

# THE NEWS AND OBSERVER.

VOL. XXV.

RALEIGH, N. C., FRIDAY MORNING, MARCH 16, 1888.

NO. 59



## ROYAL BAKING POWDER

Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than ordinary kinds and cannot be sold in competition with the multitude of low test, short weight, alum or phosphate powders, sold only in sample boxes. Powers Co., 100 Broadway, New York.

Sold by W. G. & A. B. Strombach, and J. F. Ferrall & Co.

"HOW'S YOUR LIVER?"

is the great salve, knowing that good health can't exist without a healthy liver.

When the Liver is Torpid the Bowels are Sluggish and Constipated, and the Food is in the Stomach—poisoning the Blood.

Frequent headache ensues, and a feeling of listlessness and indisposition indicate how the whole system is affected. The heart has restlessness, people to health and happiness by giving them a healthy liver as

the best of the century.

PITTSFIELD, Mass., March 15.—The snow storm now prevailing here is the worst of the century. Not even sleighs can pass on any road in this country. Not a train has moved on the Boston and Albany road between Springfield and Albany during the past twenty hours. One passenger train is stalled twelve miles east of here with seventy-two passengers on board, who are suffering extremely for want of food and fuel. The Fitchburg road at both ends of the Hoosac tunnel is blocked. A truckman named John O'Brien, of Pittsfield, cannot be found and it is supposed has been frozen to death.

## STILL THE STORM THAT SWEPT THE NORTH FOR DAYS.

THE EXPERIENCE OF NEW ENGLAND—BOSTON HAS TO WIRE CHICAGO VIA LONG-DON—OTHER NEWS.

By Telegraph to the News and Observer.

CHICAGO, March 15.—A special from Boston, via London, says: A storm has now raged incessantly for two days all over New England as far as the scanty communications reach. Every railroad out of the city is blockaded completely and telegraph communication is by the Commercial Cable Company's cable to Lockport, Me., and thence by cable to London. Never before was there such complete prostration of business, and the damage to property must amount to an enormous sum. It is fifty years since Boston has been so affected by a storm. The morning and afternoon papers of Tuesday were devoid of all telegraphic information. No trains arrived in the city and those which were sent out were practically lost. Along the coast terrific winds are reported, particularly on the north shore where every telegraphic wire is down with the exception of one between Worcester and South Framingham. There are no telegraphic connections west of Boston. Millville, thirty-five miles from Boston, and, but for the recently constructed long distance telephone Boston would be as far removed from the rest of the world, so far as telegraphic communication goes, as if it were situated in the Desert of Sahara.

PITTSFIELD, Mass., March 15.—The first through train from Philadelphia over the Pennsylvania reached here this morning. It carried only thirty pounds of mail matter from Philadelphia and not a pound from New York. Another train is expected this evening from New York but the railroad officials can give no definite information. Passengers who have been on the delayed trains tell of suffering of passengers at points between Harrisburg and Philadelphia. The snow had drifted to the depth of fifty feet. Many houses were completely covered and the only sign of habitation was smoke curling from the chimneys. In many places the occupants of houses had not even attempted to dig their way out. There are about 125 tons of mail matter due in this city from the east. The postmaster is taking all possible measures with the limited capacity at his command to handle it promptly when it arrives. The weather is bright and moderating.

A PROSPECT OF MUCH THAWING.  
NEW YORK, March 15.—The weather this morning is again warm and bright. The prospect is that there will be much thawing. Great banks of dirty snow are still piled up either side of Broadway, and on all the other avenues and streets gangs of men are still hard at work shoveling and carting, but their task is a stupendous one. The railroads leading into the city are all moving and business men in New Jersey, on Long Island and in the upper part of the State, reached New York this morning for the first time since Saturday. Some of the cars are running.

THE BLOCK OPENED.  
PHILADELPHIA, March 15.—The block between this city and New York, on the New York division of the Pennsylvania R. R., was opened this morning. A train, consisting of an engine and six mail cars, which left here yesterday, arrived at Jersey City at 7 this morning and the mail matter was immediately sent across the ferry to the metropolis. This is the first train which has reached New York from here since Monday morning and the Pennsylvania officials claim the credit of taking into the metropolis the first mail matter from this block.

