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RACKET STORE

The Great Bargain House of Raleigh.

We are going to Kick up a Racket this week. Look out for Bargains. We have just opened some Great Bargains from the slaughter-pens of credit. Our New York Calico 44c a yard; worth 70c. Great Bargains in Lace, Oriental, Torchon, Pillow-case, &c. Hamburg Edgings and Insertion. Ladies' &c. Goods. Silk Gloves at 30c; worth 50c. Dress Buttons of the latest style at 9c a dozen; worth 25c.
Our Millinery Department will be replenished this week. Some special bargains are offered in hats and flowers. This department is managed by Miss Maggie Sale and Miss Undine DeCarteret. Miss Sale is a lady of much experience in this department and I assure you she will give satisfaction in work and in price. The goods are purchased from houses that are hard up and are compelled to sell at our prices, which are 20 per cent. less than New York prices. They will be sold the same way; many for less than half their value. We shall offer such unanswerable arguments as no house can match. Our leadeys and specialties at prices that no other house can even approach. We can show you facts that will level your head on the subject of prices and bargains. Hard luck and hard times push some large dealers to the wall. They must have money, and must sell their goods. So we buy them for much less than they are worth. Our stock will be replenished every few days. Our prices, remember, are from 20 to 25 per cent. less than those current. Please call and examine our stock and I know we shall make sales to you.
Respectfully submitted to the Cash Trade Only.
VOLNEY PURSELL & CO.,
No. 10 East Martin Street.

CONGRESSIONAL.

THE SENATE GOES EARNESTLY INTO THE INTER-STATE BILL.

A Great Number of Amendments Offered and Mostly Tabled.

WASHINGTON, D. C. May 11.—SENATE.—The chair laid before the Senate an invitation from the grand army of the republic, department of the Potomac, to participate in the memorial ceremonies at Arlington decoration day, Monday, May 31st. Laid on the table.

Mr. Hoar presented memorial of the Republican central committee of Ohio, charging that the election of Hon. Henry B. Payne to the United States Senate was secured by bribery, fraud and corruption and requesting that the Senate investigate the matter. Referred to the committee on privileges and elections.

A number of petitions were presented and referred, praying Congress to enact legislation against cleopargaria.

After the routine morning business the inter-State commerce bill was taken up and its consideration resumed.

Mr. Morgan formally offered his amendment to punish by fine and imprisonment men who conspire to stop or interfere with the running of trains engaged in inter-State commerce. Mr. Morgan said this was a necessary provision.

While Congress had in hand the regulation of commerce between the States it should see that travel between the States should be kept free. It was the right of the whole people to insist upon the free interchange of commerce. Whatever tended to interfere with commerce, whether a railroad company, a mob or a conspiracy of individuals, was something that Congress should regulate; and Congress should not escape this duty if it undertook to do anything at all in connection with inter-State commerce. In moving the amendment Mr. Morgan said he knew he was running against a powerful sentiment of a large class of people who had asserted their right to interrupt at pleasure movements of commerce between States. But every man concerned—certainly every American-born citizen—when he should consider the matter would say that it was the duty of Congress to exercise its power against anything that would interfere with the commerce of the country. The mature judgment of even men who had been provoked into excesses by the extortions of railroad companies would sustain Congress in this legislation. But whether it did or not, the duty of Congress was the same.

Mr. Vest did not think the constitution gave Congress any right over the questions with which the amendment dealt. Besides, the experience of the past few weeks showed that the States were entirely competent to deal with these matters. So far as Missouri was concerned, whenever any appeal had been made to the power of the State it had been responded to. Messrs. Teller and Macey agreed with Mr. Vest, and Messrs. Catton and Platt feared the amendment would embarrass and perhaps imperil the passage of the bill, and so opposed Mr. Morgan's amendment. Finally the amendment was laid on the table—yeas 49, nays 3. The negative votes were those of Messrs. Dolph, Edmunds and Morgan.

Mr. Brown offered an amendment providing for the punishment of persons injuring the property of railroad companies, tracks, bridges, cars, etc. The amendment would make it felony to maliciously injure such property and if death resulted from the injury then the offense should constitute murder. The amendment was laid on the table.

Considerable debate then arose on an amendment of Mr. Plumb offered for him in his absence by Mr. Ingalls. It is the amendment of which Mr. Plumb some time since gave notice, prohibiting members of Congress, officials of the government and their families from accepting free passes and prohibiting railroad companies from giving them such passes or reduced rates.

