

WEDNESDAY, AUGUST 17, 1887.

We suppose it was an appeal from Riddleberger drunk to Riddleberger sober that led Virginia's senior Senator voluntarily to enter jail.

Judge Lynch has been holding court recently in Iowa. He by no means confines his jurisdiction to the region south of Mason and Dixon's line, as certain of the northern press would have the people believe.

They say that Tammany, the County Democracy and Irving Hall are all to make up, pro tem, at any rate, in view of the threatening attitude of the "united labor party." That's a "combine" worth hearing about.

The Ute outbreak seems to promise seriousness and will likely give our army on the border something to occupy its attention. Old Colorado has made it clear more than once heretofore that he is not easy to handle.

The number of the dead from the Chatsworth disaster finally appears to fall under eighty. This makes the disaster take rank after the Ash-tabula horror in fatality, the number of lives lost there having been 101, if we recollect aright.

Mrs. Cleveland is still in Massachusetts, winning the hearts of all, old and young, by the modesty and kindness of her demeanor. She is by long odds the most popular candidate for the White House in 1888 and along with her illustrious worshiper half will be elected by a large majority.

King Kalakaua, pronounced Calico for short, has been forced to sign the new constitution of his country, which places the burden of responsibility upon the ministry. The coercive proceeding looks like bull-dozing, but the new Attorney General says: "We consider it salvation." And how for more talk of annexation of the islands to the United States.

Ferdinand, the bold, has assumed the Bulgarian throne, taking the oath of office and proclaiming himself ruler of the Bulgars. He declares himself further as ready to die for his new people, a declaration he may not improbably be called on to put to the test. We would advise him to insure his life but this he has already done, taking out a policy for 2,000,000 florins. No step that he has taken has been wiser than this, our friends the insurance agents will agree, at least.

Admiral Luce did not like what Secretary Whitney said to him about the circular the admiral issued on the rights of American fishermen in Canadian waters, which circular was published, and so he has asked to be relieved of his command of the North Atlantic squadron, it is said, though there is no official knowledge that he has done so. Now Mr. Whitney has gone to join his family at Bar Harbor, where the North Atlantic squadron is anchored and it is reported that he will meet the admiral there and settle the matter of the difference.

The Ancient Order of Foresters which has just concluded at Chicago the labors of its Twelfth Subsidiary High Court resolved unanimously among other things that "any coercive act such as the admission of the negro into the order will be fought tooth and nail." The order is a northern body almost exclusively, we believe. When will the darkey learn to hold at their true value the social equality professions of the Yankee vote-seekers? Though, so far as social equality is concerned, what sensible colored man would want it even if it were attainable?

A question arises as to whether the road responsible for the Chatsworth disaster will be able to stand the sum of the demands likely to be made upon it for damages sustained by the accident. From a Northern exchange we learn that the Bussey bridge disaster in Massachusetts has cost the road on which it occurred—Boston & Providence—no less than \$430,000 in claims for damages, and the number killed there was not fourth as great as that of the dead Chatsworth. As the gross earnings of the Chatsworth road—the Toledo, Peoria & Western—were but \$77,000 last year it looks very much as if the accident would bankrupt the company. The Boston & Providence, the way, put \$70,000 in the new Bussey bridge.

Some fears were entertained for the safety of the Thistle, but the brave vessel is safe and sound in port. She was a little later than it was expected she would be in making her way due to the fact that she had to encounter the broad Atlantic. In no instance have we been able to evoke a ripple of interest. Our conclusion has been that circumstances did not justify such enterprises, and we are free to say that while we deplored some efforts in these directions, yet we have not seen where the money was conveniently to come from, and so we have deferred to what seemed to be the conservative judgment.

