

THE NEWS AND OBSERVER.

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NO. 139.



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For Weakness, Nervous Prostration, Indigestion, Loss of Sleep, etc. It is the only medicine that is safe for the young, the old, the infirm, the debilitated, the sick, the convalescent, the aged, the feeble, the nervous, the anemic, the dyspeptic, the indigestive, the constipated, the diarrhetic, the hemorrhagic, the urticarial, the scaly, the itchy, the pruritic, the eczematous, the psoriasis, the syphilitic, the gonorrhoeal, the mercurial, the arsenical, the strychnine, the opium, the alcohol, the morphine, the cocaine, the digitalis, the belladonna, the nuxvomica, the scilla, the ipeca, the sassa, the colica, the cholera, the dysentery, the cholera, the cholera, the cholera.

RACKET STORE.

CONGRESSIONAL.

THE SENATE DISCUSSES QUESTIONS OF INTER-STATE COMMERCE.

Some Members Claim that the Railway Rates Cannot be Regulated by Government.

WASHINGTON, April 26.—SENATE.—In the Senate today Mr. Harris presented credentials of Washington C. Whitthorne, appointed by the Governor of Tennessee to fill the vacancy caused by the resignation of Senator Jackson. The credentials having been read, Mr. Whitthorne was escorted to the desk by Mr. Harris and the oath of office administered in due form by the president pro tempore of the Senate. Mr. Whitthorne then took a seat on the Democratic side of the chamber on the extreme right of the chair and received the congratulations of many Senators.

When the new Senator had taken his seat, Mr. Hoar called attention to the form of his credentials, not having desired to say anything which might seem like objection to the wearing-in of Whitthorne. The form of credentials Mr. Hoar thought defective, inasmuch as the certificate stated that the appointment was for Senator Jackson's unexpired term. It should read "until the next meeting of the legislature." The point was of no great consequence at present, but in case of a close party division in the Senate the question, Mr. Hoar thought, might become one of great importance, and public attention ought to be directed to it in order that the difficulty might, as far as possible, be avoided. Mr. Harris remarked that Mr. Whitthorne's credentials in using the word "term" made reference to a term, "as fixed by law." He thought this qualifying phrase covered the point.

Mr. Hoar reported from the committee on judiciary the bill extending the time for the completion of the records of the clerk of the commissioners of Alabama claims. Passed.

Mr. Morrill, from the committee on finance, reported with amendments the House bill relating to the bonds of brewers. The bill as it came from the House modifies section 3,336 of the Revised Statutes so as to require new bonds to be filed by the brewers, not on the 1st of May as heretofore, but whenever the collector of internal revenue shall require them to do so. The Senate committee amended the bill so as to require in addition that at least once in four years the bonds shall in any event be renewed, whether the collector requests it or not. After some debate the Senate amendment was agreed to, and the bill as amended was passed. A bill reported by Mr. Harris, making an appropriation to complete the public building at Jackson, Tenn., on Mr. Harris's request at once passed. Mr. Van Wyck desired to take up the bill taxing railroad lands, but yielded to Mr. Blair, who, according to previous notice, then addressed the Senate on his proposed constitutional amendment prohibiting the manufacture or sale of alcoholic liquors.

At the conclusion of Mr. Blair's speech the inter-State commerce bill was taken up and Mr. Van Wyck addressed the Senate on it. Through rates from the West, Mr. Van Wyck said, now nearly amounted to confiscation. Another rise would be prohibition. Last year he had said that the people in some sections of Nebraska were compelled to burn corn for fuel, and that it required 150 bushels of corn to purchase one ton of hard coal. This condition did not apply to the entire State, yet last winter more than half the people were again compelled to burn corn for fuel because of the excessive rates of transportation. The basis of the charges was "All that the traffic will bear."

