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THURSDAY, NOVEMBER 25, 1886.

The people of North Carolina generally will be sorry to hear that Gen. Clingman is ill at his residence in Asheville.

In accordance with the custom of years, the NEWS AND OBSERVER will take holiday today, and hence there will be no issue tomorrow morning.

We commend to our readers the interesting account of a trans-Atlantic voyage from the pen of Bishop Lyman which appears in this issue.

The almost forgotten William A. Wheeler, who stole Hendricks' seat as Vice-President in 1877, is reported now a hopeless wreck from the use of opium.

Gov. JARVIS is now on the ocean, bound for home, where he proposes to spend the Christmas holidays. He will be warmly welcomed by the people of the State.

"To give thanks and to distribute," the Bible says, "forget not." So let us not fail in either of these respects today, when both thoughts are particularly suggested to us.

The Florida legislature is now wrestling with the problem of electing a successor to Senator Jones. The task is made a problem by the fact that the number of candidates is large enough to fill the whole Senate.

THERE are but six republicans in the present legislature of South Carolina and all of them are negroes. Then the State has elected democratic congressmen from all its districts. This is a very unusual condition of affairs for our southern neighbor and we rejoice at it greatly.

WADSWORTH has again been hurt while hunting. He is unlucky. It can not be that so old a sportsman is careless in the handling of his gun. The first lesson the huntsman should learn is to take care of his own life while seeking that of the game he is after.

The most notable incident of the Arthur funeral was the refusal of Blaine to accept the proffered hand of Isenberg Edmunds. The bitterness between these two haters of the South is enough to make theimps of Satan laugh in "gougnan glee."

The ex-boothele alderman jury in New York failed to reach a verdict, and a new trial has had to be ordered. It is difficult to get a city jury to do anything now-a-days in the interest of justice, just as it requires, it is said, considerable personal influence now to get hanged.

The Washington progress has this to say about Mr. B. W. Waters, the member elect from Beaufort county: "We think we are safe in asserting that Beaufort's representative elect, Mr. B. W. Waters, although elected as an independent, will pursue the same course which Mr. Long has mapped out for himself in the legislature of North Carolina. Mr. Waters has never expressed himself in our hearing in regard to the action he will take in the assembly, but we feel sure that the man who has shared the triumphs and defeats of the democratic party for long years will not forget that party nor the white men of Beaufort county when the occasion arises for him to take a stand for or against."

The argument in favor of a lower rate of interest seems irresistible when we have regard to the decline in the value of articles and in the cost of living. This decline is substantially an increase in the purchasing power of money, so that the interest on a hundred dollars now at the rate of six per cent yields as much in provisions, clothing, etc., as the interest on that sum did at eight per cent last year. This decline, we think, has come to stay. It is not merely temporary—but a permanent adjustment of values. Interest should come down in the like proportion. But we will advert to this again.

HON. WALTER CLARK, ever alive to the welfare of the State, has recently made some timely suggestions in the Goldsboro Messenger touching the development of the eastern part of the State, or more particularly of "the triangle of which Wilmington, Goldsboro and Morehead are corners." At one point he makes the striking remark that:

"As to the prejudice entertained in certain sections about the unhealthiness of this section, it is unfounded. I have been here nearly every day for five months. I have seen the healthy appearance of the people in court rooms and in public gatherings. They will compare well with any population. The climate is mild and the diseases seem mild too. In both summer and winter the proximity of the coast renders pleasant health resorts readily accessible. The fine climate, the fertile soil and the opportunities to readily secure a competence would soon fill up Eastern North Carolina with a white population, and make it what nature has destined it one day to become, one of the most populous and prosperous parts of the Union, if only railroads were there to make it accessible and develop it."

THANKSGIVING DAY.

Another day of special thanksgiving has come to us, and again we stand amazed, if we are sensible beings, at the manifold blessings that have been showered upon us. We have been blessed in our harvests, in our homes and in our health; we have been blessed in our business ventures, in our government and in the absence of plague and pestilence. We have been spared many evils which for insurmountable reasons have been visited upon near neighbors. We are free to a great extent, we in North Carolina, we mean, from the social agitations, the unrest, the dissatisfaction which seriously threaten the existence of peace in many parts of the country. We are favored of the earth, the sky and the water, and our land gives her increase without stint and with comparatively little labor on our part. We are still in the main an agricultural people and enjoy the happiness of a life near to nature.

We continue highly favored indeed, and the man who does not realize this, who is not prompted to give thanks for the blessings we enjoy, is but little higher than the beasts.