To this Mr. Teller offered an amendment prohibiting any of the subsidized railroads from giving free passes.

Mr. Edmunds said if Mr. Teller would extend the provisions of his amendment so as to cover not only subsidy roads but all roads coming within the provisions of the act he (Edmunds) would favor it.

Mr. Teller modified his amendment accordingly. Considerable opposition was shown to this amendment and on motion of Mr. Logan it was laid on the table. Some discussion arose as to the effect of the bill on clergymen and to avoid doubt Mr. Brown secured an amendment providing that the restrictions of the bill as to reduced fares should not apply to ministers of religion. Mr. Edmunds secured a similar amendment as to agricultural conventions and army and society meetings. An amendment, offered by Mr. Spooner, was agreed to, applying the word "unlawful" to discriminations condemned by the bill. The bill was finally ordered reprinted as amended, and failing to arrive at any conclusion as to when the vote should be taken, the Senate at 6:25 adjourned.

HOUSE.
The House committee on public lands today instructed Representative Payson to draft a bill declaring the forfeiture of all lands granted to the Selma, Rome & Dalton railroad company extortive with the uncompleted portion of the railroad from Jacksonville, Alabama, to Gadsden, Alabama.

The House considered in committee of the whole and passed the bill providing for the appointment of a commission to ascertain and settle private land claims in the Territories of New Mexico and Arizona and the State of Colorado. The committee on elections submitted the unanimous report of that committee on the California contested election cases,

which report confirms the right of all sitting members. It was agreed to.

The House then went into committee of the whole on the army appropriation bill. Mr. Grosvenor, of Ohio, moved to strike out the appropriation for the judge advocate general's department. He said the department decided cases without any knowledge of law and that the system followed by the department was outrageous. It was an excessing on the army, adding to it nothing of grace, nothing of justice, nothing of martial efficiency. If it fell today, in one year nobody would remember except to point to it as a monument of the greatest error that had ever existed in the army. This motion and Mr. Grosvenor's remarks started a long political debate, at the end of which a motion to strike out was lost—yeas 82, nays 92. Pending further action, the hour of 5 o'clock having arrived, the committee rose and the hour adjourned.

THE METHODIST CONFERENCE.

A Synopsis of the Seventh Day's Proceedings.

RICHMOND, Va., May 11.—In the Methodist Episcopal conference today a number of reports from standing committees were made. Among them was one making it obligatory upon bishops to consult with their presiding elders in the appointment of preachers. Laid over under the rules. Rev. William Briggs, of Canada, fraternal delegate from the M. E. church in the Dominion, was introduced to the conference. A paper, bearing upon the subject of missions, was presented by Drs. Kelly and Bennett.

The special committee on appeals, to which was referred the appeal of Rev. L. Pickett, from the Texas conference, to which reference was made day before yesterday, refused to remand the case for trial. The report, was signed by bishop John C. Granberry and is final. The report of the committee on missions, to which was referred a resolution in reference to the appointment of a superintendent of foreign missions, recommended non-concurrence. This report was adopted. The committee on church extension recommended that a request for the establishment of a woman's department of church extension, for the purpose of securing parsonages, be granted. The committee also recommended certain changes in discipline, in order to carry out the spirit of the report. Dr. Peterson, of Virginia, from the committee on bibles, submitted half a dozen reports in relation to changes in discipline. He also submitted a report of his committee in regard to a memorial from the Missouri conference, asking that the word "South" be eliminated from the name of the M. E. church, South, and a report upon a resolution providing that church members signing petitions for the sale of intoxicating liquors may be dealt with as cases of imprudent and improper conduct. To this resolution and to the memorial the committee recommended non-concurrence. All the reports, under the rules, lie over for one day.

Dr. P. A. Peterson, of Virginia, offered a resolution that bishop McVey's "Manual of Discipline" be recommended by the general conference as a wise and judicious exposition of the laws of the church.

Dr. Kelly, of Tennessee, spoke to the effect that the conference would act very unwisely were it to endorse a book which in the necessity of the case must be made to undergo a continual change; especially a book one of the decisions of which only a few days ago was reversed by the action of the conference. Dr. Winfield, of Arkansas, said that such a resolution amounted to absolutely nothing, because in the first place the manual was already generally recognized as an able commentary on law; secondly, the book has been officially endorsed by being placed in the course of study for younger members of the conference; thirdly, by the fact that the author of the book had explicitly, a few days ago, declared that the book was possessed of no official authority whatever. Hon. W. W. Walker, of Virginia, offered an amendment as an addition to the resolution that "it is recommended as a judicious commentary on the law but in no respect possessed of the authority of the law." Mr. Walker spoke with much feeling on the amendment, claiming that the resolution as offered would give co-ordinate power to the bishops in a legislative capacity which would revolutionize the law of the church. Rev. Mr. Briggs, of Texas, raised a point of order that the discussion today was out of order. The point was sustained by the presiding bishop.

