it to be well posted.

Senator Ransom will address his fellow-citizens at the following times and places, viz:

Flint Hill, Friday, Sept. 15.

Jefferson, Saturday, Sept. 16.

Boone, Monday, Sept. 18.

Wilkesboro, Wednesday, September 20th.

Yadkinville, Thursday, September 21st.

Mocksville, Friday, Sept. 22.

Salisbury, Saturday, Sept. 23.

Places at each of the above named places are requested to provide a conveyance to the next place, in order that the appointments may be filled.

MOZART SALOON,

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