Secretary Whitney realizes fully the difficulty of bringing order out of the chaos into which the republicans left the department over which he now presides. He expresses himself thereon as follows:

"I have no desire to criticize the management of the navy under preceding administrations, but it requires only to look at the record to ascertain the fact that politics and favoritism have had more sway in running the navy than the interests of the service. I intend to break this up as far as I can. Enough has been expended on repairs of old ships in the last fifteen years to have given us a better showing. The bureaus have been crowded with men who have apparently been chosen for other qualities than merit and the good of the service. It is surprising to find how difficult it is to weed them out."

He touches here a point which the ordinary citizen does not fully realize—the difficulty of freeing the ship of state from the barnacles which became encrusted on its hull during a period of political control regardless of law and the rights of the people so long as that during which the republicans reigned. It is difficult to scrape off such obstacles to progress toward clear and honest methods of administration, but the scraping process must be applied—and diligently. The heads of the departments are responsible for the application, and by this time they should have had the class of men chosen for qualities other than merit and the good of the service pretty well weeded out, notwithstanding the difficulty of the job. Mr. Whitney seems to realize this fully, and he is to be commended accordingly.

As to the arraignment of republican misrule he makes, it will be recognized at once as a picture as true as it is brief and to the point. It is a story with which the country is thoroughly familiar and which reflects nothing but shame upon us. The democracy will do what is necessary to restore the naval power of the country and when it has accomplished its work in this regard the country will probably think twice or oftener before it permits republican barnacles again to fasten on the glorious old ship of State, to retard the progress of that noble craft and eat into the very fibre of the planks which are necessary to save the ship from utter wreck and ruin.

OUR TRADE COMPLICATIONS. We understand that yesterday local rates of freight, probably according to the requirements of the Interstate Commerce Bill, took effect on the railroad lines with the effect of depriving Raleigh of any little advantage she may have heretofore enjoyed as a wholesale market, and reducing our city to the level of a cross-roads station. This action is to be greatly deplored. As we have not had the pleasure of hearing any of our business men express themselves on the subject, we do not know as yet what steps can be taken to accomplish a remedy. As none have relatively more interest in Raleigh and in Raleigh's prosperity than we have, so none can be more alive to whatever affects her interests than the News and Observer. But we would greatly prefer to have some agreement among the business men as to what is best to be done, as promising the best results, as being the most practical way of meeting the hard case that we appear to be in—relying upon our own inexperience in such matters to suggest a remedy. If we apprehend the matter aright, a policy is now about to begin which will operate to the disadvantage of Raleigh as long as the Interstate Commerce Bill shall remain the law, and we see no reason to believe that that law will be repealed at an early day.

It is not a matter of a year but of a lifetime. The object of that law was, we believe, to interfere with long hauls in favor of short hauls, and the result is necessarily to increase the cost of long hauls of provisions, with which we are supplied from the western markets via Richmond.

At first blush it appears to us that the remedy, so far as we are concerned, must be to seek another channel through which to obtain our supplies. The philosophy of the bill was to induce every locality to raise its own supplies, but it will take some time for the south to get into that habit, and in the meanwhile, we ought to seek the cheapest way to get laid down here the goods we need. But as we invite suggestions from our business men, whose daily study of freight questions makes them more familiar with the subject than are we who have never had occasion to see a list of freight charges, we leave the subject open until some of our friends shall express themselves.

But one is thing certain; our Raleigh business men ought to devise some settled policy to promote the trade interests of our town. The News and Observer has suggested the building of a railroad to the tobacco country to the northwest of us; to the country to the south; to the southeast towards Clinton, and east to Wilson and thence to tide water. In no instance have we been able to evoke a ripple of interest. Our conclusion has been that circumstances did not justify such enterprises, and we are free to say that while we deplored some efforts in these directions, yet we have not seen where the money was conveniently to come from, and so we have deferred to what seemed to be the conservative judgment.

