WEDNESDAY, MAY 5, 1886

THE Gould strike has at length ended The Knights of Labor agree to its termination without conditions. This result is most happy.

SEVENTY MILLIONS OF DOLLARS this year to clothe, feed and educate children at the South; and \$20,000,000 for cleanone cent for education!

THE journey of Mr. Davis from Atlanta to Savannah was, like his trip to the former city from Montgomery, a continuous ovation. The leve of the Southern people for their old leader delights in making the most of such occasions to express itself.

Our readers may have noticed change in the manner of publishing the weather predictions. Instead of announcing what the weather likely to be in the various geographical divisions of the country, as the New England States, the South Atlantic States, etc., the predictions are now to be made for each State, grouping together, from day to day, such States as are likely to have the same weather. Whenever necessary, predictions will be made for different portions of the same State. The signal service officers say that the average man will more readily understand and appreciate a prediction applied to his State than one concerning a group of States, and the new plan will, therefore, they think, meet with general favor.

A PARISIAN duellist who was wounded a week ago is still ill, and the news is considered of sufficient importance to be cabled to this country with the accompanying statement that "the case is attracting widespread attention." other words, it is a most remarkable occurrence for a Frenchman who undertakes to "defend his honor with his life"to suffer more than a scratch of a rapier-point. It is a startling freak of fate-a curiosity. As a rule, the first scratch, however slight, is the signal for declaring the duel off, and if such a thing as a serious hurt were to happen often, it would break up duelling in France more effectually than any number of laws that might be enacted.

THE April number of the North Carolina Medical Journal contains an interesting and important article on pinewool as a dressing and pine-needle oil as a styptic and antiseptic. The two articles are prepared from the leaves of the Pinus Australis—the long leaf pine of our Southern coast and the first named, the Journal says, "is brown, soft, and elastic enough in bats not to pack or cake. It has a rather pleasant odor, and as it comes from the factory it needs no impregnation with other antiseptic material than that inherent, to the fibre. The cheapness of the material, and its eminent qualities will soon recommend it to private surgical cases. but more particularly to large hospitals. Pine-needle oil," continues the Jour-nal, "is brownish and heavier than oil of turpentine—the former being. 888, the latter .876. It has a warm, bitter, aromatic taste, slightly acid and lasting, and the odor of tan-bark, with a slight suggestion of nutmeg oil. It oxidizes in the air more rapidly than oil of turpentine, is more viscid and gummy. Its application in surgical dressings is most gratifying. The qualities which make it superior to other similar dressings are: (1) That it makes, when applied to cotton or to pine-wool an impervious, unirritating dressing. (2) That its odor is rather pleasant, and its powerful antiseptic action keeps wounds sweet for days. (3) That it is markedly styptic." The two articles are prepared at one place only, so far as we are aware, and that is at a factory near Wilmington, in this State.

INDUSTRIAL TRAINING FOR ALL

We recently had the pleasure of printing some excellent communications from State superintendent of instruction Finger, Dr. Dabney and Prof. Grady on the advantages and defects of a high common school training, and on the subject of manual training in connection with public schools. As a supplement to those papers we reprint to-day an admirable article from the Valley Virginian whose sentiments we endorse and which is especially timely because we are non on the eve of starting an industrial training school of our own. Had North institution fifty years ago, our State to him to meet the demands of both or water powers would be utilized, the is inspired, a conscious intebanks of our streams would be dotted pendence is felt, which stimulates the with towns, and our wealth would be growth of the nobler traits of manbood largely diversified. Instead of the farms and assures the community a useful citconstituting the bulk of our property, zen. it would consist of mills, factor es we are reminded, by the train of stocks and bonds as in northern thought we are indulging, of a notable communities. North Carolina wou. instance of the result of mechanical be a hundred fold richer than training. Almost everybody in Virginin time, but we must understand that North Carolina must look chiefly to her own sons for her development and ma Seaboard & Roanoke railroad, and the

The sons of the wealthy must be train- Steam Ship Company. When quite a ed as Col. Robinson was trained before they will be led to utilize their machine shop as a regular apprentice.—
wealth in mechanical pursuits. Now, After learning what he could there unacquainted with that sort of industry, he went to Paris and there served they forbear to hazard their money in a for three years in the most exbusiness for which they lack the neces- tens ve and complete of the

sary experience. The sons of the poor shops of that great city, and returned to istory of the State.

