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FIFTY JERSEY JACKETS,

All wool, which we offer at the low price of \$1.50 each. A large line of Cashmere in all colors from 12 1/2 up to \$1.50 per yard.

Ladies, Gents and Children's Flannel and Merino Underwear,

Ladies' Scarlet Vests, Blankets, Spreads, Marseilles and Toilet Quilts, white and Red Flannels, Towels, Damask, Napkins, Doilies, Cretonnes and Cretonne Fringes, Balmorals, Shawls, Cashmere Shawls, Crepes and Crepe Veils, Ladies and Children's Ribbed Hosiery, Ladies Neckwear, Elder Down Cloakings in Cardinal, Blue, Pink, Gray and Black. Don't fail to look at our \$1 Braç Corset.

The Hercules Unlaundered Shirt for \$1.

Eritt & Bros. Ladies and Children's Shoes. A large stock of Ready-Made Clothing, Boots, Shoes, Hats, Caps, &c. Give us a call, we want to show you what we have.

HARGRAVES & ALEXANDER.

NOW!

SHOES-

December Has Come and

CHRISTMAS

Will Soon be Here.

Both young and old will be looking for something for

Christmas Presents.

FANCY GOODS

We have just received. All can be supplied. Our stock is too numerous to mention, so come and see for yourself.

NEW GOODS

Daily received at greatly reduced prices. Very respectable yours.

Great Reductions in CLOTHING

W. KAUFMAN & CO.

Our first mark down was a real and great one, but we have since revised our entire stock, making still further large reductions, being determined to make our prices the lowest in Charlotte for GOOD CLOTHING.

LOOK AT OUR PRICES FOR MEN'S SUITS.

Table with 3 columns: Men's Suits, Former Price, and Reduced Price. Includes items like \$4.50 suits reduced to \$3.00, \$7.00 suits reduced to \$5.00, etc.

ONE THOUSAND OVERCOATS at less than manufacturers' cost, and see if you can get as good value for money anywhere else. Remember, this is a closing out sale of our entire stock.

Our Goods Must be Sold Before January 1st.

as we will remove to the corner of Central Hotel, in the store formerly occupied by Hearn & McDowell. We carry a complete line of Gent's Fine Furnishing Goods and Hats. Call at once.

W. KAUFMAN & CO.

LIFE FOR THE LIVER AND KIDNEYS.

POSITIVELY CURES Dyspepsia, Liver and Kidney Complaints.

I have used your "Life for the Liver and Kidneys" with great benefit, and for dyspepsia, or any derangement of the liver or kidneys, I regard it as being without an equal.

Far superior to any liver pad. HIGH THOMAS, Glendale, S. C.

Your medicines are valuable and splendid remedies. I have sold upwards of five gross, and can recommend them to all who would not be without them.

"Life for the Liver and Kidneys" or "Chill Cure" works like a charm and sells very fast. A. H. PERKINS, Wax Haze, Lancaster county, S. C.

In large 25c. and \$1.00 bottles. Sold by druggists and dealers generally. Prepared by DR. HILTON, Glendale, S. C. October 26, dtd.

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Super's Instantaneous Guide to Keys of Piano and Organ. Price \$1. Will teach any person to play 20 pieces of music in one day. You couldn't learn it from a teacher in a month for \$20. Try it and be convinced. Sample copy will be mailed to any address on receipt of 25 cents in stamps by HERNE & CO., Publishers, P. O. Box 1487, New York.

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The Charlotte Observer.

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UNANIMOUS.

The election of the Democratic nominees for city offices in Charlotte, last Tuesday, was such a one-sided affair as to be almost unanimous. As Democratic victories in the South are generally attributed to intimidation, &c., we expect to see some fellow rise up after awhile and inform us that the election was a mere farce, that the Republicans didn't nominate any ticket and run any candidates because they were "screered." Of course this is not true, as the ticket elected was endorsed by the people, irrespective of party, and received the support of both Democrats and Republicans, but a charge of this kind would be just as good and just as true as nine-tenths of the other stories in political matters circulated about the Southern Democrats.

