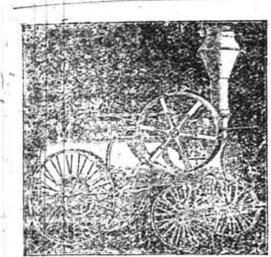


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LANDRETH'S 1784 SEEDS THE BEST 1881. DAVID LANDRETH & SONS, FERRISDALE, Pa.

POETRY.

Life. P. W. Was it not said by some great sage That life is an unwritten page? We write our fate, and when old age Or death comes on We drop the pen.

For good or ill, from day to day, Each deed we do, each word we say, Makes its impress upon the clay Which moulds the mind Of other men.

GOV. VANCE'S REPLY

TO COL. A. B. ANDREWS On the Subject of the Western North Carolina Railroad and the Extension of Time for its Completion by the Commissioners.

In the statement made on my authority by your reporter that the signature of one of the commissioners of the Western North Carolina Railroad, to the application by the assignees for an extension of time to complete said road to Paint Rock and Pigeon River, had been obtained by means of the small sarcophagi with which the public might judge if the charge was deserved.

The answer of Col. Andrews compels me to reply more at length. And I shall also take the occasion to trace, briefly, the history of this whole transaction, as there are many things connected therewith which the people of North Carolina ought to know.

Passing over, as unworthy of notice, the quibblings of Col. Andrews upon small discrepancies between the very words of the act of sale and the untechnical language of the reporter, which he knew I had discovered in my card of the day following, and the small sarcophagi with which his letter was supposed to have been adorned, I shall proceed at once to the charge of fraud, above alluded to.

On the same day on which I wrote to the Governor, but at a later hour, I addressed a letter to Dr. Worth, (the one in question, I applied to him for a copy of it and he said it was misplaced). Of its contents, I can state from recollection, in which he confirms me, that it was fuller than the one to Gov. Jarvis, and requested him to do nothing further until our next meeting. On the envelope, over my initials, was a request to Mr. Bain, chief clerk in the Treasury, to forward immediately if the Doctor should not be in Raleigh.

Now, how does Col. Andrews disprove this? by the introduction of the following certificate? "For the personal satisfaction of Mr. Badger, I state that he delivered to me Governor Jarvis's letter of 14th of May, 1881, and that I read the same, previous to signing the extension. August 29th, 1881. J. M. WORTH."

To make this certificate apply, of course an issue had to be made for it, so the Colonel cheerfully proceeds to add, "Now as Dr. Worth is shown to have had full knowledge of Senator Vance's withdrawal, what foundation has the Senator for his insinuations, that such knowledge was designedly kept from him?" In alluding to that part of my interview in which I expressed the opinion that the assignees were procrastinating, to gain time, the Colonel does me the honor to say that "it is unworthy of the Senator." I am sorry that I cannot be equally complimentary. This poor dodge is worthy of the Colonel, or of the counsel, who held his pen—just about! I did not say that Dr. Worth was in ignorance of my withdrawal; I did not say that Dr. Worth was in ignorance of Governor Jarvis's letter, but my letter. I never saw the letter which Gov. Jarvis wrote to Dr. Worth, published by Col. Andrews, nor heard of it, until the 30th of August, the day before the Colonel's publication. So that the above certificate has about as much to do with the fact upon which my charge was based as the Doctor's testimony to the virtue of a patent corn sheller. I am astonished that the legal advisers of so grand a corporation as the Richmond and Danville Railroad should allege that the delivery of a letter to A from B was likewise ample proof that the contents of a

letter written by C was also known to A, although not yet received. Having made good the 1st and 2d points embraced in this issue, to-wit: that the Doctor was induced to sign the extension in ignorance of my letter, and that he would not have signed it if the letter had been received in time, let us look at the circumstances under which it was beaten in the race to its destination. On the 12th May, twelve days after the meeting of the board in Raleigh, I address the following letter to Governor Jarvis:

WASHINGTON, May 12, 1881. GOVERNOR T. J. JARVIS: MY DEAR SIR:—Circumstances coming to my knowledge since our meeting in Raleigh, induce me to withdraw my consent to the extension of time asked for by A. B. Andrews, president. No legal application by the assignees has yet been presented as Andrews promised, and I have reason to believe that none will be soon. I will explain fully when I see you. Meanwhile, please notify Andrews that I do not hold myself bound any longer to accept his proposition, when made. He ought to know at once. I will be at home early next week and can go over the work with you. Yours truly, Z. B. VANCE.