The fraternal delegates from the M. E. church to this general conference are expected in Richmond this week. They are Rev. John Wiley, D. D., of Drew theological seminary; and Gov. Foraker, of Ohio.

A Little Difficulty.
DANVILLE, May 10.—During a personal encounter this evening about 7:15 o'clock, at the Arlington hotel, between J. R. Webster, publisher of Webster's Weekly, at Reidsville, N. C., and Fletcher Reid, brother of Congressman Reid, the former was terribly cut about the head and the latter received a slight flesh wound in the arm. The trouble grew out of an article published in the Reidsville Dollar Weekly reflecting on the Congressman. Reid walked home after the cutting. Webster is under the care of surgeons.

Warred to Leave.
MOBILE, Ala., May 11.—Several New Orleans bricklayers were assaulted last night with bricks and pistols by persons whom they say were union men. They exhibit anonymous letters warning them to leave the city or take the consequences.

SHORT AND LONG HAUL.

Senator Vance's Speech on the Inter-State Commerce Bill.

Mr. Vance: Mr. President, it seems to me that a natural and obvious proposition of justice is that a man shall be paid according to the labor he does. I do not see how any one can deny that. The tendency of all the workings of human society is to inequality, and as much as that is to be regretted in a Democratic form of government, in many things it is not possible to avoid it. The diligent man will get ahead of the slothful one; the careful and thrifty man will surpass the negligent and extravagant one; the sober man will exceed the drunkard; the able man will pass far beyond the weak man; so that in most things it is not possible for government to help it or attempt to remedy this inequality.

But surely, sir, all will agree that it is proper that government by legislation should not contribute to this inequality. Corporations given an artificial existence by government for purposes of serving the public are affected with a public interest, as the courts say. They are therefore public servants, and their conduct is subject to oversight, regulation and control on the part of the power which calls them into being and gives them their privileges.

One of the most obvious duties on the part of the government, therefore, is to prevent abuses and to correct inequalities which these corporations create between those who patronize them. One of the most obvious of all those inequalities is the one we are attempting to regulate and control by the amendment of the Senator from West Virginia; to wit, in the language of the bill, "I quote it correctly, that no railroad shall charge more for the shorter than for the greater distance when the freight is carried in the same direction and over the same line of road. The Senator from Georgia objects to the converse of the proposition as being quite as unjust as the proposition itself; that is to say, that it is unjust to permit the roads, which the bill after the adoption of the amendment would do, to charge as much for the short haul as they do for the greater one. That is admitted. I do not suppose there is any pretense on the part of those who favor the amendment of the Senator from West Virginia, that it is just in a corporation to charge as much for the short haul as it does for the long one. The proposition is simply to redress a part of the injustice by saying that the corporations shall not charge more.

I admit the inefficiency of the bill in its whole arrangement and I have only favored it as tentative legislation in the proper direction. It falls far short of doing justice, but we have been so often warned of the danger of attempting to interfere with commerce, which we are sold shamelessly to its own devices and to work out its own salvation according to the laws of political economy, generally resulting in damage to the people—we have been, I say so often warned of the danger of interfering, that it seems that legislators are afraid to set the outlier very deep at the beginning, and instead of saying by the bill that a corporation shall neither charge more for the short haul than for the long one, and shall not charge as much for the short haul as for the long one, we stop at the first proposition to see if the world is going to come to an end before we try something more.

It reminds me very much of the story of a man who went into a saloon in some Western country where they sold a quality of liquor which used to be known in your country, sir [Mr. Sewell in the chair], as rye lightning. [Laughter.] He called for two glasses, which the saloon-keeper accommodated accordingly poured out for him. He saw an antiquated, odoriferous and oleaginous African standing near by and he called to him and asked him if he did not want to take a drink. With a tragic air which would have done credit to an actor he said: "Boss, I'll tell you no lie about it; I would," whereupon the colored gentleman drank his sprits and the white customer who had called for the two glasses went and took a seat. The saloon-keeper asked him if he was not going to drink his sprits. He said: "Please wait fifteen minutes and if the nigger don't die I will try mine."