Three train-loads of belated passengers, which have arrived here from the South and West during the past few days, were sent to New York this morning. Up to noon, however, no train for local travelers had been sent out on the New York division, though the officials expect to be able to start several during the afternoon and believe that by evening there will be a very general resumption of traffic between the two cities. From Jersey City three through trains were started West this morning, the Chicago limited, Boston connection and Florida special. The road is well opened and these trains will no doubt make rapid progress toward their respective destinations. The tracks of the company on the main lines West and Southward and on the suburban branches are in good condition and trains are being moved with something like regularity.

The telegraph situation does not seem to have improved very greatly since last evening. The extreme eastern portion of the State is still shut off from Philadelphia, but the territory in the neighborhood of Harrisburg is being rapidly opened. The facilities to Pittsburgh are meager and the wires are heavily crowded, though business is being transacted with reasonable promptitude. In the direction of New York everything is down and telegraph communication with that city is not expected till tomorrow morning. The anchors were kept out until 4 o'clock Monday afternoon, when the strain of the steamer became so great that the cables were shipped, the captain deciding to beach the steamer, it being the only hope for the safety of those on board.

THEIR FIRST APPEARANCE SINCE SATURDAY.  
NEW YORK, March 15.—Nearly all the New Jersey towns within fifteen miles of New York now have some sort of railroad communication with this city. This morning thousands of business men made their first appearance since Saturday. Over 1,100 were snowed in at Roseville, on the Delaware & Lackawanna railroad, and hundreds were compelled to stay in cars over twenty-four hours, although their homes were within four miles. The cold was intense and food scanty, but no lives were lost at that point. The food supply is running very short in these New Jersey towns and but little fresh meat and no milk, eggs or vegetables can be obtained at any price.

WASHINGTON, D. C., March 15.—The Navy dept is informed that the recent storm has caused a complete stoppage of work on the new naval vessels at Philadelphia.

THE LATE NOT LAMENTED.

STOPPED BY THE STORM.  
NEW YORK, March 15.—The chances of getting relief from New York are small, as the supplies here are decidedly short. The first mail from Philadelphia and Baltimore since Monday morning came in this forenoon.

THE EFFECT OF THE STORM DISAPPEARING.  
WASHINGTON, D. C., March 15.—The weather is mild and spring-like, and the effect of the storm is rapidly disappearing and will soon probably be entirely overcome. Good progress has been made in repairing the telephone and wire alarm wires, and both systems are now in good working order. The experience of the last few days has never before been witnessed. All efforts to reach New York either by mail or wire have thus far proved futile. The Western Union has quite a number of wires to Baltimore and Havre de Grace, and seven between Philadelphia and Wilmington. Sev-

eral construction trains are moving between Havre de Grace and Wilmington, and the linemen are steadily pushing their work with the prospect of reopening wire communication with Philadelphia today. Telegraphic service with the South and West has been restored and all business is being adjusted with dispatch. No mails from New York have arrived as yet, but the Pennsylvania Railroad officials believe that their road will be cleared to New York some time today. Mails South and West are running with their usual regularity.

FIRST TO GET A TRAIN THROUGH.

NEW YORK, March 15.—The Erie road was the first to get a train in. At six o'clock this morning the Chicago express, which has been snowed in since Monday at Monroe came in. Passengers all well. The Pennsylvania hopes to get its trains through to Philadelphia today. Business has once more been seriously attempted, but the difficulties are still great. The cross streets are still blocked with huge drifts of snow and the street clearing department has not yet turned its attention to them. An attempt is being made to melt the snow by lighting great bonfires, but the effect is not perceptible. The sun is shining brightly and the slush is deep in many places.

THE FIRST TRAIN THROUGH.

PITTSFIELD, Mass., March 15.—The first through train from Philadelphia over the Pennsylvania reached here this morning. It carried only thirty pounds of mail matter from Philadelphia and not a pound from New York. Another train is expected this evening from New York but the railroad officials can give no definite information. Passengers who have been on the delayed trains tell of suffering of passengers at points between Harrisburg and Philadelphia. The snow had drifted to the depth of fifty feet. Many houses were completely covered and the only sign of habitation was smoke curling from the chimneys. In many places the occupants of houses had not even attempted to dig their way out. There are about 125 tons of mail matter due in this city from the east. The postmaster is taking all possible measures with the limited capacity at his command to handle it promptly when it arrives. The weather is bright and moderating.

