The Charlotte Observer.

SUNDAY, JUNE 27, 1886.

ANOTHER WRECK

On the Lake Shore Roads--Very Little Damage Done to Property, and no Lives Lost.

CHICAGO, June 26.—Shortly after the Lake Shore strikers blockaded the streets last night by throwing a lot of empty cars across from the Rock Island tracks, the night express, consisting of eleven coaches, and carrying the United States mail, ran down the west bound track, but finding the track blocked, ran back and was switched on the east bound track at the rate of about eight miles an hour. At Fifty-first street just before the train reached the switch a man ran out and turned the switch as the train came along. The locomotive immediately jumped the track, carrying the tender and forward truck off with it. For a minute there was a terrible jarring and knocking about and then the train came to a stand still. The locomotive had run over bare ties for more than a hundred feet, and finally pushing two of them apart, sank in the mud The lever was reversed and efforts made to back upon the track, without success. The engineer of the express although not suspecting that the fiendish attempt would be made on his train, nevertheless went only at half the speed allowed, and by doing so probably prevented a most serious wreck and great loss of life. In the meantime, in trying to get the freight train on the track, the east bound track became blocked and it was sometime before the Rock Island dummy could approach from behind. Finally the freight cars were placed on the track and the dummy was able to reach the last coach of the express.

A heavy rope was fastened between them and after a half hour's work the locomotive, tender and coaches were again placed on the rails. The cars and engine were examined and being found not to have been injured, were again started on their journey, being about one hour and a half late. The engineer of the train and several others saw the man who turned the switch and are certain they could identify him if they could see him again. The switchmen declare they know nothing about it; in fact several of them assisted in placing the train in order again. No further attempt was made after this to get the freight train out.

RUM, ROMANISM AND REBELLION.

Ghost Story About Rev. Burchard Falling Into Smith Weed's Campaign Trap.

ST. PAUL, Minn., June 24.—Mr. H. H. Fuller, of St. Paul, the leader of the anti-Administration Democracy of Minnesota, today gave the following account of the famous Burchard incident, which he says he has on unimpeachable authority: It was several weeks before the election when a heavy mortgage on some property belonging to Burchard fell due. The lien was held by Smith M. Weed, of Plattsburg, who, at a dinner party given for the purpose, arranged that Burchard should ring himself in on that delegation of ministers who worked the ruin of the Plumed Knight of Maine, and it was Weed who "fixed" Burchard, so that he became the tool of the party he supposed he was annihilating. Weed promised to cancel that mortgage on condition that Burchard should allow him to write his remarks. The confiding man accepted, and Weed and his friends concocted the fatal sentence. The mortgage was cancelled about sixty days after the election. In the first triumph Weed is reported to have given the thing away to a friend of thirty years' standing, who in a confiding moment told Mr. Fuller during his recent visit to the east.

A Superfluous Prayer.

Kansas City Journal.

I heard a very amusing story the other day in connection with the recent hurricanes A gentleman, quite well known in this city, was hurrying along to reach his home, when the storm burst upon the city with all its fury. He sought refuge in a house where there were a number of ladies congregated, all of whom were frantic with terror After a little the storm increased in fury, the house rocked and swayed before the furious winds, several windows were blown in, and it looked as though the whole building would be destroyed. The women rushed around wringing their hands, crying and bemoaning their fate, when suddenly one rushed up to the gentleman and frantically besought him to offer up a prayer. In a moment he was surrounded by the other women, who clung to him and begged him to pray. He was not by any means collected himself, and besides he was not at all up in prayers, but there was no escape for him, so he prepared to comply with their request. He knelt down, but owing to the excited condition of his mind, and to the fact that he had not prayed for some time, he found himself utterly unequal to the occasion. He couldn't think of anything. He was dumb. Soon he became desperate, and without a thought as to the appropriateness, he pronounced the following brief exhortation, which he remembered to have formed a part of the grace his father used to say many years ago: "Oh Lord, make us thankful for that which we are about to receive." Just then three or four windows blew in, a couple of chimneys blew over, and the prayer meeting broke up in confusion.