[Laughter.] The proposition here is admitted on all sides that it is not only wrong, but it is an outrage to charge a man who lives 100 miles from Chicago—for that is the town which now is attracting more attention than any other city in the Union, I believe as much freight hauling his freight from Chicago 100 miles as he is charged to the man whose freight is hauled from Chicago a thousand miles to New York. I say it is not only admitted that that is an outrage, but that it is even an outrage to charge him as much as is charged to the man who lives the long haul from Chicago to New York. But so fearful are we of disturbing commerce which we have undertaken to control a ring, that we have concluded to try the effect of charging the charge to the same for the hundred miles that is charged for the thousand miles, and then if there is not a great cataclysm and nature is not convulsed we may perhaps yield to the demands of the shippers of the country and after awhile say that the corporation shall not charge quite as much this and be thankful, and like St. Paul when he came in sight of the Three Taverns, thank God and take courage. I am willing for one to try it; and I should like to meet any gentleman in discussion before a crowd of people who had shipments to make as to the justice of this proposition. This is a different forum. I would divide time with him, sir, and give him the beginning and closing on the proposition that it is right to charge a man as

much for 100 miles' haul as for 1,000 miles. Senators on the other side, I believe, do not pretend to justify it upon abstract principles of right and wrong, but they say that it would operate again as the man who has the long haul; it would increase his freights and it would increase the rates from the great West to the seaboard.

Mr. President, what does that admit? It admits that under the influence of competition the railroads are hauling freight from distant points in the great West at rates by which they make no money, and that they are maintaining their roads by an extortion upon the men who live at the intermediate points and whose shipments come within the meaning of the short haul. That is what it means.

Mr. Hoar: Will the Senator allow me to make a suggestion to him?

Mr. Vance: Certainly.

Mr. Hoar: I do not myself in my vote agree that the charge for the short haul is an extortion, whether it be less than the charge for the long haul or not, necessarily. I do not understand that that is admitted by any considerable number of persons in the country. There have been such times in the past, but it is not claimed that the railroad rates today are such anywhere, unless there may be very few exceptions indeed, that they can be construed as an extortion.

Mr. Vance: Mr. President, I yielded for a question and I got a speech.

Mr. Hoar: No; I did not ask the Senator to yield for a question; I asked him to yield for a suggestion, and he got one.

Mr. Vance: Then I got a speech for a suggestion. I yielded for a short haul and I got a long one. [Laughter.] That is another instance of the extortion which is practiced upon short-haulers.

Mr. Hoar: If my honorable friend will haul that proposition of mine any distance whatever I should like to look on at the process.

Mr. Vance: If I were to haul that proposition far I should think I had made a water-haul. [Laughter on the floor and in the galleries.]

I should like to know if my friend from Massachusetts objects in a matter of morals to the proposition that all men should be charged according to the service which is rendered them; that all men should be taxed according to their ability to pay? I am sure he would not; he has not.

Many ingenious efforts, such as comparing transportation by railroad to a stage-coach, have been made to avoid the force and effect of the proposition, but it remains the same; that in all human transactions a man should be charged according to the service which is rendered him.

Mr. President, if you will pardon me for giving an illustration in my homely way, I was down in the lunch-room but a short while ago. I took a sandwich and a glass of milk, which was a very short haul. A Senator not far from me took a porterhouse steak and accompaniments. That was a long haul. Now, do you not know that if the keeper of the restaurant had charged me more for that short haul than he did my neighbor for the long haul there would have been a disturbance of the peace in this Capitol before many minutes? [Laughter.] The matter is too plain to talk about; it is too open and palpable to doubt. No man of common sense, no man out of an idiotic asylum, doubts the soundness of the proposition that you must pay for what you get, and that you must be charged according to the service which is rendered.

Those of us who favor this relief to the people of this country, who favor this proposition, admit that the Senate of the United States or Congress or even the legislatures of the States for that matter have railroads wholly within their States cannot resolve themselves into a board of directors and determine every individual item of charge that a railroad shall make. Nobody is attempting to do that; but we are attempting within bounds and within safe and reasonable bounds to place a limit upon the power of a railroad corporation to charge whatever it pleases without regard to service or distance. That is what we are attempting to do by this amendment.