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For the first time since white men first trod the sands of Roanoke Island we have a history of the colony from that time up to 1752. All other histories that claim to deal with events transpiring between the two dates are incomplete because records and material were inaccessible to them. Many records and papers relating to the Colonial History of North Carolina are preserved in the British Foreign office (we believe). Since 1829 frequent efforts have been made in different Legislatures to set on foot such machinery as should result in securing copies of these records. In the legislature of 1881 a bill was passed empowering the trustees of the State Library to secure copies of them. The trustees turned the work over to Col. Saunders. He employed a competent man in London to procure for him copies of every paper there relating to North Carolina from the beginning up to 1752. Having secured the material, the heavy work devolved on him of compiling, classifying and arranging in chronological order and fitting together according to logical relation and connection this chaotic mass of letters, reports, dusty orders of council, &c. For seven years this great scholar and antiquary delved among these papers and has at last brought order out of chaos. The result is four great volumes of an intensely interesting documentary history of the colony of North Carolina from 1629 to 1852. And for this work of seven years, the length of a Patriarchal term of service for wife, Col. Saunders neither received nor demanded a single cent of compensation from the State which he loves with a devotion unequalled by the affection of Jacob for the daughter of Laban. He should receive and we believe will receive the unstinted gratitude of every true son of North Carolina.—Lenox Topic.

Quite frequently we hear people complaining that there should be a law against this and that which tends to disturb the peace and quiet of the community, and that the law should take hold of this or that offender. They either do not think or are ignorant of the laws. We have laws enough and to spare. The trouble does not lie in the absence of laws to cover the offenses complained of, but in the failure to properly execute the laws which now fill our statute books. Who is responsible for this failure? Our officers are responsible to only a limited extent. Those who complain and the mass of the people are mainly to blame. For it is impossible for any law, let it be ever so necessary and wise, to be enforced if the sentiment of the people in general does not heartily and actively sustain the executing officer.

Let an officer try to execute a law not sustained by public favor and he will not only fail to enforce said law but will make himself very unpopular by his unsuccessful endeavor to perform his duty. Even these croakers can't be prevailed on to give evidence against any one of these offenders. A strict enforcement of the laws against the sale of whiskey to minors and of the law against drunkenness would leave the Prohibitionists very little to do, and would lessen the labors of our grand juries and judges to a remarkable degree.—Nixon Advertiser.

It is a shame that North Carolina is still without a written history. Slowly but surely the great deeds of her great men, the burning patriotism and sturdy heroism of her masses and her first great struggles against oppression when there were none to lead the way are becoming matters of doubt. Traditions and treacherous memory cannot hold them safe much longer. Steadily the sands of passing time are covering the paths that valor trod. The graves of genius are still unmarked and heroes sleep unsung. 'Already others are claiming the rich honors North Carolina manhood and North Carolina womanhood so bravely won. Our soldier boys marched to death with a valor never yet surpassed and still no lyre has been unstrung to keep alive their splendid deeds. The triumphs of North Carolina statesman, eloquence, pluck and heroism are passing away, either into the dark "Lethe of forgetfulness" or to form gems in the coronet of some other State, and still no man has dipped his pen in ink to preserve to us and other generations the deeds and memories that should constitute our most priceless treasures. Shame on us if we allow these treasures to corrode or be stolen. Elsewhere is the marble shaft. In North Carolina is the unlettered slab and yet her unwritten history would fill volumes. Our history has been made. Shall it never be written!—Asheboro Courier.

Ely's CREAM BALM was recommended to me by my druggist as a preventive to Hay Fever. He has been using it as directed since the 9th of August and has found it a specific for that much dreaded and loathsome disease. For ten years or more I have been a great sufferer each year from August 9th till the 1st of September, and have tried many alleged remedies for its cure, but Ely's Cream Balm is the only preventive I have ever found. Hay Fever sufferers ought to know of its efficacy.—F. A. ANSWORTH, Publisher, Indianapolis, Ind.

An application for extradition papers for the return of boodler McGarigle is in process of preparation by State's Attorney Grinnell, of Chicago, and will be completed in a few days.