Let us all, then, give thanks on this Thanksgiving Day like rational beings, joyfully yet soberly, and in the fear of God.

Let us manifest our thankfulness by devout acknowledgment of the Creator, and by distributing of our abundance to the necessities of our poorer brethren. Let us remember in our charities the orphans of the State who are specially commended to our care today and let us do what we can to aid the noble work of our own home institution of benevolent St. John's hospital. So will we prove ourselves at least not wholly insensitive of the rich gifts daily and hourly bestowed upon us and not improbably gather ourselves a good reward in the day of our own necessity.

OUR STATUTE ABOUT FREIGHTS. The decision of the supreme court of the United States in the case of the Wabash, St. Louis & Pacific R. R. vs. the State of Illinois we apprehend has a bearing on our State statute regulating freights. That statute is general in its terms and can hardly be construed to apply merely to contracts which are to be entirely executed within the State of North Carolina. The words of our statute are:

"It shall be unlawful for any railroad corporation operating in this State to charge for the transportation of any freight of any description over its road a greater amount as toll or compensation than shall at the same time be charged by it for the transportation of an equal quantity of the same class of freight transported in the same direction over any portion of said railroad of equal distance."

If the statute did not apply to contracts to haul merchandise from one State to another, the decision referred to would not affect it; but as the statute is sufficiently comprehensive to embrace what is called inter-State commerce, it is likely that it would be construed to apply to inter-State commerce and if so, under this new decision would be held unconstitutional.

The Illinois statute passed on in that case was substantially in the same words as our own statute, and was construed by the supreme court of Illinois to extend to carriage, a part of which was to be effected beyond the limits of Illinois, and it was, therefore, held to be null and void.

The supreme court of the U. S. says: "If the Illinois statute could be construed to apply exclusively to contracts for a carriage which begins and ends within the State, disconnected from a continuous transportation through or into other States, there does not seem to be any difficulty in holding it to be valid. The reason for this is that the charge and the actual transportation in such cases are exclusively confined to the limits of the territory of the State and is not commerce among the States—or inter-State commerce, but is exclusively commerce within the State."

The Court then says: "It becomes therefore necessary to enquire whether the charge exacted from the shippers in this case was a charge for inter-State transportation or was susceptible of a division which would allow so much of it to attach to commerce strictly within the State and so much more to commerce in other States. The transportation, which is the subject matter of the contract, being the point on which the discussion of the case most rest, was it a transportation limited to the State of Illinois, or was it a transportation covering all the line between Gilman in the one case, and Peoria, in the State of Illinois, and the city of New York?"

After a lengthy discussion of the case heretofore decided, the court holds that the provisions of law are a regulation of commerce, and says: "As restricted to a transportation which begins and ends within the limits of the State, it may be very just and equitable, and it certainly is the province of the State legislature to determine that question. But when it is attempted to apply to transportation through an entire series of States a principle of this kind, and each one of the States shall attempt to establish its own rates of transportation, its own methods to prevent discrimination in rates, or to permit it the deleterious influence upon the freedom of commerce among the States and upon the transit of goods through these States cannot be overestimated. And the court adds:

comprehensive as to include inter-state commerce along with traffic exclusively within North Carolina. Certainly, so far as our statute applies to inter-State commerce it is void and inoperative under this decision, and if it is so broad as to embrace inter-State commerce as well as purely State traffic, it would seem to be unconstitutional, and it would seem to be re-annexed in another form so as to confine its operation to state traffic, an ill that avoid being declared unconstitutional when brought before any court of judicature; for the decision of the Supreme Court of the United States is final as to constitutional questions.

The Norfolk Virginian celebrated its twenty-first birthday last Saturday by appearing in a handsome new dress and with additional space amounting to nearly four columns. It announces also that "never in its history has it so many friends as today, never so many readers and never has it stood on a more solid foundation." We rejoice heartily at such evidence of a deserved prosperity.

The tendency of cold is to contract things, but the cold wave of this morning should not have this effect upon our charity. It should, on the contrary, teach us by experience the greater wants of the poor, and open wide our purses to the needs of our fellows.

Let us not forget the orphans and our own St. John's Hospital, both of which are specially commended to our care today.

A TRANS-ATLANTIC PASSAGE. PLEASANT LETTER FROM BISHOP LYMAN. COR. OF THE NEWS AND OBSERVER. ROYAL MAIL STEAMSHIP "ADRIATIC." NOV. 9, 1886.