We were in the midst of depression, yet all must be laid under contribution so that full dividends may be declared by the railroad companies on watered stock and fraudulent bonds. Grain, beef and pork might be reduced one-half in price, yet there could be no abatement in freight charges. As to the commission feature of the bill, the people, Mr. Van Wyck said, were not demanding the commission, but the corporations were becoming earnest advocates of it. Railroad and telegraph rates west of the Missouri river were about four times greater than the rates east of Ohio. For years capital had been organized, unscrupulous and rapacious, moving, as Gould had moved, according to his sworn testimony, and as Huntington, according to his own written history, had moved, on the State legislatures, courts and Congress, unblushingly purchasing judges and legislators; but a crisis was coming. There was an irrepressible conflict between right and wrong. Could the nation be made to believe that \$4,000,000,000 of watered stock and bonds were honest property deserving protection from courts or legislatures, or that \$300,000,000 claimed by Vanderbilt and \$200,000,000 claimed by Gould were honestly obtained? The owners of these honestly obtained stocks and bonds would accord decent treatment to the remainder of mankind, from whom they expected to wrest dividends and interest. The Senate committee failed at the precise point where the monster evil should be grasped by law. If industries were only required to pay fair dividends on the real cost of railroad the nation would be prosperous.

Mr. Stanford, of California, addressed the Senate on the bill. It purported, he said, to be an act to regulate commerce between the States. He had read it with a good deal of care, but did not find anything in it that regulated commerce. Everything in it was as to "carriers" only. "Commerce" had a well defined meaning. It meant trade,

barter, interchange of commodities; matters with which a carrier in the transaction of his legitimate business had no concern whatever. The title of the bill ought to be changed to express its true meaning. Instead of being called a "Bill to regulate commerce," it should be a "Bill to regulate carriers." If it were a bill to regulate shippers and owners whose material the carrier moved the title would be more appropriate. He might be told, perhaps, that there were judicial decisions to the effect that the regulation of a carrier was the regulation of commerce, but when legislation was proposed it was entirely legitimate to discuss the question as to the original matter and to determine it upon the principles which seemed to be involved. There was a great difference between the possession of power and its exercise, of course. The constitution plainly gave Congress the right to regulate commerce between the States. But as a carrier had nothing to do with the control of the shipment of goods, wares and merchandise or their ultimate disposal or destination, the regulation of him or determining the price he should receive for his services could have no relation to determining commerce between the States as a national question. Why should the price fixed for carrying freights across a non-physical line between States be different from what was charged for the same service on either side of that line? Would it not be making our State lines more or less obstacles to free intercourse. Would it not be converting our State lines into something very nearly akin to a frontier? What did our friend say who had been always so anxious to claim that we were of right one great family, with free business, and what did our States' rights friend say to the general government interfering and controlling their local institutions? Mr. Stanford said that admitting the power of Congress it was pertinent to inquire the wisdom of this kind of legislation. If investment in railroads was so beneficial to the public why should not the investors be permitted to reap some full rewards of the wisdom of their investment, their industry and their management and direction thereof, as though the same capital, wisdom and industry had been engaged in a business less important to the interests of the State and in whose behalf the State could not, if solicited, exercise the right of eminent domain. In discussing the question of the right to regulate railroad rates and freights in a manner which would necessarily impair the earning capacity of these roads, we should not forget that investments were made by individuals. If railroads were so important to the public, surely these individual investors ought not to be discouraged by the apprehension that the value of their investments might be lessened by adverse legislation. In all these efforts at regulation Mr. Stanford found no protection to railroad companies, no guarantee against impairment of income. If legislation interfered to decrease income the value of property was affected to the extent of the diminution of income. This was taking property without compensation. It was confiscation. Practically this bill denied to the various railroad companies the right of competition. It precluded shippers from reaping their rightful advantage of competition and caused to them and the railroad companies absolute loss. If a low rate for a longer distance meant a reduction for the shorter, carriers must submit to loss from the usual rates on short distances, or else abandon business at competing points.