OUR CAPTLE SHOW.

Tomorrow the second show of improved breeds of cattle owned in Wake county will be opened in this city, and we advise all our neighbors who can do the North-not a cent for education at so conveniently to come into Raleigh and visit it. It will be well worth ing out the creeks and ditches, but not seeing. All the attractions of a large variety of fine cattle, well displayed, will be presented, and these to lovers of thoroughbreds are not slight. We hope to see a large attendance of people from beyond the limits of Raleigh and we therefore extend to all who are interested a hearty invitation to be with us tomorrow and aid in the work we have undertaken of improving the quality of the stock kept in North Caro-

DEATH OF COL. FREMONT.

THE NEWS AND OBSERVER chronicles with pain the death of Col. S. L. Fremont, which occurred at Memphis, Tenn., Monday. Col. Fremont was long a leading citizen of the lower Cape Fear section and was well-known throughout the State. He was emphatically a strong man, conscientious throughout life and faithful in the performance of every duty. From the Wilmington Review we

earn that he was born in New Hampshire in 1816, graduated at West Point and was soon, thereafter ordered for duty to Smithville. He served with distinction in the Seminole war and in the Mexican war and on his return from the latter, in 1848, married the daughter of Mr. Richard Langdon, of Smithville. . He was ordered to California in 1854 and with his family was in the wreck of the San Francisco, in December of that year. Soon after that event he resigned from the army and returned to Wilmington, where in 1855 he was elected superintendent of the Wilmington & Weldon railroad. He served with acceptability in this position for nineteen years, and in 1874 resigned the office to accept a similar one on the Carolina Central railroad. There he remained but two years, but in that short time a large portion of the road the North American Review, Mr. Powcontinued to reside in Wilmington in ture of the laboring man in America is the employ of the United States govern- brighter today than it ever was, notment as a civil engineer, until last fall, withstanding the seemingly strained when he was ordered to Memphis, for relations at present existing between the completion of an important work at employer and employee," and though

that point."
"Col. Fremont," continues the Review, "was an ardent Southerner, and during the war was appointed to the engineer corps of the Confederate States army with the rank of colonel, and many of the works in this department in 1861 were under his supervision." He was an earnest, Christian gentleman, having long been the senior warden of St John's Episcopal church in Wilmington, and was a warm friend of all feasible schemes of improvement. Many people in North Carolina will hear of his death with regret.

The Lesson of Labor.

The Valley Virginian. A recent examination of the Eastern penitentiary of the State of Pennsylvania revealed the fact, as stated by the warden, that of thirteen hundred convicts, only thirteen of them had been mechanics. This is suggestive and illustrates the conservative, healthful and moral influence of the training necessary for the successful prosecution of mechanical pursuits. As stated by the warden, Of doctors, lawyers and other professional men we get plenty, but mechan-ics don't get here." It may be safely affirmed that the most conservative, uuobtrusive and useful element of any community is composed of those who are engaged in mechanical employment. In the process of learning their mental capacities are developed with uniformity and their time consumed in acquiring a knowledge of a trade, which if indus triously pursued, is certain to yield a fair living They are not driven to the cultivation of their wits to make a living without labor, or to encourage a species of sharp practice by which they may overreach their neighbor. Their knowledge is generally in demand, and those who employ them get an equivalent for what they pay. Habits of hon-esty, fair dealing and sobriety are thus cultivated and the mind kept at an equipose, and moral character given a robust, healthy growth which is proof against temptation.

