

NEWS AND OBSERVER

Published Daily (except Monday) and Weekly.

By THE NEWS & OBSERVER CO.

W. H. HARRIS, Editor.

Subscription rates: Single copy 5 cents, 10 copies 45 cents, 1 month \$1.25, 3 months \$3.50, 6 months \$6.50, 1 year \$12.00.

THURSDAY, NOV. 1, 1888.

DEMOCRATIC NOMINEES.

ELECTION, TUESDAY, November 6th.

NATIONAL TICKET.

FOR PRESIDENT: GROVER CLEVELAND, of New York.

FOR VICE-PRESIDENT: ALLEN G. THURMAN, of Ohio.

FOR ELECTORS—STATE AT LARGE: ALFRED M. WADSWORTH, of New Hampshire; FREDERICK N. STURDIVANT, of Oregon.

STATE TICKET.

FOR GOVERNOR: DANIEL G. FOWLE, of Wake.

FOR LIUT. GOVERNOR: THOMAS M. HOLT, of Alamance.

FOR ASSOCIATE JUSTICE OF THE SUPREME COURT: J. J. DAVIS, of Franklin.

FOR ASSOCIATE JUSTICE OF THE SUPREME COURT: JAMES E. SHEPHERD, of Beaufort.

FOR SECRETARY OF STATE: WM. L. SAUNDERS, of Wake.

FOR TREASURER: DONALD W. BAIN, of Wake.

COMMISSIONER OF PUBLIC INSTRUCTION: SIDNEY M. FINGER, of Catawba.

FOR ATTORNEY GENERAL: THEODORE F. DAVIDSON, of Beaufort.

FOR AUDITOR: G. W. SANDERLIN, of Wayne.

FOR CONGRESS.

FOURTH DISTRICT: B. H. BUNN, of Nash.

STOPS! READ THIS.

You can get the DAILY NEWS AND OBSERVER from now until January 1st, 1889, for \$1.20. Everybody will need a daily paper during and after the election times.

Both parties agree on the amendment increasing the number of Supreme Court Justices, but all the same it is important for Democrats to vote for the amendment, but to vote for the Democratic nominees for Judges as well, lest it happens that the amendment be carried and Davis, Avery and Shepherd be beaten.

The Democrats must take no risks in this or any other matter on election day. They must be certain to vote for the amendment and their nominees for Judges.

The Democrats must take no risks in this or any other matter on election day. They must be certain to vote for the amendment and their nominees for Judges.

DOCKERY'S TICKET IN 1884. At the election in Richmond county in 1884, Oliver H. Dockery, the present Republican candidate for Governor, voted as follows:

To represent the public in the Legislature he voted for Harvey Quick, a negro lawyer, against John W. Sneed, one of the best white farmers of Richmond county.

For Coroner, he voted for Felix Jacobs, a negro man, against Daniel Gray, a one-legged Confederate soldier.

For Register of Deeds, he voted for one N. W. Harlee, a negro man, against Alexander L. McDonald, a white man competent to fill the office and universally esteemed in the county for his courteous bearing.

ONE MORE FRIEND. Are you registered? "No"! Are you not aware that the time is getting mighty short indeed? Go at once and see that your name is properly on the book.

When a necessity is cheap it is accessible to the masses; when it is dear it is only in the reach of the few. Wise men Tuesday will vote to cheapen the necessities.

The capital of trusts is protected from foreign competition by the high tariff. The labor of the workingman is left in competition with the labor of the whole world.

Ransom, the superb, in Raleigh on Monday. Kitchin, the bold, the fearless, Saturday night. Orationes are in store for both these champions of Democracy.

About everything in this country is protected except labor and it has been so ever since the Republicans had charge. Is it not time there was a change, workingmen?

The man who does not register in due time will be a mere political dodo on the day of election. Don't know what a dodo is? It isn't because it is extinct, but it was the very stupidest of birds.

A WORD WITH YOU, OLD FELLOW. I believe you've changed your residence since last election. Have you got your transfer? What? "No"! Then go at once and get it. There is no time to be lost.