Prohibition in Atlanta, Ga.

Promptly at 12 o'clock on the night of the 30th of this month the barrooms in Atlanta, Ga, will close according to the provisions of the prohibition law. Before July 1884 there were 120 barrooms in Atlanta, but when the license was increased from three hundred to five hundred dollars the average decreased to one hundred barrooms. Since the election in which Atlanta went dry the number has fallen off to sixty-nine. The Constitution says these are doing a thriving business, and none of them seem to be making any preparation for their impending fate, while they still continue to receive stock as fast as it is disposed of.

So Poor are They in Baltimore.

Philadelphia Record.

A poor woman in Baltimore carried her dead child, wrapped in a tattered shawl, through the streets of Baltimore to the city hall on Monday and asked the health officer to bury it. She was too poor to pay the expense of burial and was not allowed to leave the body at the house where she lodged while she went on her pitiful errand Her request was complied with, and a sum of money was raised for her by the persons to whom she made her touching appeal. But what a glimpse the incident gives into the unguessed-of depths of misery in the world.

STATE NEWS.

Asheville Citizen: Mr. McGhee, of Haywood, has sold this year, from forty hives, one thousand pounds of splendid honey, for 12½ cents per pound.——Snow is reported to have fallen on Balsam Mountain last Monday. The Waynesville News and Wid. Medford are our authority.

News and Observer: Today the stockholders of the Atlantic & North Carolina Railroad met at Morehead in annual session. The meeting was the most harmonious in years. All the old officers were re-elected. The directors were authorized to refund the bonded and judgment debt to an amount not exceeding $325,000.

Highlands Highlander: A son of J. I. Miller was bitten on the foot by a rattlesnake about a week ago. The wound was well wet with turpentine, and seven drops given internally. The wound was then kept wet with the juice of milk weed. It is now healing, and the boy is out at play.

Wilmington Review: We hear it stated on good authority that $1,000,000 of Cape Fear and Yadkin Valley Railroad bonds were sold yesterday in New York at 95 cents on the dollar. We did not learn whether these were first or second class mortgage bonds, but presume that they were first class.

Rochingham Spirit: We met in Hamlet last Tuesday Mr. Montcure, chief engineer of the Palmetto Railroad, which extends from Hamlet to Cheraw, and were glad to learn from him that the road would be finished and the cars running as soon as possible. The greatest difficulty is in procuring cross ties, but it is believed that the road will be in operation in a few months.

Wilmington Star: Colonel Anthony, of the Fourth regiment, N. C. S. G., is endeavoring to induce the companies of that regiment to spend a short time in camp at Smithville, about the latter part of July. Other regimental and company officers are exerting themselves in the same direction, and it is probable that the First, Second and Fourth regiments may form an encampment at Smithville this summer at their own expense.

Goldsboro Messenger: The convention for this judicial district, composed of the counties of Wake, Harnett, Johnston and Wayne, will be held at Smithfield on the 22d of July. ——Another death from carelessness with kerosene oil. In Martin county Ella Clark, a young girl, was burned to death by an explosion of a kerosene can from which she was pouring oil on the fire.——The Rev. Dr. Theo. Whitfield expects to leave for his new charge in Newbern early next week, and will preach his farewell sermon next Sunday. His successor here has not yet been chosen.

The Law as to Party Walls.

Building.

A party wall in law is the wall dividing lands of different proprietors, used in common for the support of structures on both sides At common law an owner who erects a wall for his own building which is capable of being used by an adjoining proprietor, cannot compel such proprietor, when he shall build next to it, to pay for any portion of the cost of such wall. On the other hand, the adjoining proprietor has no right to make any use of such wall without consent of the owner, and the consequence may be the erection of two walls side by side, when one would answer all purposes. This convenience is often secured by an agreement to erect a wall for common use, one-half on each other's land, the parties to divide the expense; if only one is to build at the time, he gets a return from the other party of half what it costs him. Under such an agreement, each has an easement in the land of the other while the wall stands, and this accompanies the title in sales and descent. But if the wall is destroyed by decay or accident, the easement is gone, unless by a deed such contingency is provided for. Repairs to party walls are to be borne equally; but if one has occasion to strengthen or improve them for a more extensive building than was at first contemplated, he cannot compel the other to divide the expense with him. In some States there are statutes regulating the rights in party walls, and one may undoubtedly acquire rights by prescription on a wall built by another, which he has long been allowed to use for the support of his own structure.