A PROSPECT OF MUCH THAWING.  
NEW YORK, March 15.—The weather this morning is again warm and bright. The prospect is that there will be much thawing. Great banks of dirty snow are still piled up either side of Broadway, and on all the other avenues and streets gangs of men are still hard at work shoveling and carting, but their task is a stupendous one. The railroads leading into the city are all moving and business men in New Jersey, on Long Island and in the upper part of the State, reached New York this morning for the first time since Saturday. Some of the cars are running.

THE BLOCK OPENED.  
PHILADELPHIA, March 15.—The block between this city and New York, on the New York division of the Pennsylvania R. R., was opened this morning. A train, consisting of an engine and six mail cars, which left here yesterday, arrived at Jersey City at 7 this morning and the mail matter was immediately sent across the ferry to the metropolis. This is the first train which has reached New York from here since Monday morning and the Pennsylvania officials claim the credit of taking into the metropolis the first mail matter from this block.

Three train-loads of belated passengers, which have arrived here from the South and West during the past few days, were sent to New York this morning. Up to noon, however, no train for local travelers had been sent out on the New York division, though the officials expect to be able to start several during the afternoon and believe that by evening there will be a very general resumption of traffic between the two cities. From Jersey City three through trains were started West this morning, the Chicago limited, Boston connection and Florida special. The road is well opened and these trains will no doubt make rapid progress toward their respective destinations. The tracks of the company on the main lines West and Southward and on the suburban branches are in good condition and trains are being moved with something like regularity.

The telegraph situation does not seem to have improved very greatly since last evening. The extreme eastern portion of the State is still shut off from Philadelphia, but the territory in the neighborhood of Harrisburg is being rapidly opened. The facilities to Pittsburgh are meager and the wires are heavily crowded, though business is being transacted with reasonable promptitude. In the direction of New York everything is down and telegraph communication with that city is not expected till tomorrow morning. The anchors were kept out until 4 o'clock Monday afternoon, when the strain of the steamer became so great that the cables were shipped, the captain deciding to beach the steamer, it being the only hope for the safety of those on board.

THEIR FIRST APPEARANCE SINCE SATURDAY.  
NEW YORK, March 15.—Nearly all the New Jersey towns within fifteen miles of New York now have some sort of railroad communication with this city. This morning thousands of business men made their first appearance since Saturday. Over 1,100 were snowed in at Roseville, on the Delaware & Lackawanna railroad, and hundreds were compelled to stay in cars over twenty-four hours, although their homes were within four miles. The cold was intense and food scanty, but no lives were lost at that point. The food supply is running very short in these New Jersey towns and but little fresh meat and no milk, eggs or vegetables can be obtained at any price.

WASHINGTON, D. C., March 15.—The Navy dept is informed that the recent storm has caused a complete stoppage of work on the new naval vessels at Philadelphia.

THE LATE NOT LAMENTED.

STOPPED BY THE STORM.  
NEW YORK, March 15.—The chances of getting relief from New York are small, as the supplies here are decidedly short. The first mail from Philadelphia and Baltimore since Monday morning came in this forenoon.

THE EFFECT OF THE STORM DISAPPEARING.  
WASHINGTON, D. C., March 15.—The weather is mild and spring-like, and the effect of the storm is rapidly disappearing and will soon probably be entirely overcome. Good progress has been made in repairing the telephone and wire alarm wires, and both systems are now in good working order. The experience of the last few days has never before been witnessed. All efforts to reach New York either by mail or wire have thus far proved futile. The Western Union has quite a number of wires to Baltimore and Havre de Grace, and seven between Philadelphia and Wilmington. Sev-

eral construction trains are moving between Havre de Grace and Wilmington, and the linemen are steadily pushing their work with the prospect of reopening wire communication with Philadelphia today. Telegraphic service with the South and West has been restored and all business is being adjusted with dispatch. No mails from New York have arrived as yet, but the Pennsylvania Railroad officials believe that their road will be cleared to New York some time today. Mails South and West are running with their usual regularity.

FIRST TO GET A TRAIN THROUGH.