The New York World prints "a special telegraphic canvass" of New York State, forebodingly of the results of the election in every county. It makes a great increase in the vote certain, and gives further promise of Democratic success. The Irish-American vote which Blaine got in 1884 will not be held by the Republicans. All goes well apparently in the Empire State. How is North Carolina to stand? Let Democrats everywhere see that the full Democratic strength is polled. There is no time to be lost in the prosecution of the business. The election day is Tuesday next!

It is with pleasure we are able to say that Col. W. R. Richardson, who has for many years acted with the Republican party, has at length returned to the party affiliations of his earlier years, having, on this question of tariff reform, determined to vote the Democratic ticket. The Col. says he espoused the Republican party because he deemed it the Union party of the country, but that he now thinks it his duty to vote with the Democratic party. Similar reasons control the action of Gen Rufus Baringer and others who have heretofore been staunch Republicans.

The Signal has discovered a man's nest and tells the people of Chatham that if the Democrats are elected the township bonds issued by some of the townships of that county will be saddled on the whole county. That is only one of the Republican roboracks got up to fool the people. Those township bonds have been issued by the townships and the whole county is in no degree responsible for them, nor can the county be made responsible for them. The bonds have long ago been issued and sold and the county of Chatham has nothing to do with them.

President Cleveland has appointed a negro man to a local office at Washington City; he has appointed a North Carolina negro man to be Minister to Liberia; he has appointed another to be Minister to Hayti; and also another one to some other island where the inhabitants are negroes just as in Liberia and Hayti. There have also been three negro storekeepers appointed for stills owned and operated by negro men. These are the negroes he has appointed to office.

The whole world is invited to come into this country and compete with the American wage-earner under the high protective system of the Republicans. The trusts, however, and all like combinations are carefully protected from any competition whatsoever.

Morton & Co., having a surplus of bonds, are sending it into North Carolina to control the election here. They are working in the close counties, hoping to carry the legislature. Thus here and there we hear of their emissaries out in the country using Morton's corruption fund for all it is worth. A friend informs us that in Cumberland one James Carney, of New York, is engaged in this business. It is the same in other close counties. Let Democrats be watchful and expose this game. Let them also work to counteract it.

DOLLARS compete with dollars, and labor with labor. The high tariff of the Republicans shuts off foreign dollars from competing with home dollars, but permits and encourages the employment of foreign labor to cheapen home labor. Wise workingmen will vote with the Democrats and endeavor to change the order of things in their own behalf. A change in the interest of the body of the people is what the Democracy demands and will secure if fully supported by the good sense of the country at the polls on Tuesday next.

The Augusta, Ga., Exposition will open its doors on the 8th of November and close them on the 15th of December. It is going to be a big thing and a big success also unless all the indications are misleading.

PROPER who can believe that they can make themselves rich by taxing themselves as expected to vote with the Radicals for the maintenance of the high tariff system. Other people ought to vote with the Democrats for lower taxes, for a stoppage of taxation that is unnecessary. Nothing could be plainer than this.

To the suggestion that negroes put over white men the negroes say "That's right! That's right!" It is for the white people, the Democrats of the State, to show whether it is right or not at the polls. Let every white man vote for the white man's supremacy.

CONVINCE an intelligent workingman who is not blinded by prejudices or something worse that it is his interest to increase the cost of all his necessities and you may induce him to vote for a continuance of Republican high tariff taxation. You can do it otherwise.

It is said Sir Charles Tupper, Canadian ex-Minister of Finance and High Commissioner for Canada in London is to succeed Lord Sackville as British Minister at Washington. He will probably not meddle with American politics while Cleveland is President, at any rate.

When you hear an intelligent wage-earner with his eyes open complaining that the food and clothes for himself and his family are furnished him too cheap, you may expect to see him vote for a continuance of high tariff taxation, but not before.

The Radicals actually have the gall to think they can buy North Carolina. They will find out they are wrong on the sixth of November—unless we are very much mistaken in the motto of our Democracy.