There is a moral in this election. A very large portion of the voting population of Charlotte is composed of colored men, who endorsed the administration of Mayor Courtenay and voted for his re-election, and also for the aldermen on the ticket with him. This, it is remembered, too, when the effort is being made to revive the civil rights agitation in Congress and when white Congressmen and Negro politicians, who seldom come South of the Potomac, are representing that the colored people are terribly ostracised and oppressed by the white people, and demand and must have more stringent government protection. The fact that in the city of Charlotte the great body of the colored voters support a Democratic administration does not seem to fit so well with these wholesale charges of oppression.

The case of Ex Senator Kellogg, charged with complicity in the star route frauds, has been continued to next term of court, on motion of the government, on account of inability to secure the presence of John A. Walsh, an important witness. The government does not find quite so much difficulty in getting witnesses in election cases.

As the result of dime novel reading a half dozen boys, all under fifteen years of age, and sons of prominent citizens, have been arrested in Milwaukee for setting fire to buildings in different parts of the city. There was a regular gang of the young incendiaries.

While the Secretary of the Treasury estimates that from \$45,000,000 to \$50,000,000 ought to be provided for the sinking fund, Senator Beck contends that \$5,000,000 or \$7,000,000 at most will be ample to meet all the requirements.

A meeting of straightout Virginia Republicans was held in Washington Tuesday to discuss the political situation in that State, and take steps to call back into the lines the Republicans who have strayed off after Mahone.

Seventy six men were convicted and sentenced in the last term of the United States court at Covington, Ky., where Speaker Carlisle lives, for violating internal revenue laws. And this is the system that some people want perpetuated.

Girl babies are not welcome in China, and thousands of them are annually killed by their mothers, who do not seem to think that they commit any wrong in killing them.

A Texas farmer, a relative of Gen. Zachary Taylor, lost in the Confederate army during the war four sons, two sons-in-law and thirty-three nephews.

Twenty thousand persons were killed by snakes in India last year. "Snake" gets away with more than that in this country every year.

The best, most equitable and shortest way to get rid of the surplus revenue in the treasury is to stop levying unnecessary taxes.

Billy Mahone now goes into the Republican Senatorial caucus, and is in full fellowship.

A New Use of Cotton Shop Girls. New York letter to the Standard.

In one of our millinery establishments a number of remarkably pretty young girls are kept in an anteroom, ostensibly employed to sew. They represent a wide variety in complexion and types of feature. When a customer wavers in deciding between bonnets, the wily clerk calls in one of these girls and says: "Here is a head and face quite like yours and can show you the effect this hat would have on you." Of course, on beauty's top, the piece of millinery is bewitching, and gratified vanity quickly completes the sale.

Decline of Man.

Nervous Weakness, dyspepsia, impotence, sexual debility, cured by "Well's Health Renewer." \$1.

THE RAILROAD COMMISSION.

IN SOUTH CAROLINA, AS SEEN BY THE INSPECTING COMMITTEE.

Of the Charlotte, Columbia & Augusta Railroad Company, Submitted to the Board of the Stockholders Held on Dec. 5, 1883.

As a matter of public interest just at this time we publish below the report of the inspecting committee of the Charlotte, Columbia & Augusta Railroad Company, submitted to the annual meeting of the stockholders, held in Columbia Dec. 5th, and bearing immediately on the effects of the workings of the Railroad Commission in South Carolina. It speaks for itself.

To the Stockholders of the Charlotte, Columbia & Augusta Railroad Company:

The committee appointed at your last annual meeting to investigate and report on the duties assigned to them, beg to report:

That the road bed and track are in an improved condition; seventy six miles of steel rails, with the best fastenings, having been laid, and two thousand tons additional rails contracted for, to be delivered at an early date. Your committee are gratified to see increased facilities in the power are in fair condition, and the former meets the demands of the business, while the latter has been taxed to its utmost capacity this fall, even with a comparatively light winter crop. It is suggested that at least three additional locomotives will be required for the next year, to meet the increasing demands of transportation. Your committee are gratified to see increased facilities in the appointments along the line; but still repeat their former recommendations of greater conveniences for freight and passenger service, and for passengers at Charlotte.

The system of accountability with agents is well maintained. The salaries of officers and the compensation to employees appear reasonable and just. The arrangements made with other corporations in the syndicate, where joint interests are involved, appear to be fair and just, the proportion of receipts and charges being equitable and according to the respective rights of each party.