Mr. President, it has been so long since I was on the floor that I have forgotten what I intended to say, I believe. I was going to say something, I think, on the subject of all freight having to be reasonable and just, and to comment somewhat upon the difficulty of coming to a conclusion as to what was reasonable and just. It appears to be a faithful saying and worthy of all acceptance, but I think in practice it will be very difficult to arrive at what is reasonable and just. A witty man once remarked that a man and his wife were one, it is true, but which one was a big question. [Laughter.]

What enters into the elements of a just freight charge? Will you compare with the charges that were once made by the wagon on the dirt road? How will you arrive at it? Will you take into consideration the interest upon capital; and if so, how much and what profit shall be allowed? It seems to me that the most practical way to remedy this defect is not to trust to the commissioners whoever they may be, for arriving at a conclusion, however reasonable and just, but to fix a boundary at least beyond which they shall not pass, by saying that they shall not charge more; and then I shall have no objection to the amendment of the Senator from Iowa that this shall not be construed to mean that they may charge as much, for the one would be merely perpetuating an injustice in a less degree, and that would be about all.

In relation to the matter of competition by water-ways I desire to say that

the suggestion that the railroads which centre at Chicago are compelled to compete with the water-ways to New York, and with the Canadian railroads, is entirely, and as I understand the history of it absolutely, answered by what has taken place on the Pennsylvania railroad. I understand that Pennsylvania has almost in so many words on its statute-book the language of our amendment, that the Pennsylvania railroad shall charge no more for a short haul than for a long one, and for twenty, or perhaps twenty-five years, the Pennsylvania railroad has operated its cars between Chicago, Philadelphia and New York in competition with the water-ways by the canals of New York and the Canadian railroads ever since they have been built, and that it has conforming to that law, and yet there has been no ruin or no damage sustained by reason of the low prices of the long haul.

The proof of the pudding is in the eating of it; and a suggestion, however dangerous, a state of things theoretically, however terrible, is worth nothing when it is disproved by a single, solitary fact which has tested the question by all the surroundings and circumstances necessary to test it. If the Pennsylvania railroad could do that all the other roads in the country could do it; and whether they could or whether they could not, it comes back to the naked proposition once more: shall we maintain a line of railroad, or any given lines of railroad, to enable them to compete in the hauling of freights cheaply from the great West at the expense of the individual shippers who live at the intermediate points? Shall we do that, or shall we control it by statute and declare that it shall not be done?

The Senator from Georgia [Mr. Brown] read us a long table or a statement containing averments of a similar condition of inequalities and injustices perpetrated by the water-ways, by the steamboats on the Ohio and Mississippi rivers. Does that furnish any argument against regulating such injustices on the part of railroads? It seems to me it only adds to the strength of our argument. I do not know whether the steamboat companies which he mentioned in his statement are incorporated companies or not. The steamboats may be the property of private individuals running without an act of incorporation. If so, then evidently Congress has nothing whatsoever to do with their charges.

They might be subject to the control of Congress in the same way that the railroads are, and if so, and there are similar abuses there, I should vote with equal cheerfulness for any proper control and regulation of them. But surely it is not an argument that we should prevent injustice from being perpetuated upon land to say that the like injustice has been perpetrated upon water. It seems to me that that would not be of any avail in this argument.

Mr. President, I have listened very carefully to this discussion from its opening to the present time. It is a subject in which I feel the deepest interest, and in which I participated when it was last before the Senate. I shall vote for this bill with great pleasure in the absence of something better. I confess, though, that if the amendment was stricken out I do not believe it would be worth the paper on which it is written. If so glaring an injustice as the amendment is intended to remedy is to remain in the bill I do not know that it would be worth the while of any Senator who is desirous of giving real relief to the people to discuss it or to vote for it.

A Message from the President.

WASHINGTON, May 11.—The President sent to Congress today a message calling attention to the condition of affairs existing in Utah, to the Governor of that territory vetoing the last appropriation bill, which appropriated money for the support of schools, courts, charitable institutions, etc.; referring to the fact that under the existing law the legislature cannot convene for nearly two years and recommending the speedy enactment of such legislation as will authorize the assembling of the legislature at an early day. Also a message recommending Congress to make an appropriation to defray the expenses of the inauguration of the Bartholdi statue. Also a message enclosing a communication from secretary Bayard upon the Weil and La-Abra treaty. Mr. Bayard calls attention to the fact that under a decision of the supreme court he has authority to withhold the payment of awards pending the supplemental negotiations between this country and Mexico, and to the rejection by the Senate of the supplemental treaty. To relieve the action of our government from any ambiguity of legislative expression or the executive from any uncertainty as to his line of duty in relation to the awards, he suggests that the attention of Congress be earnestly invited to the present status of the claim and the duty of the executive to carry out the terms of the existing treaty in the case, and the two houses adjourn without further action.