The biggest railroad consolidation ever conceived of at the South is that which is now being talked of all over the United States—the gobbling up of all other Southern lines by the Richmond Terminal under the management of John H. Inman and his associates.

This vast aggregation of railway capital and this unheard of consolidation of competing lines in the hands of a few railway magnates bodes no good to the people of the South. So great is the scheme of dominion, so vast will be the power realized that we attach the greatest importance to the subject. Virtually it will lay the entire South at the feet of the magnates. We give a condensed synopsis of the matter from the columns of an exchange:

The Richmond Terminal Company was incorporated by an act of the Legislature of Virginia, passed March 8th, 1880, and possesses authority to acquire and hold stocks and bonds of railroad companies in the States of North Carolina, South Carolina, Tennessee, Kentucky, Georgia, Alabama, Mississippi and other States. Its president is John H. Inman, of No. 2 Wall street. It was originally organized for the purpose of acquiring the control of railroads in the interest of the Richmond & Danville Railroad, whose charter prohibited it from owning stock in any but connecting lines. Amendments were secured subsequently to the charter of the Terminal Company, permitting it to consolidate with other companies and to increase its capital stock without limit. Already the State of Virginia has granted practically unrestricted powers to this gigantic railway trust.

Its first step was in the direction of stock watering, and by 1882 its capital stock had been increased from a nominal sum to \$15,000,000, for which the company received only \$7,500,000 cash. Early in 1888 the Richmond & Danville Railroad took lease of several important roads whose control had been acquired by the Terminal Company, intending to draw them from the Terminal's control and build up a rival system. This movement was counteracted by the purchase of the control of the Richmond & Danville, which was finally secured in November, 1888. The price paid for the stock averaged \$200 per share of \$100. The payment called for \$6,500,000, of which \$6,000,000 was in cash and \$1,500,000 in new common stock. The Terminal, to raise the funds, issued \$5,000,000 preferred and \$7,500,000 common stock, and for this \$12,500,000 stock it received in cash \$5,000,000, which, with another issue of \$1,500,000 in common stock, was turned over to the Richmond & Danville sellers.

The control of the East Tennessee, Virginia and Georgia system, next secured by a purchase of \$6,500,000 of the first preferred stock of that company. The "financier" required for this transaction, as well as for other smaller ones, has brought the common stock of the Richmond Terminal up to \$40,000,000, and the preferred stock to \$6,000,000, while \$7,637,000 collateral trust bonds are outstanding, secured by the pledge of various stocks and bonds of a par value of \$21,416,000, but which may be withdrawn from the trust on the payment of \$12,661,850.

A glance at the map of the Southern States will show the size of this system now in the grasp of the Richmond Terminal. It ranks probably as the second largest railway system of the United States. One main line sweeps from Alexandria, Va., through Danville, Va., Charlotte, N. C., and Atlanta, Ga., to the Mississippi River at Greenville, Miss. From West Point in Danville, Va., an important branch system. From Bristol, Tenn., another main line is carried south to Mobile, Ala. and west from Cleveland, Tenn., to Memphis, and southeast from Cleveland through Atlanta to Brunswick, on the Atlantic coast. By the recently acquired control of the Georgia Company, the Terminal secures other important lines from Birmingham and Montgomery, Ala., Atlanta, Ga., Greenville and Spartanburg, S. C., to Fort Royal and Savannah. A host of connecting lines radiate from these points to the vast territory covered by the few main routes outlined above. The night system in the control of the Terminal covers at least seven Southern States; and nearly every independent line between the Mississippi River and the Atlantic coast and south of Kentucky is practically reduced to the position of a dependent upon the monopoly, feeding it with traffic and at the mercy of any rates it may dictate.

Here in figures is the mileage owned, controlled, leased or operated by or in the interest of the Richmond Terminal.

Total, Richmond and Danville system.....2,974

Total, East Tennessee, Virginia and Georgia system.....1,578

Total, Georgia Co. system.....2,236

Grand total.....6,788

To this must be added about five hundred miles of water routes, also now in the control of the Richmond Terminal.