From the earnings of the company, you will see that relatively a very large amount of the income has been derived from its local business. This is a great security in future to the stockholders, and shows the large resources and capabilities of the country, and the rapid growth of its permanent business. This cannot be easily diverted from it. Your committee think the through business has not been sufficiently cultivated, and would suggest that the passenger receipts might be largely increased by double daily passenger trains—one to be a fast train from Washington city to Augusta via the Virginia Midland (the shorter line stopping only at prominent stations, and making the time between Charlotte and Augusta in seven hours or less. This might require much of the travel now going by the coast and estimated to be longer routes), to Florida, Southern Georgia, and the Gulf coast, including New Orleans and Texas. This through travel is a growing interest, and increasing rapidly, and is well worthy of active competition. Much of this could be thus attracted to your line.

It is gratifying to the stockholders to know that the charges of both passenger and freight transportation have been materially reduced within the last five years, voluntarily, by the officers of the company, and that the expectations of the public have been generally met and satisfied with the reasonable charges adopted. Your property, under this conservative policy of increasing the speed of trains and reducing charges gradually, assuming a value and increasing its usefulness as a public agent of transportation. But the Legislature, doubtless from the high motives of patriotism, adopted a different course in regard to the roads. The legislation for that purpose was passed on the 9th of February, 1882, with subsequent amendments, entitled "An Act to provide a general railroad law for the management and regulation of railroads in the State, and for the appointment of a railroad commissioner, and to prescribe his powers and duties." Under this law, three commissioners were appointed, and almost absolute power over the lives of these corporations. Section 41 provides that "the entire expenses of the railroad commission, including all salaries and expenses of every kind, shall be borne by the several corporations owning and operating railroads within this State." These railroads all pay their taxes as assessed on their property, and the State property is already taxed as other property. Then why assume to make them pay another tax on the same property? Section 42 says, "the commissioners and six secretaries shall be transported free of charge."

Over all railroads, and may take with them experts or other agents whose services they may deem to be temporarily of importance, and who shall in like manner be transported free of charge." Thus two different taxes are imposed upon these corporations—one for the State and one for the commissioners. State officers appointed, or any enlargement of this class of property? Is not this the refinement of injustice and cruelty? The State Constitution requires all taxes to be uniform, and upon the real value of property. These taxes and impositions appear to your committee to be in violation of an express provision of the Constitution. Section 45 is even more arbitrary, and is in these words: "Whenever, in the judgment of the railroad commissioner, it shall appear that repairs are necessary upon any such railroad, or that any addition to the railroads, or any improvement in the station or station houses, or any modifications in the rates of fare for transporting freight or passengers, or any change in the mode of conducting the road, and conducting its business, is reasonable and expedient, in order to promote the security, convenience and accommodation of the public." &c.

This section shows a most extraordinary power over the central or private property, and virtually assumes that the State has an absolute right and title to all such property. It is quite true that the control and management almost entirely out of the hands of officers and agents appointed by the stockholders. They become mere automatons of the commission. Although the legislature may have the right to regulate and control such corporations to a certain extent, it is not believed that the power to destroy the value of such

property was ever intended to be conferred upon it, or to use and occupy without just compensation.

The Act is in violation of the express charter rights of your company. This, too, under conformity with charters passed by three States, giving the right to charge certain rates for transportation of freights and passengers. In the Granger cases, decided by the Supreme court of the United States, it is assumed that this is the right of the States, and that the obligation of contracts, in other States, the right to maintain these charter rates has been conceded as an inviolable contract between the State and the corporation until the expiration of existing charters. By the 4th section of the Act, all charters heretofore granted are made to conform to this Act, disregarding the charters and contracts made with the companies. The Act executed in its proper spirit will require uniform rates over all roads and for all distances. Taxes will work oppressively on many roads in the most fertile portions of the State, especially those remote from commercial marts, and cause much freight to pass out of the State to the nearest ports, without reaching the seaboard cities of the State.