Mr. Cleveland's Popularity.

Col. John G. Prather, the Missouri member of the Democratic member of the Democratic National Committee, who is in New York, is delighted with the administration of President Cleveland, and in speaking of it said: "I can't say anything too good about it. It will be the most successful administration the country has ever had. In the West and Southwest Mr. Cleveland is universally popular with the people. There were a few dissatisfied members of the party because they thought the President did not turn out Republicans quickly enough, but they are becoming fewer every day. They see that the President desired only to be cautious. In another year there will be but few Republicans in office. As far as Missouri is concerned, we have every reason to be satisfied. The President's selections there have been excellent. Besides, his views on the tariff have made him very popular in the West. Mark my words, Mr. Cleveland will be given a renomination, whether he seeks it or not."

The Postmaster-General Victorious.

Baltimore Sun.

The twenty-nine railway postal clerks who sought to organize the railway postal service of the United States against the postmaster-general in such a way as to secure their retention in office, were decapitated as soon as their "little game" was learned, so that they failed in establishing in that branch of the civil service the "premanency of tenure" which other reformers desire to see prevail in all the departments. They will, perhaps regard themselves the earliest martyrs of the cause. It is said, however, that the twenty nine were men against whom charges had been made, but whom the postmaster-general had decided to retain despite the charges. Their conduct, under the circumstances, will tend to modify the belief prevailing in some quarters that our civil service at the time the civil service law went into effect was perfect and not to be improved by a "clean sweep."

New York's Delinquent Debtors.

The delinquent debtors were recently discharged from Ludlow street jail under the provision of the recent New York law restricting imprisonment for debt. One of these had been locked up since 1880 for the nonpayment of $55,000, and it is said of him that he is suspected of not being exactly the kind of debtor that the new law was intended to reschr

How Long Do Foxes Run?

Forest and Stream.

Your Virginia correspondent says no fox or hound ever ran forty-eight hours, which means that he knows nothing about our New England red foxes. Perhaps a Virginia fox can be caught by hounds in six hours, but we have a longer-winded set here in Massachusetts. I have kept foxhounds for twenty years, and always the best I could find, and I never owned nor saw the hound that could catch an old fox on bare ground. I have had my dogs catch them in light snows or in the last of February when the females began to get heavy with young. But I do not believe the foxhound lives that can catch one in twenty that he starts in October or November on the following we have in this part of the country. Three years ago I bought a pair of pups of Col. Tucker, of Gaston, N. C., as he advertises to have the fastest dogs in the South, and expected they would run away from our northern hounds; but though they are a little faster on a snow track, they are not able to get away from my old stock on bare ground, and it strikes me that if "Red Eye," of Virginia, will come to Massachusetts he will find that his fast dogs won't catch a fox in six hours or six days running I have shot one fox that I know had been running more than thirty hours, as I started him early one morning and the dogs drove him steady all day without my getting a shot. In the afternoon of the second day I made out to get a shot, and, as "Red Eye" says, "swindled him out of his life." It is no uncommon thing in good following for a good hound to drive a fox forty-eight hours, as hundreds of our northern fox hunters know

HENRY C. NEWELL,
Ashburnham, Mass.

David Davis Dead.

BLOOMINGTON, Ills., June 26.—David Davis died at six o'clock this morning. He sank into a comatose state twelve hours before the end, and passed painlessly away, surrounded by his family.

During the early part of last evening he appeared to be failing, and it was felt certain that he could not live through the night. At 11 o'clock he revived somewhat and was given milk and stimulants.