There are no two institutions of learn ing in the State, which promise to do more to give a high and honorable tone to society than the Miller Manual Labor School and the Blacksburg Agricultural College. The curriculum combines mental with manual training, preparing the student for usefulness in either ue-Carolina provided for her sons such at partment of endeavor, and qualifying day would be filled with factories, our cither. A sense of self-reliance

than she is and all our resources wou disknows of John M. Robinson. He is plans test suited to their interests or be developed. This we trust will come now Pres deat of the Carolina Central surroundings, for rules governing one terial progress, and these must be Baltimore Steam Packet Company, and vice-President of the Old Dominion then only as the very last resort."

must be trained so that they may join Virginia a master machinist. During hands with their richer neighbors in the war he was assigned to staff duty as starting new enterprises and may in- an engineer, and while travelling from spire them with confidence that the ven- Richmond to Danville the usefulness of ture is not to be an abominable failure. his knowledge was brought into requi-Brains and capital and skilled labor are sition. The capital of the refleoad got all requisite and essential to lift North out of order. The segment examined Carolina out of her position as a purely it carefully, but could not discover agricultural community. While we where the fault was, and the prospect have the former, we need the skilled was that the train would remain where labor and the mechanical experience to it was until another engine could be induce them to engage in manufacturing procured In this emergency, Mr. Robenterprises. This the industrial school inson, who was a passenger, pulled off will give us. By all means let it be his coat, crawled under the engine, and established at once and let the people turning on his back carefully examined turn over a new leaf in the industrial the intricate machinery of the engine. finally called for a wrench, and after using that, asked for a hammer and cold chisel, and after applying that as the necessity of the case required, he came out and told the engineer to prepare to start Scarcely had the anxious passengers time to get aboard, before the iron forse moved off, as a thing of life, in complete order, and the trip was made without further delay or obstruction. The knowledge Mr. Robinson had acquired in the shops not only served a good purpase in this emergency, but has made him one of the most successful railroad men in the United States. Every enterprise with which he has been associated has been eminently successful. His training has been such as to acquaint him with all the wants of a railroad or steamboat and to give direction when necessary to have them supplied And this would not be the case, but for his early mechanical training, or if he had simply studied the scientific part of a

What Virginia and the South now most need is technical knowledge—that their young men be educated in the skill of the shops, and become equipped to take hold of the enterprises, with which rably identified. The masculine energies and capacities of men cannot afford to waste time in noticing the gossips and drawlers, the dudes and the ninnies Their work is nobler, their mission higher and the demands of State paramount. The brave hearts and stout arms of the earnest workers must mould the destiny of the commonwealth-elevate its moral tone, give strength to its institutions, fashion its legislation and build up its waste

We want more John M. Robinsonsmore fathers like his, who will study the interests of their boys and the State, and place them where they will become useful citizens and essential factors in the great enterprises which alone can make Virginia what she should be and cause her to advance to her proper place in the sisterhood of States.

Strikes and Arbitration

In an article in the May number of as constructed. Since 1877 he has derly says: "The prospect for the fuwe are in the midst of an epidemic of strikes, lockouts and boycotts the fact must not be lost sight of that were it not for the growing power of organization we should have a great many more strikes to contend with." This he accounts for by the fact that the growing power of the workingmen compels recognition, for instead of tyrannizing over a disorganized crowd of workmen, employers have now in many instances to deal with a compact, united body.

This organization on the part of the laborer, says Mr. Powderly, is an act of self-protection and is in the natural order of things. "In a country where every u.an, no matter how humble, is taught from his infancy that he stands the equal of all other men, it is but natural for a citizen who is given to understand that he must patronize a c.rtain store or that he cannot join a certain society to feel restive; and, where so much is promised and so little obtained, men are apt to lose faith in a law-making system which obliges the workman himself to become complainant and prosecutor in cases where the laws are violated to his detriment." Thus the workingmen band together for mutual protection.