It is not to the mere changes of rates that your committee object, but to the effect such extreme and radical legislation will have to destroy public confidence in all railroads and stop their construction in the State. The State has not over one hundred miles of road that would have been under construction to day within the State, but for this unwise legislation. It is not the commission which is objected to, but the extraordinary powers with which they are armed, and which they are permitted to exercise. Massachusetts and Virginia have each wisely organized a railroad commission, with no special extra powers, but ordinary powers. In these and most of the other States the commission has limited powers, and acts as a mediator between the roads and the public, and does not exercise extraordinary powers, which injure and not benefit the public. To such a commission your committee see no objection. The policy of the South Carolina Act is as objectionable as its disregard of legal obligations.

The railroads of the State have done more to create wealth and taxable resources, improve and advance society, and elevate the State, than all other progressive agencies. The rapid march of material and social activities follow in their wake. Why, then, brand them with a commission of espionage? Why place a special commission over their management and conduct, and thus stigmatize them as aliens to the commonwealth and dangerous to society? Have they committed any great wrong that should invoke the entire power of legislation against them in a manner most calculated to destroy the property of patriotic investors in their construction?

All great improvements are not unopposed. The progress of the world is not without some alloy. That occasional wrong may be done is admitted, but where one person suffers, a thousand are benefited by it. A respective proportion cannot afford to intentionally wrong an individual in a community upon which it is dependent for its success. Yet errors may occur in the business of the railroads, both artificial and natural. The executive officers are generally gentlemen of character and reasonable in their policy. Because these corporations are the result of a combination of capital, making a large aggregate, the unimpaired look upon them with an invidious eye. This feeling, pandered to by the demagogues, may be carried into higher places. Hence legislation may go too far and become ruinous to the people and the State. The North and West have three miles of road where we have one, and they have not the half they require. South Carolina needs ten miles for one she now has. The people of the State have not the means or ability to construct them. They are dependent upon foreign capital to build them. But will it come in the face of such legislation? No sane man will ever believe that it will. Then what is the remedy? By wise and liberal legislation increase the capital and labor in the State, build more roads, multiply their number until every section of the State is supplied, and the competition of many roads will settle all vexed questions and issue more effectively than a commission. Railroads are but in their infancy and require the fostering care of the State. Capital will trust the "judgment" of our Legislature under four and general laws, but not that of one or five men invested with supreme authority, and subject to the changes and whims of popular feelings. Your committee have no word of reflection upon the present commissioners individually. On the contrary, they know them to be gentlemen of high character and patriotic purposes. But what security have you for the future in the hands that may take place in the fiercest contests for office, the bitter partisan strife that may arise? For the safety of the State and security of the people, legislative control by one or five men is a higher guarantee for right and justice than the "judgment" or discretion of one or more individuals of pure and elevated character, even were there a certainty of always having such commissioners. Having the virtual control of an immense capital, with its officers and agents subordinate, the temptations of cupidity and ambition might readily overcome the highest fortitude and integrity to maintain the right in the environments by which they are likely to be surrounded.

The act is a wonderful consolidation of power in the hands of three men. It attempts to confer more authority upon the commissioners over all the railroads of the State than the officers of any single road have over it from their stockholders. It creates an immense monopoly of power, and is fraud in an autocratic spirit, and is far as your committee understand.

It is communistic and agrarian in its tendency, and applied only to one class of property, and that the most useful to the State. It violates private rights, and may prove a dangerous precedent in future to the rights of other property.

It has already stopped the construction of other roads, not commenced, and has greatly depressed the value of all railroads in the State. In fact, it is doubtful if some of the roads in the State can long continue in operation. Your stock is now worth less than half of what it was

about the time of the passage of the law.

Your committee are not aware of more than one road in the State that has declared a dividend since the war. They are poor indeed, and yet made the objects of the most oppressive enactments. Always this species of property has depreciated millions of dollars since the passage of this law. Foreign capital and labor are repelled, and that at home driven from the State. The war South Carolina was distinguished for her conservative legislation and punctilious regard for the rights of the citizen. This Act does not sustain that high character.

Again, the evil effects which have been predicted by politicians in regard to these "monopolies and combinations" have not been developed in this our own country. When the Northwestern railroad of England had consolidated over thirty other roads under its management, the people had some fears and apprehensions in this respect. The House of Parliament was petitioned, and appointed a commission to examine into the effects it would have on the nation. The commissioners reported that the anticipated had not been realized; that freights were lower, and fewer complaints came from that portion of the country served by the consolidated roads than from any other portion of the kingdom. The effects of consolidation reported to the public management, produce unity and harmony in disjointed roads, and reduce time and charges to the public, as is shown in your road before the Commission Act.