To this letter I received the following prompt answer: EXECUTIVE DEPARTMENT, Raleigh, May 13th, 1881. Hon. Z. B. Vance, Senate Chamber, Washington, D. C.

DEAR SIR:—I am just in receipt of your letter of the 12th inst., and have informed Col. Andrews of its contents, and given him the notice required. On Monday, the 9th inst., Col. Andrews presented me with the paper prepared strictly as agreed upon, with all the suggested amendments, made and signed by Messrs. W. P. Clyde, A. S. Buford and F. M. Logan, and which I wished to have it presented to each of the commissioners at once; but I told him to hold it till we met to examine the work, as that was our understanding. He will so present the paper when we can get together.

I have recently been very much encouraged with the belief that the present owners are about to begin work in earnest on both lines of the road; and I shall regret to learn that you have in your possession any facts to prove that they do not so intend to act. If it shall turn out that I am right as to their purposes, I trust that no question of reasonable time shall prevent their going on with the work.

On the other hand it shall turn out that I am deceived and that they do not intend to work on the Ducktown line, you will find me ready to do my full duty in the matter. I am determined, as far as in me lies, to have this road completed, without cost or trouble to the State; and I believe proper management it can be done. To declare the contract forfeited throws the road back upon the State—a thing I should be slow to do as long as there is a reasonable prospect of the work being done in any reasonable time. I am, Truly yours, THOS. J. JARVIS.

On the same day on which I wrote to the Governor, but at a later hour, I addressed a letter to Dr. Worth, (the one in question, I applied to him for a copy of it and he said it was misplaced). Of its contents, I can state from recollection, in which he confirms me, that it was fuller than the one to Gov. Jarvis, and requested him to do nothing further until our next meeting. On the envelope, over my initials, was a request to Mr. Bain, chief clerk in the Treasury, to forward immediately if the Doctor should not be in Raleigh.

The Governor's letter arrived by way of Greensboro, 13th p. m., and Col. Andrews was informed of its contents immediately. By the return mail of that day which left Raleigh at 4 o'clock p. m., the Governor's letter, above quoted, was dispatched to me. I ask a careful perusal of it as necessary to an understanding of the situation. Now, Col. Andrews was in possession of my purpose by, say, 2 o'clock, on Friday the 13th. If the necessity of obtaining the extension was so great that without it, as Col. Andrews says he told Gov. Jarvis "that he should be forced to stop the work" and refuse to let out the contracts advertised for, why was no messenger sent to Dr. Worth that day? Gov. Jarvis had time to write a full letter to me and to Col. Andrews.

Now, how does Col. Andrews disprove this? by the introduction of the following certificate? "For the personal satisfaction of Mr. Badger, I state that he delivered to me Governor Jarvis's letter of 14th of May, 1881, and that I read the same, previous to signing the extension. August 29th, 1881. J. M. WORTH."

to build the Ducktown branch. In other words that they did not intend to pay the price for which the road was sold to them. I came to believe also that in defiance of the law they were about to discriminate against the interests of our people as to ruin many and greatly injure all. By degrees they have secured control of nearly every road in the State or leading into it west of Raleigh. They have now so got the commerce of North Carolina in their grasp that they can crush to death all of it, except that portion which they foster for the benefit of Richmond. I came to believe also that they did not intend to prosecute the work even on the French Broad line with the "diligence and energy" required by the contract. I intended to take their time and finish the French Broad branch at the time and place which they desired. The circumstances which induced me to believe that they did not intend to build the Ducktown branch, in the first place the fact was stated in my hearing at a conference in September last, between Messrs. Best, Clyde, Logan and others, in the city of New York.