Mr. Powderly is sanguine of the good to come from the rise of this new factor in politics, and sees the evening shadows closing in upon the day when great private fortunes can be amassed and gigantic monopolies built up. 'I have no fears because of the present apparently disturbed condition of the labor world, says the labor leader. "On the contrary, the signs are very hopeful. Wendell Philips once said, Never look for an age when the people can be quiet and safe. At such times despotism like a shrouding mist steals over the mirror of

The end for which all should strive Mr. Powderly believes, is to lessen the hours of labor throughout the ration, so that the toilers may have more time in which to learn the science of selfgovernment. In grear to do this the cuployer and employed must no longer stand apart. . The barriers of pride, aste, greed, hatred and bitterness must oe toru down, 'says he ... the workagman and his compacyer must meet see to face, they must discuss every detall in the management of the concerns they are jointly operating. Noncritice of principle on the one hand or of mannood on the other need attend such a transaction. In the management o. great or small concerns ach grievalice, each trouble or difference, whether in relation to discipline of wages, suould and arbitrated. Joint poards of arbitration should be torihed between manufacturer and workmen all over the country. Each party should devote cons derable time to the perfecting of the case or locality might not work well in another. Having, after careful deliberation, agreed upon the rules, each party should sign the articles of agreement, binding itself to abide by them until changed by consent of both. Agreements of this kind will be the means of settling differences as they arise, and with their inauguration strikes, lockouts and boycetts will not be entered upon so readily, and, if ever called into play,

"I see a star, Eve's first born, in whose train Comes the damp twifight that bringeth pain. For aches of head, neuralgia, cut and bruise,

Try Sulvation Oil, these will you lose. " 'ow can Mrs. Smith wear such a handsome vet coat;" "My dear child, don't you know husband saves doctors' bills by using Dr. Bull's Cough Syrup for the children."

Hon. Jefferson Davis will probably go to Richmond.

What is said about it. There is no medicine which has been offered to the people for the past f rty years that has attained the popurity of Pond's Extract. The reason is plain. is a medicine that relieves at once the sprains, bruises, bures and all common ills timbare sure to come, which do not need a doctor but must be attended to; and it is so simple and harm ess that anybody, old or young, can use it. As a , uarantee of its worth physicians everywhere recommend it, and in many instanes they use it in their own practice. It is an indispensable household remedy, and no family should be without it.—It dispapolis Journal.

The comet is rather a small affair.

Bought a Farm.

John M. McDowell, one of the successful holders of ticket No. 46,799 in November drawing of the Louisiana State Lottery, which drew 75,000, has invested a portion of his proceeds in a tract of land near Olivet and adjoining his home farm. He purchased 54 acres, more or less, being the Jack Kenton farm of Albert Wheeler, for which he paid \$40 per acre. Since he made his successful draw in Louisiana, John has been "shaving notes" at a lively rate, and has cleared within the past few months nearly \$1,000. Just stop for a moment and estimate the profit he has made on that 50c, invested in Louisiana Lottery last fall!— Mount Olivet (Ky.) Tribune, March 11.

The cold weather is rather rough on

LATEST Canght Mackerel at Cost to close remnant of stock. Ten lb pails No. 3 60c; No. 2, 75c: No. 2 Mess, 90c; No. 1, \$1.05c. W. C. A B. STRONACH.

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Baltimore had a \$500,000 fire Friday



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"But Archy, Mildred can't be proved in ocent. How can she be, when I know she took it? and there was no one else to take it," and Mrs. Torrence paused with suspended cup, her great wondering eyes searching for a reply. "If ever anything lay in a straight line it is the evidence against that girl," she continued. "The other day when the ring fell on the floor she was in the room, and she asked me what a stone like that was worth, and then gave such a sight that I said: "I suppose you think it's wrong for me to wear a thousand dollars on my finger?" and she said "I was not thinking of the ring; I was only"