Nor have the ambitious schemes of Inman and associates reached their limit. Unless an aroused public sentiment or the interference prevents their success, they may be able to seize upon other large lines that, if acquired, would make them masters of the transportation facilities in the great country south of the Ohio river and east of the Mississippi. It is not to be expected that the Chesapeake and Ohio system can be robbed by these railroad magnates, but they are "laying their pipes" to secure it as an ally. It is understood on excellent authority that negotiations have been made by the Terminal chiefs to the reorganized Chesapeake and Ohio, by which the latter will acquire a representation in the Terminal Board of Directors, presumably, also, to receive an opportunity to share in the profits of future "financing" of Inman and associates. Such a representation, even if not reciprocated by the Chesapeake and Ohio, would, beyond doubt, lead to the operation of the two great systems in that thorough accord which generally means oppressive or extortionate freight rates and passenger fares.

There are other proofs of the

throwing out of the tentacles of this Terminal octopus. Within a comparatively short time the officers of the Louisville and Nashville and the leading people in the Erlanger system that embraces the Cincinnati Southern Railroad have been asked to name a figure at which the control of these properties would be sold to the Terminal. It is more than suspected that Inman and associates are seeking to secure the Seaboard and Roanoke, a road which runs from Portsmouth, Va., to Weldon, N. C., a distance of eighty miles, and which, in connection with other roads it controls, forms the Seaboard Air Line. The company is also largely interested in the Old Dominion Steamship Company. To force this system to surrender, the familiar tactics of paralyzing, as well as emphasized, of the matter from the columns of an exchange:

The Chesapeake and Southern road is a line now under construction by W. T. Walters, the millionaire of Baltimore, which will parallel the board and Roanoke, and railroad men of keen observation assert emphatically that Mr. Walters represents the Terminal.

It is evident, also, that the Terminal is seeking with desperation to force the Norfolk and Western railroad to enter the system. In the stock market vigorous bear efforts have been made to break the stock of Norfolk and Western, and there is but one opinion in Wall street as to who inspires these attacks. Inman and associates probably realize that in this struggle they will not have an easy victory. The owners of that property are determined not to part with it, and every inducement possible is likely to be invoked by them to put a check upon the growth and power of the Inman railway monopoly.

By the capture of the East Tennessee, Virginia and Georgia system, at a cost which railway men say will require monopoly rates to carry with profit, the Norfolk & Western is left with its western terminus at Bristol, Tenn. The Terminal talks of building a new road from Raleigh to Norfolk and diverting the traffic which now goes over the Norfolk & Western from the East Tennessee road down through Asheville and over to Raleigh, and thence by the new route to Norfolk, thus threatening the Norfolk & Western.

Railroad men, who are concerned over the entrance into the South of the spirit of monopoly and the success it has achieved so far, say that the danger to the public lies largely in the excessive capitalization which has attended the building up of the Richmond Terminal. Some striking examples of the "watering" which has attended the movement that helped to bring the system together have already been given. Not only has a big monopoly been created, with a larger one still ahead, but the recklessness of these chiefs has made it profitable to sell out to them. The purchase of the Georgia Company's stock, which represents the control of the Central Railroad and Banking Company of Georgia, is the latest illustration of the profits made by the sellers of goods to Inman and associates, especially when Mr. Inman is a director in both the buying and the selling company.

The Central of Georgia stock, held by the Terminal, which represents the Georgia Company, amounting to \$4,000,000 out of a capital stock of less than \$8,000,000, was placed in the hands of the Central Trust Company to secure an issue of \$4,000,000 50-year bonds at 5 per cent interest. On top of that the Georgia Company created a capital stock of \$16,000,000, of which \$12,000,000 have been issued. The sale to the Richmond Terminal of the Georgia Company's entire stock was at \$25 per share, involving the transfer in cost of \$4,200,000 to the sellers and leaving outstanding the trust bonds of the Georgia Company to draw interest.