Mothers will find a blessing in Pond's Extract during the warm weather. Put a little in a bowl of water and sponge off the little ones' bodies with this mixture. It will cool the heated skin, soothe and quiet their cries. It is healthy too, and of great benefit for prickly heat, and improves the skin in every way. Be sure and get the genuine, put in bottles only (enclosed in buff wrappers), by the Pond's Extract Co., New York and London. Note Landscape Trade Mark.

Cholera Morbus
Cramps
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Summer
Complaints
Dysentery

All Cured by a
teaspoonful of
Perry's Pain Killer
in a little Milk or
Sugar and Water.

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Summer Drinks

No More Flies

I've got the drop on these troublesome pests, and my new Fans, propelled by a stream of cool water from the water works.

KNOCKS 'EM SPEECHLESS

TWO ROUNDS

Let everybody come now and drink

Sparkling Soda,
Delicious Limades,
Renovating Moxie

Or any other Summer Drink, drawn from the best and handsomest Fountain in all this sunny clime

NO FLIES, BUT BREEZES

That remind you of the wave-washed beach, or the towering peaks in the land of the clouds.

Ices, Minerals and Juices,

That are refreshing and invigorating. My store is a morning, noon and evening resort, and all my friends and patrons are

ALWAYS WELCOME.

Visitors to the city cordially invited.

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W. H. & R. S. TUCKER & CO.
Our store is now so nearly completed that the contractors have taken down the temporary partition wall and thrown open the entire lower floor in one, making a store room 310 feet long by 41 feet wide, running through from Fayetteville street to Wilmington.

The shelving and counters are being put up and everything will certainly be completed, as by contract, Aug. 15th.

The entrance on Fayetteville street is now being remodeled and will be, when finished, the very latest in artistic store building.

The various departments will be carefully and advisedly stocked with goods peculiarly applicable to this market and to detail, and your every want and wish in dry goods will be supplied.

Business has been and will be carried on every day during the completion of the work. Not one day has been lost.

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The sixty-fifth session of this well-equipped and prosperous school will begin on the 24th of August, 1887. Faculty able, accomplished and faithful, instruction thorough, location healthful, fare good. Special advantages offered in the department of Music, Art, Elocution and Modern Languages. Charges moderate. For catalogue apply to T. M. JONES, President, June 17-19th.

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THE ADVENT TERM, THE THIRD SEMI-ANNUAL SESSION, BEGINS THURSDAY, SEPTEMBER 8TH, 1887.

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Our Fish Department.

NBW CATCH MACKEREL, No. 1, 2, 3.

PICKLED SHAD ROE, very fine.

NEW MULLETS, N. C. Roe and Cut Herrings,

FRESH BONELESS COD FISH, Prices as low as the lowest. All goods guaranteed as to quality.

FOR RENT, An eight-room house on Halifax street, within half a block of the capitol.

P. F. FAIBON, Auditor's Department, RALEIGH, N. C., Aug. 6, 1887.

BY AUTHORITY VESTED IN THE Governor and Council of State, as contained in chapter 285, Laws of 1887, sealed proposals for "heating the Capitol, Supreme Court and Library building," &c., will be received at this office until the first day of September next; the Governor and Council of State reserving the right to reject any and all bids. Plans and specifications for the work may be examined by calling at this office on and after the 16th instant.

W. P. ROBERTS, Auditor of State.

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EDGEWORTH BOARDING AND DAY SCHOOL, FOR GIRLS, BALTIMORE, Md.

132 West Franklin St., Baltimore, Md., Mrs. H. P. Lefebvre, Principal. This School will reopen on Thursday, the 23rd of September. The course of instruction embraces all the studies included in a thorough English Education, and the French and German Languages are practically taught.

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For Catalogue or Special Information apply to W. L. ABBOT, Prin., Bellevue P. O. Va. July 8 dodo

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