NEW YORK, March 15.—The Erie road was the first to get a train in. At six o'clock this morning the Chicago express, which has been snowed in since Monday at Monroe came in. Passengers all well. The Pennsylvania hopes to get its trains through to Philadelphia today. Business has once more been seriously attempted, but the difficulties are still great. The cross streets are still blocked with huge drifts of snow and the street clearing department has not yet turned its attention to them. An attempt is being made to melt the snow by lighting great bonfires, but the effect is not perceptible. The sun is shining brightly and the slush is deep in many places.

THE FIRST TRAIN THROUGH.

PITTSFIELD, Mass., March 15.—The first through train from Philadelphia over the Pennsylvania reached here this morning. It carried only thirty pounds of mail matter from Philadelphia and not a pound from New York. Another train is expected this evening from New York but the railroad officials can give no definite information. Passengers who have been on the delayed trains tell of suffering of passengers at points between Harrisburg and Philadelphia. The snow had drifted to the depth of fifty feet. Many houses were completely covered and the only sign of habitation was smoke curling from the chimneys. In many places the occupants of houses had not even attempted to dig their way out. There are about 125 tons of mail matter due in this city from the east. The postmaster is taking all possible measures with the limited capacity at his command to handle it promptly when it arrives. The weather is bright and moderating.

A PROSPECT OF MUCH THAWING.  
NEW YORK, March 15.—The weather this morning is again warm and bright. The prospect is that there will be much thawing. Great banks of dirty snow are still piled up either side of Broadway, and on all the other avenues and streets gangs of men are still hard at work shoveling and carting, but their task is a stupendous one. The railroads leading into the city are all moving and business men in New Jersey, on Long Island and in the upper part of the State, reached New York this morning for the first time since Saturday. Some of the cars are running.

THE BLOCK OPENED.  
PHILADELPHIA, March 15.—The block between this city and New York, on the New York division of the Pennsylvania R. R., was opened this morning. A train, consisting of an engine and six mail cars, which left here yesterday, arrived at Jersey City at 7 this morning and the mail matter was immediately sent across the ferry to the metropolis. This is the first train which has reached New York from here since Monday morning and the Pennsylvania officials claim the credit of taking into the metropolis the first mail matter from this block.

Three train-loads of belated passengers, which have arrived here from the South and West during the past few days, were sent to New York this morning. Up to noon, however, no train for local travelers had been sent out on the New York division, though the officials expect to be able to start several during the afternoon and believe that by evening there will be a very general resumption of traffic between the two cities. From Jersey City three through trains were started West this morning, the Chicago limited, Boston connection and Florida special. The road is well opened and these trains will no doubt make rapid progress toward their respective destinations. The tracks of the company on the main lines West and Southward and on the suburban branches are in good condition and trains are being moved with something like regularity.

The telegraph situation does not seem to have improved very greatly since last evening. The extreme eastern portion of the State is still shut off from Philadelphia, but the territory in the neighborhood of Harrisburg is being rapidly opened. The facilities to Pittsburgh are meager and the wires are heavily crowded, though business is being transacted with reasonable promptitude. In the direction of New York everything is down and telegraph communication with that city is not expected till tomorrow morning. The anchors were kept out until 4 o'clock Monday afternoon, when the strain of the steamer became so great that the cables were shipped, the captain deciding to beach the steamer, it being the only hope for the safety of those on board.

THEIR FIRST APPEARANCE SINCE SATURDAY.  
NEW YORK, March 15.—Nearly all the New Jersey towns within fifteen miles of New York now have some sort of railroad communication with this city. This morning thousands of business men made their first appearance since Saturday. Over 1,100 were snowed in at Roseville, on the Delaware & Lackawanna railroad, and hundreds were compelled to stay in cars over twenty-four hours, although their homes were within four miles. The cold was intense and food scanty, but no lives were lost at that point. The food supply is running very short in these New Jersey towns and but little fresh meat and no milk, eggs or vegetables can be obtained at any price.

WASHINGTON, D. C., March 15.—The Navy dept is informed that the recent storm has caused a complete stoppage of work on the new naval vessels at Philadelphia.

THE LATE NOT LAMENTED.

STOPPED BY THE STORM.  
NEW YORK, March 15.—The chances of getting relief from New York are small, as the supplies here are decidedly short. The first mail from Philadelphia and Baltimore since Monday morning came in this forenoon.