As the stock of the Georgia Central Railroad, on which the Georgia Company was formed, is hypothesized, the figures at which the Richmond Terminal acquires the control of the Georgia Company's stock represent \$140, if it is assumed that the basis of capitalization is \$16,000,000, or \$105 per share, if the capital is \$12,000,000. The sale involved the \$4,000,000 treasury stock of the Georgia Company, according to the quoted statement of one of the Terminal directors when the announcement of the sale was made.

WHAT RAILROAD MEN THINK OF IT. This is the view of the new movement taken by many railroad men and crystallized by one of them: "It is extremely difficult to calculate the amount of water represented by the securities that are carried by the Richmond Terminal and its controlled companies. That it is enormous every one knows, and there can be no profit to Terminal unless it exacts rates which will prove of permanent injury to the entire South. This vast monopoly created by the seizure of every important railroad centre south of Kentucky to the position of a local point subject to local rates. If the scheme is carried through without protest by the courts and legislatures of the Southern States, competition will be wiped out and shippers will be at the mercy of the dures of the Terminal. For a season property might mark the operations of this gigantic system, but in the end the industries of the South would suffer so that a wave of public indignation would sweep through that section and visit upon every railroad the worst evils of granger legislation.

The lease of the East Tennessee to the Richmond & Danville is clearly in violation of the laws of Georgia. The success of this attempt to place the entire South in the control of the Richmond Terminal would result in a few years to the entire South prosperity and industry that should not be recovered from in a quarter of a century. It will hurt legitimate railroading; it will hurt the people.

The earnings of capital are increased by the high tariff while the wages of the workingman and the profits of the farmer are decreased by competition both at home and abroad. That is the way the Republican so-called protective system works. It has worked so long enough. There should be a change in all justies and reason and the Democrats propose to bring about that change.

They have learned to stand. It is shown by the constant growth in their annual sales in this market.

Their brands PA-OFSUPERLATIVE, PA-OFTAPESCO, ORANGE GROVE and SEVEN MILLS are sold throughout the State. Sales at Raleigh alone over

SIXTEEN THOUSAND barrels per annum.

They have LIFE and strength and those LIFE that use them are happy.

PERHAPS our workmen have observed that the high protectionists are more interested in dividends than in wages. Perhaps they have observed that the dividends can be high and wages low.

Best Butler has declared for the Republican party. Cleveland luck again!

Public speaking. Messrs. T. B. Womack of Chatham and R. W. Watson of Granville will address the people on the issues of the campaign at the following times and places:

Lenoir, Currituck county, Friday, Nov. 2.

Yaocoyville, Currituck county, Friday night, Nov. 2.

Blackwell, Currituck county, Saturday, Nov. 3.

The local committees will please advertise the same thoroughly by hand-bills and otherwise.

Beware of a cheap drug and still waiters. The impure blood flowing silently through the system is a danger signal to health. Warner's Log Cabin Sarsaparilla is the great blood purifier. Cheapest in the market. 120 doses for \$1. All druggists have it.

The Democrats of Ohio feel confident of carrying the State, and the Republicans are alarmed.

A Second Legal Opinion. E. Bainbridge Munday, Esq., County Attorney, Clay county, Texas, says: "I have used Electric Bitters with most happy results. My brother also was very low with malarial fever and jaundice, but was cured by timely use of this medicine. An afflicted Electric Bitters saved his life."

Mr. D. I. Wilcoxson, of Horse Cave, Ky., adds a like testimony, saying: "He positively believes he would have died, had it not been for Electric Bitters. This great remedy will ward off, as well as cure all malarial diseases, and for all kidney, liver and stomach disorders stand unrequited. Price 50c. and \$1, at Lee, Johnson & Co."

Eight colored men have been arrested in Norfolk and Portsmouth on the charge of false registration.