Mr. Plumb, from the appropriations committee, reported the postoffice appropriation bill with amendments. It was placed on the calendar. Mr. Plumb saying he would call it up Wednesday morning. The questions of detail involved in Mr. Camden's pending amendment to the inter-State commerce bill as to long and short hauls were then taken up and discussed by Messrs. Camden, Harris, Platte, Brown, Wilson, of Iowa, and Cullom. Mr. Brown said that under the provisions of Mr. Camden's proposed amendment it would be impossible for the railroads to transact the business of the country. If they attempted it, either they would be driven into bankruptcy or else the products of the West would be driven from the markets of the East and of course also from foreign markets. In other words, the railroads would have to put their local freights so low that they could not pay fixed expenses, or put such high rates on through freights as to prohibit all shipments of produce for a longer distance than 500 or 600 miles. No railroad could continue running unless it could pay its fixed expenses, and if limited to fixed expenses it could pay no dividends, neither could it pay any interest on capital invested. As to watering stock Mr. Brown utterly condemned it, but he could not see how the railroad could keep out of the hands of receivers or maintain their track and rolling stock in proper or safe condition if they were not allowed to make reasonable charges. "If a rule were established by government, limiting the roads to a charge that would pay the fixed expenses only, it would be a practical confiscation of railroad capital for public use without compensation."

HOUSE.

The House committee on the Pacific railroads today adopted a bill formulated by a sub-committee, providing for an extension of seventy years of the bonded debt of the Pacific railroad to the government. The bill will be reported to the House this afternoon if an opportunity presents itself.

Mr. Dunn, of Arkansas, asked leave to offer a resolution setting apart the 12th of May for the consideration of

RICHMOND MOIST.

THE STATELY CAPITAL OF VIRGINIA GOES FOR THE WET TICKET.

The Vote Unexpectedly Heavy—The Colored Vote Sold for Anti-Prohibition.

RICHMOND, Va., April 26.—Prohibition met with an overwhelming defeat here today, the election resulting in 8,941 votes being cast for the "wet" ticket and 3,260 for the "dry" ticket, a majority of 5,681 in favor of licensing the sale of liquors. The vote in Manchester was "wet" 874, "dry" ticket 348; anti-prohibition majority 626. Lynchburg goes for the "wet" ticket. The vote in both this city and Manchester was nearly as large as in the Presidential election. The unexpected heavy majority against prohibition in this city will doubtless kill any future agitation of the subject here. Under the law it cannot be renewed for two years. The colored vote was almost unanimous for anti-prohibition.

A NEW STEP.

Indictments Found Against the Empire Protective Association.

New York, April 26.—Before the grand jury adjourned for the day their foreman handed a bundle of indictments to recorder Smyth. Among them was a voluminous document which the recorder examined carefully. He adjourned the court and retired to his private chamber. The paper was an indictment found upon affidavits made by the Third avenue railroad officials. It charges several persons with conspiracy. While the names of the parties could not be ascertained, it is generally believed that it is against the committee of the Empire protective association, whose names were affixed to the order for a general "tie-up" of the surface roads of this city last week.

A VERY GROSS OFFENSE.

Croton Oil Used to Silence a Revivalist.

St. Louis, April 26.—A special from Benton, Mo., states that Rev. Benjamin Deering, of St. Louis, had been for some days past holding a series of temperance revival meetings which have been wonderfully successful. Last night some one, as yet unknown, placed in a pitcher of water which the revivalist had placed upon the speaker's desk a large quantity of croton oil. Several persons drank of the water before the service began and became deathly sick, but not knowing the cause of their illness failed to warn Deering not to drink from the pitcher. The latter during his discourse drank a glass of water and was immediately taken sick. All who tasted the water are today in a precarious condition. Two saloon keepers have been arrested on suspicion, and it is thought they poisoned the water in order to end the services, which were having such a depressing effect upon their business.

THE COWARDLY ITALIAN.

AGAIN USES HIS DEADLY KNIFE.