THE EFFECT OF THE STORM DISAPPEARING.  
WASHINGTON, D. C., March 15.—The weather is mild and spring-like, and the effect of the storm is rapidly disappearing and will soon probably be entirely overcome. Good progress has been made in repairing the telephone and wire alarm wires, and both systems are now in good working order. The experience of the last few days has never before been witnessed. All efforts to reach New York either by mail or wire have thus far proved futile. The Western Union has quite a number of wires to Baltimore and Havre de Grace, and seven between Philadelphia and Wilmington. Sev-

eral construction trains are moving between Havre de Grace and Wilmington, and the linemen are steadily pushing their work with the prospect of reopening wire communication with Philadelphia today. Telegraphic service with the South and West has been restored and all business is being adjusted with dispatch. No mails from New York have arrived as yet, but the Pennsylvania Railroad officials believe that their road will be cleared to New York some time today. Mails South and West are running with their usual regularity.

FIRST TO GET A TRAIN THROUGH.

NEW YORK, March 15.—The Erie road was the first to get a train in. At six o'clock this morning the Chicago express, which has been snowed in since Monday at Monroe came in. Passengers all well. The Pennsylvania hopes to get its trains through to Philadelphia today. Business has once more been seriously attempted, but the difficulties are still great. The cross streets are still blocked with huge drifts of snow and the street clearing department has not yet turned its attention to them. An attempt is being made to melt the snow by lighting great bonfires, but the effect is not perceptible. The sun is shining brightly and the slush is deep in many places.

THE FIRST TRAIN THROUGH.

PITTSFIELD, Mass., March 15.—The first through train from Philadelphia over the Pennsylvania reached here this morning. It carried only thirty pounds of mail matter from Philadelphia and not a pound from New York. Another train is expected this evening from New York but the railroad officials can give no definite information. Passengers who have been on the delayed trains tell of suffering of passengers at points between Harrisburg and Philadelphia. The snow had drifted to the depth of fifty feet. Many houses were completely covered and the only sign of habitation was smoke curling from the chimneys. In many places the occupants of houses had not even attempted to dig their way out. There are about 125 tons of mail matter due in this city from the east. The postmaster is taking all possible measures with the limited capacity at his command to handle it promptly when it arrives. The weather is bright and moderating.

A PROSPECT OF MUCH THAWING.  
NEW YORK, March 15.—The weather this morning is again warm and bright. The prospect is that there will be much thawing. Great banks of dirty snow are still piled up either side of Broadway, and on all the other avenues and streets gangs of men are still hard at work shoveling and carting, but their task is a stupendous one. The railroads leading into the city are all moving and business men in New Jersey, on Long Island and in the upper part of the State, reached New York this morning for the first time since Saturday. Some of the cars are running.

THE BLOCK OPENED.  
PHILADELPHIA, March 15.—The block between this city and New York, on the New York division of the Pennsylvania R. R., was opened this morning. A train, consisting of an engine and six mail cars, which left here yesterday, arrived at Jersey City at 7 this morning and the mail matter was immediately sent across the ferry to the metropolis. This is the first train which has reached New York from here since Monday morning and the Pennsylvania officials claim the credit of taking into the metropolis the first mail matter from this block.

Three train-loads of belated passengers, which have arrived here from the South and West during the past few days, were sent to New York this morning. Up to noon, however, no train for local travelers had been sent out on the New York division, though the officials expect to be able to start several during the afternoon and believe that by evening there will be a very general resumption of traffic between the two cities. From Jersey City three through trains were started West this morning, the Chicago limited, Boston connection and Florida special. The road is well opened and these trains will no doubt make rapid progress toward their respective destinations. The tracks of the company on the main lines West and Southward and on the suburban branches are in good condition and trains are being moved with something like regularity.

The telegraph situation does not seem to have improved very greatly since last evening. The extreme eastern portion of the State is still shut off from Philadelphia, but the territory in the neighborhood of Harrisburg is being rapidly opened. The facilities to Pittsburgh are meager and the wires are heavily crowded, though business is being transacted with reasonable promptitude. In the direction of New York everything is down and telegraph communication with that city is not expected till tomorrow morning. The anchors were kept out until 4 o'clock Monday afternoon, when the strain of the steamer became so great that the cables were shipped, the captain deciding to beach the steamer, it being the only hope for the safety of those on board.