CITY TAX RETURNS

TAKE NOTICE.

NOTICE IS HEREBY GIVEN TO ALL PERSONS residing in the City of Charlotte, or who own or have control of taxable property in the City on the first of June, 1886, or who are liable to poll tax, to return to me, on or before the last day of June, a list of their taxable property (and polls) in said City, on said 1st of June, 1886 Pursuant to Sec. 30, amended Charter of City.

FRED NASH, Treasurer.

Returns taken from 1st to 30th of June at office in City Hall from 9 o clock, a. m., to 3 p. m.

may29

RICHMOND AND DANVILLE RAILROAD.

Condensed Schedule.

TRAINS GOING SOUTH.

May 2d, 1886.	No. 50, Daily.	No. 52, Daily.
Leave New York,	12.00 n't	3.40 p m
" Philadelphia,	7.30 a m	6.03 p m
" Baltimore,	9.50 a m	9.00 p m
" Washington,	11.15 a m	11.00 p m
" Charlottesville,	3.50 p m	3.08 a m
" Lynchburg,	6.15 p m	5.15 a m
" Richmond	8.25 p m	2.00 a m
" Burkville	9.36 p m	4.05 a m
" Keysville	6.05 p m	4.48 a m
" Drake's Branch	6.20 p m	4.59 a m
" Danville,	9.25 p m	8.04 a m
" Goldsboro,	11.50 a m	
" Raleigh,	5.00 p m	
" Durham,	6.07 p m	
" Chapel Hill,	*4.55 p m	
" Hillsboro,	6.47 p m	
" Greensboro,	11.31 p m	9.50 a m
" Salem,	*6.55 p m	5.55 a m
" High Point,	11.55 p m	10.19 a m
" Salisbury,	1.10 a m	11.23 a m
" Concord,	1.57 a m	11.59 a m
" Charlotte,	3.00 a m	1.00 p m
" Spartanburg,	5.56 a m	3.34 p m
" Greenville	7.14 a m	4.49 p m
Arrive Atlanta,	1.30 p m	10.40 p m

TRAINS GOING NORTH.

May 2d, 1886.	No. 51, Daily.	No. 53, Daily.
Leave Atlanta,	5.45 p m	8.40 a m
Arrive Greenville,	11.32 p m	2.30 p m
" Spartanburg,	12.45 a m	3.43 p m
" Charlotte,	4.05 a m	6.25 p m
" Concord,	5.01 a m	7.25 p m
" Salisbury,	5.48 a m	8.01 p m
" High Point,	7.04 a m	9.08 p m
" Greensboro,	7.35 a m	9.43 p m
" Salem	11.40 a m	*1.17 a m
" Hillsboro,	11.54 a m	
" Durham,	12.26 p m	
" Chapel Hill,	*1.00 p m	
" Raleigh,	1.35 p m	
" Goldsboro,	4.40 p m	
" Danville	9.42 a m	11.22 p m
" Drake's Branch,	12.10 p m	2.43 a m
" Keysville.	12.36 p m	3.06 a m
" Burksville	1.20 p m	3.57 a m
" Richmond	3.37 p m	7.00 a m
" Lynchburg,	12.45 p m	2.10 a m
" Charlottesville,	3.15 p m	4.28 a m
" Washington,	8.45 p m	9.45 a m
" Baltimore,	11.25 p m	10.03 a m
" Philadelphia,	3.00 a m	12.35 p m
" New York,	6.20 a m	3.20 p m

*Daily except Sunday.

SLEEPING CAR SERVICE.

On trains 50 and 51, Pullman Buffet Sleeper between New York and Atlanta.

On trains 52 and 53, Pullman Buffet Sleeper between Washington and New Orleans, Washington and Augusta.

Pullman Sleeper between Richmond and Greensboro.

Through tickets on sale at principal stations, to all points.

For rates and information apply to W. A. BOOT, Agent, or

E. B. THOMAS, General Manager. C. W. CHEARS, Asst. Gen. Pass. Agent. Richmond, Va.