Another reason is the testimony of Col. Buford before the Senate Committee of Internal Improvements, in February last, in Raleigh, in which, among many other intimations thrown out to the same effect, Mr. Buford declared "that the assignment of his contract with the State when it became absolutely necessary, in the manner heretofore stated, with the intention to carry it out in good faith as far as the ability and interest of the capital they represented would allow."

At a meeting of the board of commissioners in Raleigh on the 30th of April last, when Col. Andrews appeared before it he handed us his application for an extension of time with the remark, "gentlemen, I think I can say to you that we have pretty well made up our minds to go to Ducktown." And still another reason was, that up to June of the year almost at the work done was upon the French Broad line.

Lastly, they began to build the Ducktown line from Asheville as a narrow gauge road, being advised, as Col. Andrews said, they could build it any gauge they pleased. In support of my conviction that they intended to build the French Broad branch at their leisure, I cite the fact that so far as is known to me, from July, when they got the road, to near the last of May of this year, not a laborer except the convicts furnished by the State, was put upon that work, unless, it might be a few skilled mechanics. It has been said that the District Attorney has hundred which the State contracted to furnish. Col. Andrews fails to state that Gov. Jarvis did tender the number that was deficient and they were not received; owing, as was said, to the uncertainty attending the ownership of that road. Even if the whole number had been furnished by the State, it would have been of no use, as they could not have finished the road in the time required by the contract. Nor did they keep on the Ducktown line a force sufficient to insure its completion to Pigeon River by 1st of July, as required by the contract. In answer to the allegation that four of the best months of last year were lost before they took the contract, it is sufficient to say that the same force was at work during those four months as was kept at work afterwards, up to the latter part of May of this year, to wit: the convict force alone; and my modest opinion is that but for the withdrawal of my consent to that application for the extension of time, and the threatened danger of a forfeiture of the contract, there would not now be any except the convict force on the French Broad branch, and none on the Ducktown branch.

In the matter of discriminations on freights and charges, forbidden alike expressly in the contract with W. J. Best and his assigns, and in the charter of the Piedmont Railroad, against North Carolina towns and cities, against the cities of North Carolina in favor of another; and against all roads connecting with the North Carolina road, time would fail me to expose them. They are obvious and glaring—each town depot in the State from Raleigh west has its own tale to tell. I have the authority of some of the most prominent merchants in Charlotte for saying that they have to pay themselves the freight on goods sold south of this point; others, that the freights so far South as Columbia are cheaper than to this point from Northern cities, and to sell their goods they have to pay this difference against them. And still others say that they receive an order for goods from any point on the Western North Carolina road they can make no profit, except by filling the bill by ordering from the wholesale merchant in Richmond to be shipped direct to their customers. I have in my possession freight bills showing the rates between Richmond and Asheville, N. C., to be 65 cents per hundred pounds, and I have also a freight bill in which, on goods coming to Charlotte, from Marion to Statesville, a distance of 67 miles, the charges are \$1.14 per hundred pounds. Similar statistics can readily be found everywhere in the public prints. And although we do not see them in many of our newspapers, The Richmond & Danville Company own or control all the roads west of Raleigh, with one or two exceptions, and these they are said to be negotiation for and will doubtless get. Even whilst I write, it is stated in the public prints that they have purchased the Virginia Midland. The result of this, if true, will probably be to discontinue the work now in progress to extend it from Danville to Mooreville, cutting off the only hope of the people along that line for a railroad, and completed or not, destroying also the last hope of those who are engaged in competing around us. We will be absolutely at the mercy of strangers.