Commodore Murray, the greatest civilian Virginia ever gave to mankind, said: "The highways of nations are the measure of their civilization." This is literally true, and the greatest invention of the world for the benefit of mankind, since the discovery of the art of printing, is the railroad. It carries with it development and civilization. Its train of consequences are material and moral progress in all their varied forms—school houses, churches, and other public buildings, a cleanliness of all kinds follow. It fills the valleys of the earth. It fills the forest, utilizes the valuable timbers and the power of the water, and elevates the labor of the country, equalizes the price of subsistence, adds on an average five times its cost to the lands and property penetrated. Thus creating wealth and financial resources to the State, social culture and refinement to its people, and strength and power in times of war. The grave bearing of these laws upon our property is the cause of this extended report.

Dr. BATE

65 S. Clark St., Opp. Court House, CHICAGO.

Dr. Bate's "Nervous Debility, Impotence, Seminal Losses, etc." is a complete and reliable cure for all cases of Nervous Debility, Impotence, Seminal Losses, etc. It is a complete and reliable cure for all cases of Nervous Debility, Impotence, Seminal Losses, etc. It is a complete and reliable cure for all cases of Nervous Debility, Impotence, Seminal Losses, etc.

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BRUCE & CO., ARCHITECTS, ATLANTA, GA. Accurate Plans, Specifications, and Detailed Drawings furnished for Public and Private Buildings in any part of the country.

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Of the Season,

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Great Sale of Clothing

During this great sale more of and youths have been made happy by the positive bargains offered than at any sale ever attempted in this section. We are daily adding new attractions to our Clothing Department which for Style, Quality and extremely Low Prices built entirely all-competitor.

On Monday we will offer another lot of Clothing at prices that must sell them. Intending purchasers will do well to call as early as possible and avoid the rush.

Holiday Attractions.

In order to make Holiday Trade as interesting as possible to our friends and customers we have decided to offer a special sale of Hosiery in Ladies', Misses' and Children's CLOTHES, DOLMANS, TIES, JACKETS and HATS, at prices never attempted in this section.

LADIES', MISSES' AND CHILDREN'S HOSIERY.

We have just received the most exquisite lines of Hosiery it has ever been our pleasure to offer at prices that cannot be competed with.

HOUSEKEEPING GOODS.

We are now offering the most attractive bargains in Table Linens, Towels, Napkins, Doilies, Table Scarfs, Tray Cloths, Turkey Red Damasks, Turkey Red Napkins, Beached and Unbleached Damasks, with Napkins and Doilies to match. All Linen Sheetings and Pillow Case Linen at extremely low prices.

BLANKETS, QUILTS and COMFORTABLES.

There is no more acceptable present than one of our California Blankets. For size, softness and warmth they cannot be excelled. Marseilles Quilts in all sizes and in entirely new patterns, at very low prices.

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We are now offering some remarkable bargains in Black and Colored Silks, Satins, Velvets, Brocades, &c., at very low prices.

SPECIAL BARGAINS.

In Black French Cashmeres, Colored Cashmeres, French, German and American Dress goods. French Novelties and Embroidered Costumes, all of which we have marked down at prices to close out at once.

WITKOWSKY & BARUCH

CHARLOTTE, N. C.

READ!

Everybody

Seeks to secure the most value for money expended. Human nature is the same everywhere. In this connection we wish to say that the value offering by us at this time, in

Fine Ready-made Clothing,

can be relied upon as being the very best obtainable.

Our superior line compares favorably with the finest custom tailoring work, with this difference, they are fully 40 per cent. lower in price and decidedly better values than can be found elsewhere for the money. As seeing is believing, call and judge for yourself. Respectfully,

L. BERWANGER & BRO., Leading Clothiers and Tailors.

P. S.—We have just received a fine line of Gent's Furnishings for the Holidays.

E. M. ANDREWS,

The Furniture Dealer,

HAS THE LARGEST AND BEST STOCK In the State, and won't be undersold by anyone in North Carolina.

Or send and get cuts and prices. Wholesale and Retail.

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Call and be convinced.

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