A Deaf's Help for the Bilious. In addition to that chief remedial measure—the use of Hostetter's Stomach Bitters, persons suffering from an acute bilious attack, will facilitate recovery by the use of first milk and lime water. The Bitters, combined with the milk and lime water, will soothe the stomach and induce the action of the liver, stomach and bowels. The Bitters, in every one of its phases presents indications of liver trouble. It is a powerful purgative, and a most specific. The light of thirty years experience has proved it a fine remedy for rheumatism, kidney troubles, dyspepsia, nervousness and debility.

A banquet was given Saturday night in Paris to Gen. Boulanger. Eight hundred guests were present.

ADVICE TO MOTHERS. Mrs. Winslow's Soothing Syrup should always be used when children are cutting their teeth. It relieves the little sufferer at once, produces natural quiet sleep by relieving the child from pain, and cures colic, wind, flatulency, and all the other ailments which so afflict the child, softens the gums, allays all pains, relieves wind, regulates the bowels, and is the best remedy for diarrhoea, whether arising from indigestion or other causes. Twenty-five cents a bottle.

New Buck Wheat &c. Co. New buck wheat flour, new citron, new dearest raisins; (finest quality) new Brazil nuts, (new walnuts to arrive later) new Queen Olives in half gallon, quart and pint jars—fresh arrivals in winter table supplies of every description. E. J. HARRIS.

Peaches, Peas and Cherries. Finest California canned fruit, first arrivals of this season's packing. E. J. HARRIS.

Unnecessary taxation is unjust taxation.—Cleveland's Letter of Acceptance.

THE SHIMMONS LIVER REGULATOR.

A natural flow of bile from the Liver is essential to Good Health. When this is obstructed it results in BILIOUSNESS.

Whether you want to buy, or not, call and let me show you the hand-somest stock of patterns for winter clothing ever brought to this market. My over-coat patterns are unequalled.

N. C. Insane Asylum. VISITORS at the Insane Asylum will hereafter be admitted only on WEDNESDAYS, Between 9 a. m. and 6 p. m. This rule has been found necessary on account of the injurious effects of excessive visiting upon the inmates.

By order of the Board. EUGENE GRISMOND, Superintendent.

THE C. A. GAMBRILL MANUFACTURING COMPANY

BALTIMORE, MARYLAND. Are the leading millers of the Southern States.

Their celebrated Flour are continually growing in favor and it can truly be said that they are the STAFF OF LIFE on which many of our people have learned to stand. It is shown by the constant growth in their annual sales in this market.

Their brands PA-OFSUPERLATIVE, PA-OFTAPESCO, ORANGE GROVE and SEVEN MILLS are sold throughout the State. Sales at Raleigh alone over

SIXTEEN THOUSAND barrels per annum.

They have LIFE and strength and those LIFE that use them are happy.

If You Are Sick

With Headache, Neuralgia, Rheumatism, Biliousness, Blood Humors, Kidney Disease, Constipation, Female Troubles, Fever and Ague, Sleeplessness, Partial Paralysis, or Nervous Prostration, use Paine's Celery Compound and be cured. In each of these cases the mental or physical system, and its attendant ailments, the effect of which is to weaken the nervous system, resulting in one of these diseases. Remove the cause with that great Nerve Tonic, and the cure will disappear.

Paine's Celery Compound

Will Cure You! Sold by druggists, or sent by R. P. Prepared only by W. L. RICHMOND & Co., Burlington, Vt. For the Aged, Nervous, Debilitated.



Warranted to color more goods than any other dye ever made, and to give more brilliant and more permanent colors. Ask for the Diamond, and take no other.

A Dress Dyed FOR 10 CENTS. A Coat Colored Garments Renewed. A Child can use them!

Unqualified for All Fancy and Art Work. A Druggist and Merchant, Eye Book Free. WELLS, RICHARDSON & CO., Props., Burlington, Vt.

1867. Fall Trade 1888. J. J. THOMAS & CO. Raleigh, N. C. Cotton Sellers

Commission Merchants

Ginners AND Farmers

1,000 bundles new Arrow ties, 500 bundles applied Arrow ties, 10,000 yards Burlap and other cloth suitable for covering cotton, bulk meat, flour, coffee, sugar, molasses, meal, corn, oats, hay and pump stuff, all of which will sell upon

VERY BEST TERMS.