A foreign corporation will dispose of the wealth, if there be any left, and dictate the policy of North Carolina. The fact that taxes the earnings of our people issues from the city of Richmond. But really an order was put forth by one Haas, general freight agent of this corporation, forbidding what is called the Associated Railroads with the Atlantic and North Carolina Railroad. The crops of this part of the State have utterly failed, but the eastern countries have been blessed with abundant harvests of grain, and if permitted reasonable freights of grain, and if permitted abundant harvests, we would feed our already suffering population. But one Wm. J. Best is in control of that road, and is trying to build another through the heart of North Carolina. The Richmond and Danville Company do not like Mr. Best, so this order issues, and thus people are parched and suffering plains are denied access to the abundant harvests of eastern brethren. The roads of their own State are made the instruments of their oppression. These things have influenced my

conduct as a commissioner of the Western North Carolina Railroad and as a citizen. I am aware that by pursuing this course I subject myself, not only to the danger of being misunderstood by that portion of my fellow-citizens who can be made to believe that an attempt to stop the progress of the road, but also to the enmity of a vast corporation in the hands of strangers, who may have the power, as they certainly have, to crush all who stand in their way. I know that such institutions have insidiously and irresistible methods of corrupting legislators, of suborning the press, and forcing public opinion. I know full well that danger I incur by attempting to thwart the purposes of one of these vast combinations of capital, which, defying the spirit of gain, embody the very essence of selfishness and go straight on to their object, regardless of all considerations except those which contribute to success. I know how powerless an agricultural people, of moderate means, spread over a wide extent of country, like the people of North Carolina, are to contend with such a power. If I consulted my own ease or convenience, I would retire from the contest. But the representatives of the people confiding in my integrity and faithfulness, chose me as one of their commissioners to superintend the execution of this contract. I shall justify that confidence, or try to do so, let the consequences to myself be what they may.

September 6, 1881. Z. B. VANCE.

TO COL. A. B. ANDREWS On the Subject of the Western North Carolina Railroad and the Extension of Time for its Completion by the Commissioners.

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September 6, 1881. Z. B. VANCE.

MISCELLANEOUS.

A baldheaded man writes to the New York Sun that he restored his hair by rubbing his head with brine nightly. In the morning wash off in pure water the coating of salt, and apply vaseline or any other emollient in small quantity, but use no soap. He says he has never known it to fail. We note this for the benefit of baldheaded men.—1b.

A young woman in Brooklyn, aged 19, who was determined to get married, but couldn't wait to be asked, took the fellow she wanted, got him boozed on beer and then trotted him off to an impromptu parson who tied the knot and gave the girl a certificate. But the boy didn't seem to take in the surroundings and instead of recognizing the fact that he was a married boy when he awoke, he tried to get away from his own business, oblivious of the ceremony in which he had participated, and the girl had him arrested for abandonment.—1b.

THE CAROLINA RICE MILLS.—In consequence of the largely increased production of rice in this immediate section the present season, Messrs. Norwood Giles and Pembroke Jones, proprietors of the Carolina Rice Mills in this city, have decided to increase the present capacity of their mills nearly double, hoping thereby to keep the rice thus raised in our own market, to supply our home trade, and also to send clean rice to the Northern markets.—Wilmington Star.

HANCOCK'S OPINION OF ARTHUR.—Boston, August 24.—In the case, on his way to Portland, Gen. Hancock was asked his opinion of Gen. Arthur, and with much warmth replied that he was an able, patriotic, high-minded gentleman, and in the event of his being called to the chief magistracy would discharge the duties with but one purpose, that of benefiting the entire country, and that people might rely on his judgment with absolute confidence.

CAPT. KIRKLAND'S CONDITION.—It is learned with much regret that Capt. S. S. Kirkland, who some time ago had his leg broken while prospecting for the survey of the Spartanburg and Rutherford Railroad, is threatened with pyemia from the wounds caused by the fractured pieces of bone entering the flesh of the leg. Capt. Kirkland is in Lincolnton.—Blue Ridge Blade.

SUSPENSION OF PLACER MINES.—All the placer mines in this section have either been forced to suspend work entirely on account of the drought, or have been much hampered in their operations. Even at the Brewer mine in Chesterfield, S. C., where the water supply was considered inexhaustible, work has been suspended until more water can be had.—Charlotte Observer.

A MARVELOUS GOLD DISCOVERY.—Deadwood, Dakota, September 2.—Marvelous gold discoveries are reported from the Central Hills, thirty miles from this city. A vein four feet wide is said to contain more precious metal than quartz. It is said that it runs \$150,000 to the ton in the foundation. This mine was formerly under bonds to the Homestake company.—Dulham Recorder.