I feel sure that I have many dear friends in North Carolina who will be pleased to hear something of my movements in this journey across the Atlantic. I therefore will begin today a letter which I can complete as we go forward and have it ready to mail at Queenstown, as we pass on toward Liverpool. We left New York on Thursday last, November 4th, at 11 a. m. Large numbers of my own friends and the friends of other passengers, came down to the ship between 10 and 11 to say good bye, and bid us God speed. As we moved out from the wharf into the river and turned south toward Sandy Hook, we looked back upon a crowd of smiling faces standing on the wharf and waving their hats and their handkerchiefs, as we steamed away from them. We reached Sandy Hook before 1 o'clock, and as we swept out into the broad Atlantic we were delighted to find the sea so calm that we had no more motion than would be experienced in crossing the Hudson river from Jersey City to New York. And, wonderful to add, the same condition of things has continued ever since. As I write, this afternoon, not a white cap is to be seen, as far as the eye can reach. The sea is perfectly calm, and brilliantly blue, with the sun shining out in glorious splendor. Every day has been lovely, and only for a few hours on Sunday, when it was speedily followed by a fine starlight evening, with the moon's clear rays brightening everything around us. Our ship, the "Adriatic," of the White Star line, is not one of these overgrown steamers, but is quite large enough, is solidly built, and is one of the smoothest running vessels I have ever met with. The cabins, too, have none of that stuffy smell, so common in ocean steamers, but the air is pure and sweet, with the most perfect system of ventilation. Everything, too, is so scrupulously clean and the service so prompt and courteous that nothing further in that direction could be desired. And then the table is all that the most exacting could demand. I was surprised to see the luxuries which day by day were brought forth from the ice chest and all in the most perfect condition. And as the crowning glory of all, we have in Captain Parsell one of the most charming commanders to be found in any sea. First of all, he is a remarkably skilled and accomplished seaman. And then he is a man of unusual culture and extensive reading—a most genial and instructive talker, and a noble specimen of a truly high-toned Christian gentleman. It is my good fortune to have a seat at his elbow at meal times, while in his little deck cabin I have enjoyed nearly every day an hour of delightful social intercourse with him. And we have also among the passengers quite a large proportion of educated, refined and cultivated people. We have only about fifty sailon passengers on this trip, and with scarce an exception they are gentlemen and ladies with whom it is a real pleasure to associate. Among them, and sitting near me at the table is the Rev. Dr. H. M. Field, editor of the "Evangelist," in New York, a Presbyterian clergyman of very high culture, an author of considerable note, and one in whose society I have found no common enjoyment. His wife and two nieces are with him, and all partake of his attractive qualities. The doctor presented me with a small volume from his pen, just out of the press, which I have read with profound satisfaction. The title of it is "Blood is Thicker than Water," in which he gives a most beautiful and eloquent description of a visit to our Southern cities, and which I am sure every Southern man will read with thrilling interest. I am now reading another of his works, "The Greek Islands, and Turkey after the War," which has all the interest of a fascinating romance. It was invited by Capt. Parsell to hold service last Sunday in the saloon. The day was so calm and quiet that nearly every sailon passenger was present, together with a large number of well-dressed persons from the service of the church of England, and in the prayer for "Her most gracious Majesty, Queen Victoria." I comprehended also the "President of the United States and all others in authority." At my request Dr. Field read the lessons, and his reading was most admirable, and his preaching was a short sermon, very impressive, was proceeded and followed by hymns, very heartily joined in by all. The whole service seemed to be highly appreciated, and there was a special emphasis in the "Amen" which closed

this beautiful prayer, in which we supplicated Him "who alone spreadeth out the heavens and ruleth the raging of the sea," to take us under His Almighty protection. Nor can I doubt that the same prayer of God read by so many loving hearts on shore has availed to draw down upon us the blessing of God.

At 12 o'clock, today, we found our run for the preceding twenty-four hours had been 350 miles, the largest number yet made in any day since we left port.

If the same lovely weather continues we hope to reach Queenstown on Friday afternoon and Liverpool on Saturday. But I must stop now until tomorrow.

Wednesday, Nov. 10th.—Last night we had a gorgeous sunset, and later the moon was riding the sky in majestic splendor. The air too was soft, and the ladies on deck were jubilant and happy. This morning when I rose, as usual, at 7, for my sea-water bath, I looked out upon a dark and dismal array of clouds, which gave every promise of rain. The wind, too, was from the northeast, and blowing stronger than hitherto. But two hours later saw the clouds breaking up and the sun shining out in a most encouraging way. The wind is giving us a little more motion, so that when the table was set for lunch, the steward thought it most prudent to put on the coats, which made their appearance for the first time during the voyage. The observation at noon showed the last twenty-four hour's run to be 342 miles. This is doing very well, considering that for the previous six hours we had a stronger wind to contend with, and which was near by ahead. When going to my bath this morning, I was rallied by one of the gentlemen moving in the same direction, with the salutation, "Why, Bishop, you are behind time; what is the matter this morning?" To which I replied, "Oh, no, I came the instant the steward called me, and he is always prompt to the hour." "You are quite mistaken," said my friend, "for it is nearly 7.30. I was still incredulous, but learned later that the steward had slightly overleapt himself."