JERSEY CITY, N. J., April 26.—Late last night in a crowded street-car James Forrester, an engineer on one of the Anchor line steamers, and a companion rose to give their seats to a lady carrying a child, when two Italians took possession of the vacant places. Explanation and protest had no effect upon the Italians, when Forrester took one of them by the collar to lift him from the seat. The Italian plunged a knife into Forrester's back. A police captain was close by and captured the Italian with the bloody knife in his hand. The knife was a clasp-knife with a blade nearly a foot long. The affair created a panic in the car, and in the rush several passengers were knocked down and trampled upon. Forrester will probably die.

An Attempt to Antagonize Gen. Rosecrans.

WASHINGTON, April 26.—A motion to reconsider the vote by which Rosecrans' nomination as register of the treasury was confirmed was made by a member of the Senate finance committee. The nomination was favorably reported by the committee long ago, but before it was acted upon by the Senate some question as to his qualifications for the office of register of the treasury arose and delayed action, and finally charges are said to have been filed, to the effect that he was in some way connected with the public land frauds in California. The frauds consisted in procuring the entry of claims by homesteaders and preceptors and the immediate transfer of claims to other parties. What his alleged connection with the matter is cannot be learned. An attempt will probably be made to have the matter further looked into by the committee before the nomination is returned to the President.

In Memory of the Dead.

AUBURN, Ga., April 26.—Decoration day was observed here today by a suspension of business. Col. G. C. Jones, Jr., delivered an address at noon before the Confederate survivors' association and resolutions were adopted expressing profound regret of the death of the "poor priest" of the South, Rev. A. J. Ryan. There was a parade of the military this afternoon, an oration at the cemetery and decoration of the soldiers' graves.

A Jury Equally Divided.

BALTIMORE, April 26.—The jury in the case of the car strikers who assaulted the new drivers who retired on Saturday, came into court today unable to agree and was discharged, the jury being equally divided. The same parties are to be tried for assaulting the police and another trial will be had in the case of the car drivers.

The next event of interest is the case to show May 8.

THE GREAT BARGAIN HOUSE OF RALEIGH.

Not by favor, but by merit alone, will we maintain and increase our unrivalled reputation. Big prices will not do these times, when everybody stands in need of every dollar and every penny. Among our arrivals this week we shall place before our people some

LANDSLIDES

which are beyond comparison and monopoly prices, that will teach you to buy as soon as you see the goods. Who can tell the waste of money when you get your goods from houses that buy and sell on long time? Just opening, some Great Bargains caught from the slaughter-pens in New York, such as Cottonades, Calico, Shoes, Laces and Hamburgs, Dress Goods, Notions of all descriptions; good bargains in Men's and Boys' Straw Hats. Come at once, before these goods are picked over. We have also opened one of the finest stocks of Millinery Goods ever brought to this city, and will sell over than such goods were ever before offered. The ladies running this department are first-class and of great experience. We particularly invite ladies wishing such goods to call before purchasing.

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For the cure of Coughs, Colds, Hoarseness, Croup, Asthma, Bronchitis, Whooping Cough, Infants' Consumption, and for the relief of consumptive persons in advanced stages of the Disease. For Sale by all druggists. Price, 25 cents.

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THE COUNTRY IS FLOODED WITH ADULTERATED LARD.

Examine carefully what you are using; the odor from it when cooking betrays it. (CASSARD'S "STAR BRAND" LARD IS PURE.) EVERY PACKAGE GUARANTEED.

Try it and you will use no other.

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In White India Linen and Eru Cable cloths with the Embroidery done in one and two tones.

Rich Embroidered Flowerings on French Lawn, Nainsook and Swiss.

Novelties in all-over Embroideries for Yokes and Fronts.

WHITE GOODS

To match in texture all of our Embroideries, at prices much lower than heretofore.

Egyptian and Oriental Laces in all-over Flources and Edges.

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PARASOLS

to match all suits.

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