We solicit your consignments of cotton, and pledge you our twenty years experience to serve you faithfully and rightly. Will receive cash advances upon bills of lading or cotton in hand whenever desired.

J. J. THOMAS & CO. 218, 215 and 217, S. Wilmington Street, Raleigh, N. C. G. K. Lee, N. H. Aufrecht.

A NEW ART STORE.

Fayetteville Street. Latest designs in Pictures, Picture Frames, Materials, Artists' and Wall Paper.

At prices never before introduced in this city.

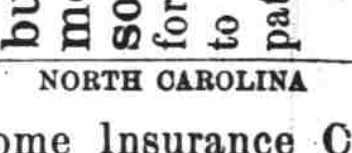
CALL AND SEE US.

Aufrecht & Lee.

Whether you want to buy, or not, call and let me show you the hand-somest stock of patterns for winter clothing ever brought to this market. My over-coat patterns are unequalled.

F. J. Duffin, Merchant Tailor, No. 100-1-3 Patterson St.

THE HAMMOND



The most PERFECT machine ever offered on the market.

THE BEST

For Speed, Strength, Changeable Type, Perfect Alignment, Beauty and Durability. The only Type Writer awarded a GOLD MEDAL at the New Orleans Exposition.

It has many advantages over other writing machines, and the work done on it is PERFECT. It Cannot Get Out of Alignment! It Is Not Liable to Get Out of Order! It Cannot Cripple with Itself!

It has open-end carriage, which admits of paper of any width or length, and has changeable type. Every machine WARRANTED PERFECT. Price complete, with two sets of type, \$100. Send for catalogue. T. A. MONTGOMERY, State Agent, Raleigh, N. C.

A. G. BAUER, ARCHITECT

Mechanical Draughtsman.

HEADQUARTERS FOR QUICK SHOT POWDER

JUST ARRIVED "NO TRUST BAGGING."

25,000 yards Dundee Bagging, 1,000 Bundles Arrow Ties, 100 Barrels fresh mullets, extra size, 1 Car-Load White seed oats, 1 Car-Load mixed Corn, 1 Car-Load of Dunlap & McCance's Meal, 500 Barrels of Flour of Different Brands, 50 Bags of No. 1 Coffee, 50 Barrels of Sugar, different Grades.

For sale at lowest prices at M. T. NORRIS & BROS. Raleigh, N. C.

"ROSS" "ALL RIGHT" SASH AND DOOR, COTTON KING, COOK STOVES, RUBBER, LEATHER, BELTING, JULIUS LEWIS & CO., SOUTH BEND CHILLED PLOW.

CELEBRATED AND DOOR, COTTON KING, COOK STOVES, RUBBER, LEATHER, BELTING, JULIUS LEWIS & CO., SOUTH BEND CHILLED PLOW.

WARRANTED TO COLOR MORE GOODS THAN ANY OTHER DYE EVER MADE, AND TO GIVE MORE BRILLIANT AND MORE PERMANENT COLORS. ASK FOR THE DIAMOND, AND TAKE NO OTHER.

HARDWARE.

DO YOU WANT ANY SUNDAY SCHOOL BOOKS, SCHOOL BOOKS OR Plain or Fancy Stationery?

SEND YOUR ORDER TO ALFRED WILLIAMS & CO., Booksellers, and Stationers, Raleigh, N. C.

OUR POPULAR NEW PUBLICATIONS: North Carolina Speaker..... paper, 40 cts, cloth 75

Busbee's New Justice and Form Book.....\$2.00

School and Business Map of N. C., 4x6 feet.....\$4.50

Send for Complete Catalogue.

PHIL. H. ANDREWS & CO. HEADQUARTERS

Office No. 18, telephone No. 79, East Main Street, Adams Building, Yard, West Market Street, near Ice-Wharf, Telephone No. 100.

COAL.

Anthracite.—White and red ash, broken, egg and nut, for grates and stoves.