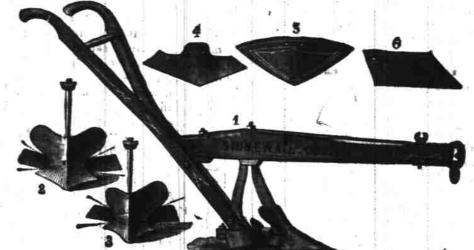
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NORTH. January 18, 1886. SOUTH. No.50. No.52. Daily. Daily. Lve. Lve. Night. p. m. 12 00 4 30 3 45 6 50 p. m. 3 20 12 25 New York. Philadelphia. a. m. 10 03 a. m. 3 50 11 15 9 42 12 00 Washington 9 25 3 25 11 45 Richmond. Goldsboro. 2 00 Raleigh. Durham. 5 00 6 07 12 13 Greensbord Salisbury. Charlotte. 11 21 5 00 Spartanburg. Atlanta, 5 56 BA SALEM BRANCH. Jan. 18, 1886. Northward. No.53. No.51.

RATLROADS

RICHMOND & DANVILLE BAILBOAD.

CONDENSED SCHEDULE.

Southward. No.50. No.52. Daily. Daily. Lve. Lye. Daily. Daily. a. m. 10 00 p. m. 11 85 6 55 1 17 11 40

STATE UNIVERSITY RAILBOAD. Southward. Sunday. University.

a. m. 10 20 p. m. 6 35 Chapel Hill.

Lve. Lve. 5 45 11 10 Arr. Arr. 7 25 12 45 RALEIGH & GASTON R.R. CONDENSE SCHEDULE. Trains going North No 47 D'y No & D'y Nov. 15, 1885. except Sunday except Sunday.

Leave Raleigh, 9 45 a m 6 15 a m Wake, Franklinton 7 42 8 24 8 55 9 26 10 37 11 31 12 50 a m 0 31 Kittrell, 11 17 Henders 11 36 Warrenton 12 20 p Arrive at Weldon,

Trains going South. Sun day. eave Weldon, 2 40 P 3 31 1 15 a Littleton.

3.43 4.56 5.30 4 06 4 50 5 09 5 80 5 55 6 40 Warrenton Kittrell, 6 09 6 51 Franklinton Wake, Arrive at Raleigh 8 00 WM SMITH. Superintendent.

Raleigh & AUGUSTA AIR-LINE. CONDENSED SCHEDULE.

Trains going South No 1 Dy No 8 D'y Nov. 15, 1885. except Sunday. except Sunday. Leave Raleigh, 7 00 pm 9 00 a m No D'y except Sunday. Nov. 15, 1885. 2 45 a m 5 00 a m 6 05 11 15 6 50 12 00

Moncure Arrive Raleigh, WM. SMITH,

AROLINA CENTRAL R. R. Passenger, mail and express train. Daily No. 1 Leave Wilmington at Leave Raleigh at Arrive at Charlotte at 7 35 p. m 7 30 a. m

No 2. Leave Charlotte at Arrive at Raleigh at Arrive at Wilmington at 8 15 p. m 9 00 a. m 8 35 a. m SHELBY DIVISION-DAILY EXCEPT SUNDAYS. No. 3) Leave Charlotte at 5 15 a. m

Arrive at Shelby at Arrive at Charlotte at 5 40 p m APE FEAR & YADKIN VALLEY R.R.

TRAIN MORTH. 9 40 a m 9 50 12500 m 2 15 p m 12 25 pm Greensboro, 6,00 25 minutes at Fayetteville f

TRAIN SOUTH. 9 50 a m 1 20 p m Bennettsville

ATILMINGTON & WELDON R. R.

TRAINS GOING SOUTH.

2 15 pm Arrive Rocky Mount, 4 55 11 80 4 05 p m 4 54 7 50 Wilmington. TRAINS GOING NORTH No. 47 Daily. 8 45 a m 9 50 p m

Arrive Goldeboro,

11 85 11 58 a m Leave Wilson, Arrive Rocky Mount Arrive Tarboro, 12 25 p m 11 80 a m 2 15 p m 2 15 a m T. M. EMERSON, Gen'l Passener Agent.

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