By the way, this early sea bath is not only a great luxury but a wonderful promoter of health and strength. After making my toilet, and taking a few rapid turns upon the deck, how grandly does one feel, and how pleasant the sound of the gong which summons us to breakfast! Out upon these lazy lons we sit up till after midnight, playing cards and drinking punches, and then crawl out of bed at 9 o'clock, only in time to get a little breakfast before the table is cleared! Surely those who resist these temptations and lead a life directed by the laws of health, are the ones who best enjoy the blessings so beneficently bestowed upon us. But stop, I am not writing a sermon, and so I will leave my friends to draw for themselves the moral. I went on deck again to-night, and while the wind was a little stiff, and the ship not quite so steady, it was a pleasure to walk the deck, with the moon, now at its full, shining out so brightly.

Thursday, Nov. 11th. Still very pleasant, and with rather less motion than yesterday evening. No racks were rained, on the contrary, the weather is enjoying another very agreeable day. It is cloudy, but the clouds are broken, and at times the sun breaks out quite cheerily. The captain tells me that our quiet peaceful passage is quite phenomenal, as he never knew such a passage in the month of November. It is a week today since we left New York, and we have not yet encountered any rough weather. The wind last night from the northeast retarded us a little, but we made, for the twenty-four hours up to 12 today, 324 miles.

At 9.30 p. m. the wind veered more to the north, and while helping our speed, gave us an unpleasant rolling motion. Walking the deck I found a little difficult.

Friday, November 12th. We had a stiff breeze from the north all night, which continues this morning, giving us more of a sea than on any previous day. I found the racks on the breakfast tables and the rolling motion has thinned out the ranks of the ladies. But while a little rough, the day is very pleasant and we are getting along admirably. Our run at noon indicates 347 miles for the previous twenty-four hours. We expect to reach Queenstown this evening by 9 o'clock, when we can drop off our letter to be taken up by the first steamer. I expect to spend Sunday in Liverpool, go to London on Monday and to Paris the following Monday, the 22d. On Thursday, the 25th, I expect to consecrate the new and beautiful Church of the Holy Trinity, and hold a confirmation in it the Sunday after.

I hope you can make out my writing. I must send it as it is, for really I have no time for copying these hurried lines. When I get on shore I shall find less time for writing, but I will try to drop you an occasional letter.

Very faithfully yours, &c., THOMAS B. LYMAN.

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Many a well-meaning man has been ruined before now, because he failed to take his wife's advice. Some friend may have persuaded him to go into a business venture which his wife's finer instincts told her was not a good one, but he neglected her suggestions and lost his money. Many a man has pool-pooled at his wife's suggestion that he take better care of his health, and only when he has been brought to a bed of sickness or perhaps of death, has he seen how sincere and good that advice was. Many men have felt a bad taste in the mouth, a dull pain in the head, a lack of energy through the entire system, sluggish liver, no appetite and yet have neglected to take their wife's advice to drive away these evils. They sought a renewal of energy by drinking or allowing these symptoms to run into disease and disease into death, when it might all have been avoided had they taken their wife's advice.

A well-to-do resident of Baltimore who keeps a grocery store on Eutaw Street, never went home to his family at night without feeling all tired out, with no appetite for his supper and no taste for enjoyment with his family. His wife's quick instincts noticed his gradual decline and she urged him to take a preparation for such troubles, which she had heard many of her friends and neighbors speak most highly of. He ridiculed the idea; said he was only feeling a little poorly, and would be better in a few days; but in a few days he was worse and in a few weeks he was in bed and the doctor shaking his head most solemnly. Then he consented to take his wife's advice and in less than ten days he was back to business, was strong and vigorous, and has been kept in perfect health ever since, wholly by the use of Volina Cordial. This remarkable preparation, which has awakened such interest in the localities where it has been known seems to be working a wonderful change in the health and energy of the people who are weakened by disease, overburdened by care, or broken down by overwork. It is recommended by the greatest scientific authorities, as the best tonic and gentle stimulator known, and the wonderful results it is achieving, prove that these recommendations are most true.

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