Destructive Fires in Brunswick.—The fire in Brunswick county, briefly alluded to in yesterday's issue, was at last accounted proving very destructive, and had gotten entirely beyond control. It was mainly located between the Lower Town Creek road and the old Smithville or Brunswick road, about seven miles from the city. Yesterday it was in the neighborhood of Mr. Henry Drew's place, sweeping nearly everything before it and destroying many valuable trees, naval stores and other property on the lands of Dr. J. D. Bellamy, Col. T. C. McElhenny and others. The whole neighborhood, including women and children, have been fighting the fire for the last day or two, and Wednesday night Col. McElhenny hired twenty hands and sent them over to assist the force already battling with the devouring element, but it is thought that getting short of a heavy rain—which we don't seem likely to get soon—will check the efforts in their work of destruction. We hear that one man lost as many as 40 barrels of turpentine.—Wilmington Star.

Kindness that Paid. In the fall of 1879 a young and destitute Irishman named Thomas McDermott came to Roundout, a stranger without money or friends. A young mechanic named William Martin, who was at work on the Dike, gave him employment and befriended him. McDermott confided in him, said he came from England and that his relatives were wealthy. In the spring of 1879 he went to work on the Delaware and Hudson Canal, occasionally visiting this city. About a year ago an English lawyer arrived here and inquired for the whereabouts of McDermott. After some difficulty he was found and informed that a wealthy uncle had died without children, leaving his entire estate to McDermott's father, who, however, being also dead, it had descended to him. Thomas went at once to England and took possession of the property. He died on the 28th of March last and willed his entire property, save a few small bequests, to the young mechanic of this city and his wife who had taken compassion upon him when he was in destitute circumstances here. The inventory of the estate is \$7,850,000. A prominent New York lawyer left on Tuesday for England to have the willed property admitted to probate.

A HINT FOR ORCHARDISTS.—One of the worst enemies the apple orchard has to contend with is the codling moth, which, unless dealt with in a vigorous manner, is very apt to destroy the fruit of the orchard. The pasturing sheep in the orchard, when the fruit approaches the ripening stage, appropriate to themselves the early decayed fruit that falls, and thus keep in check the worm which does all the damage. A. R. Whitney, of Franklin Grove, Keok county, Ill., the largest orchardist in the American Nurserymen's Association at Dayton, that he could not get along at all in his orchard without sheep. While the fruit of his neighbors, who do not keep sheep, suffers badly, his apples are smooth, sound and uninjured by his mode of preserving them from the enemy.

An Illinois paper asserted that "there is one jackass in our Legislature," and before noon of the day on which the item was published the editor received a note from every member of the House, including the Speaker, telling him to retract or look out for libel suit, each member regarding it as a personal hit. The man alluded to was in the Senate.

The Artesian Well. Duham Recorder: On Monday the well was 1,430 feet deep. The augur is now working in a hard rock, from the appearance of the debris brought up, geists; but it is so mixed with fragments falling in from sides, that it is difficult to say what it is. The tube is now filled with water to the depth of 1,200 feet, part of which coming from a small vein at the depth of 600 feet. About 1350 down a stream of strong brine was cut, the evaporation of which left a saline incrustation. Below that fresh water was again struck, but not in sufficient volume to reach the surface. Mr. Dickinson is prepared to expect a full flow at any moment. Fifteen hundred feet of iron tubing have been bought, and will be let in this week to enable work to go on without interference from the water.

It is the height of folly to wait until you are in bed with disease you may not get over for months, when you can be cured during the early symptoms by Parker's Ginger Tonic. We have known the sickliest families made the healthiest by a timely use of this pure medicine.—Obs. aug14scpl4

James P. Moore, a prominent attorney of Greenville, S. C., desperate over losses by gambling, committed suicide yesterday by taking chloroform and laudanum. He had gambled away about \$2,500 of funds that didn't belong to him and a warrant had been issued for his arrest, hearing which he took his life.—Char. Obs.