The Baptist Convention.

Montgomery, Ala., May 11.—The Baptist convention will meet in Louisville, Ky., May 8th next. Rev. Dr. Cooper, of Richmond, Va., was selected to deliver the convention sermon. The morning session was devoted to the Cuban mission. The question was whether the foreign or home board should take charge of it and proponent the work. Able speeches were made for both boards, but it was decided by a large majority to give it to the home board. An amendment to the constitution was adopted, so as to require delegates to be appointed by May 1 of each year and the representation to be one delegate for every \$100 paid into the treasury by May 1 of each year.

DEAD AND DYING.

THE FEARFUL WORK OF A WIND STORM AT KANSAS CITY.

A Factory and a Public School Wrecked, and Many Children Killed.

KANSAS CITY, Mo., May 11.—A fearful storm of wind and rain swept over this city today continuously from 11 o'clock till noon. The court-house, on Second street, was totally demolished above the second story. The Lathrop school building, on Eighth street, was partially wrecked, and many children were caught in the ruins. An overall factory on Second street was blown down. The old water-works building, near by, was blown down. At the Western Union telegraph office but one wire is working out of the city. Communication has been established with St. Louis over that wire by way of Dallas, Galveston, New Orleans and Memphis. One span at the north end of the railroad bridge across the river was blown into the river, blocking the Hannibal & St. Joseph, Rock Island, Wabash & Kansas City, St. Joe & Council Bluffs roads.

Eight girls have been taken out of the overall factory, four of whom are dead. Many others are in the ruins, but there is scarcely any hope for their lives. In the confusion it is impossible to ascertain definitely the extent of the calamity, but it is said that over twenty employees are imprisoned in the basement of the factory. The disastrous fury of the storm was confined to the north end of the city, except the destruction of the Lathrop school building, on Eighth street, and the buildings generally, except those mentioned, withstood the fury of the storm. At 3 o'clock p. m., as nearly as can be learned amid the intense excitement and confusion, about twenty persons are known to be dead. At the Lathrop school eleven children are reported dead. Of the four buildings wrecked all were more or less unsound. The school building has been twice condemned, and the court-house by many was considered unsafe. No one was killed, except in these four houses. The storm, although entailing such a heavy loss of life, was nothing of the nature of the tornado that visited the city three years ago. It was a violent wind, accompanied by a flood of water and some hail, which turned many streets into rivers. Signs, shutters and chimneys were blown everywhere by the gale, and a number of vehicles were overturned in the streets. Black clouds rolled over the city, creating almost the darkness of night, and made timid people crouch in terror in cellars. The streets were entirely deserted, and in some instances horses were seen wandering about, attached to vehicles, and seeking refuge from the pelting storm.

Returned to Work.
CHICAGO, May 11.—The switch-tenders of the Chicago & Western Indiana railroad have returned to work, having received an increase of five dollars per month all around and in some cases more. The hours of work will remain the same as before the strike. Three other roads, the Grand Trunk, Wabash & Chicago and the Atlantic, which use the Western Indiana tracks entering the city, are now relieved of the delay to which they have been subjected for several days.

"I do not like thee, Dr. Fell,
The reason why I cannot tell."
It has often been wondered at, the bad odor this oft-quoted doctor was in. There is probably because he, being one of the old school doctors, made up pills as large as bullets, which nothing but an ostrich could bolt without nausea. Hence the doctor Dr. E. V. Pierce's "Pleasant Purgative Pills" are sugar-coated and no larger than bird-seed, and are quick to do their work. For all derangements of the liver, bowels and stomach they are specific.
E. J. HARRIS.

The prohibition campaign is lively.

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COUGH SYRUP

DRUGGISTS. Price 25 Cents a Bottle.

SALVATION OIL,
"The Greatest Cure on Earth for Pain."
Will relieve more quickly than any other known remedy. Rheumatism, Neuralgia, Swellings, Bruises, Burns, Scalds, Cuts, Lumbago, Sores, Frost-bites, Backache, Wounds, Headache, Toothache, Sprains, &c. Sold by all Druggists. Price 25 Cents a Bottle.

LOOK OUT!
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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