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the sum of the decrease in the assessment of taxes in 1882, as compared with 1879, on real and personal property, the assessment in 1879 being made before the reduced reassessment of rate, while the assessment of 1882 is and at the reduced rate of 40 cents. But and a reference to the reports of the state treasury we see that its receipts in 1879, including \$61,000 tax on coupons, were only \$2,640,899.07. while for 1882, excluding all incidental revenue, the re-

ceipts were \$2,718,454.55. The decrease in the taxes on lands was \$318,778,66; on personal property, \$11,845.91-making a total of \$330,624.-57 in reduction of those general taxes which bear most heavily on the people. To day your taxes are lower by 20 cents in the dollar; your lands are at a greatly reduced assessment for taxa-uon; your expenses of government are largely reduced; your debt and its interest are equitably adjusted within your easy and certain means of payment, and you have an accomulation in your treasury of \$1,543,712.21. What a difference from the bankrupt and woful condition to which funderism had brought you by financial mismanagement and corruption! Surely the great changes your ballots will maintain!

THE FREE SCHOOLS. The public free schools of the state were established by mandate of the constitution of 1869; that at the first session os the general assembly held under its provisions a uniform system of public free schools should be provided for, the full introduction of the system to be accomplished by the year 1876, or earlier Accordingly the legislature in 1870 passed the free school bill, and the system had its first year of practical operation in 1871. That year there were 3,047 schools, of which 769 were colored; 132,088 pupils, of whom 38,976 were colored; 3,084 teachers, of whom 504 were colored, and the expenditures amounted to \$587,472.39. In 1879, under the rule of the funders, with their tax coupons and other results of unwise, if not wicked, legislation, the schools had decreased to 2,491-a falling aff of 556 schools, of which 89 were colored; the pupils had been reduced to 108,074, a falling off of 23,014, of whom 3,208 were colored; the teachers had diminished to 2,504, a falling off of 580, of whom 91 were colored; and the expenditures had shrunk to \$511,902.53a falling off of \$75,569 86.

So much for the friendship of the funders for free popular education, as shown by the results of nine years.

In 1879 the readjusters gained their first great victory, and they came into the funders went out. Under readthe light of cheerful content and satis-taction. With her face to the sunset in 1879, Virginia has now turned her face to the morning, and all her popu-lation is rejoicing at the new and hap-py direction her eyes and her feet have-

riod since the war; the increase in freight carried has been 2,048,618 tons, or 82 per cent; the increase of the number of passengers carried has been 1,127,995, or 78 per cent., and the gross earnings of the roads have increased before the in 1880 and at the 50 cents \$6,500,000, or 88 per cent. No better gauge of progress, development and betterment can be found than in the railways of a state, and when we see by their statistics that they are not only wonderfully increasing in mileage, but in tonnage, passengers and income, we know that our people are in easy circumstances that enable them to travel, and that it is their surplus productions of mine, field, forest, furnace, factory, &c., which make the increased railway tonnage, both in going out to market and in returning by exchange in in-creased comforts and luxuries for the

homes of the people. A single instance of growth since 1879 is shown in the cotton statistics of our port at Norfolk, which has become the second cotton port of the whole country. In 1879 the total ship-ment of cotton from Norfolk was 442, 694 bales, of which only 203,536 bales, valued at \$9,143,015, were exported direct by Norfolk merchants. In 1882 we see that the total shipment was 787,362 bales, of which 372,529 bales, valued at \$17,869,682, were shipped direct on account of her own merchants. This is an increase of local expansion in a leading trade of the world, in four years, of 83 per cent. upon the article handled.

An emphatic proof of popular ease and general thrift is established by the willingness and capacity of the people to pay their taxes, and thus we find that whereas in 1878 the collectors of state taxes had to distrain for or otherwise collect \$1,207,682.32, with 5 per cent. added, in 1882 the sum thus collected was only \$959,319.38. Another item of significance in the same direction is the increase of 9 per cent. in license taxes over those for 1879. That enterprise, capital, and labor among us are aroused to a greater activity than ever, is further demonstrated by the number of charters granted by our courts and filed in the office of the secretary of the commonwealth. In 1879 there were only thirty one charters thus granted and filed; in 1882 the number was eighty-nine, or nearly three times the number of 1879. Be-sides, individual enterprise is no less busy, as all of us can see in the rise of new industries on every hand. The aggregate productive values and the aggregate values of all productions in the state have increased vastly since 1879, and that, too, in every section of the commonwealth; while every citizen can attest for himself that he is receiving higher wages for his labor, betpower on the first of January, 1880, as ter prices for his products, of whatever nature, and that the very air is filled instant the schools last year were 5,- with the hum of awakened energy and 487-an increase of 3,096 over 1879, of the light of cheerful content and satis-



the second second it.

rown to \$1.157,142,05-an increase of 610,239.52.

In the meantime the school term had been lengthened and the average of teachers' salaries increased. Nor is it to be forgotten that, whereas in many parts of the state school warrants were unmarketable at 50 cents on the dollar, they are to day as current as green backs, except where some funder treasurer holds to the o'd practice, in defance of all laws, of shaving the warmots and school certificates with schools money in his hands.

Of the arrears to the schools, amounting to over \$1,500,000 on the first of January, 1889, not a dollar was ever paid by the funders, and now the readjusters have already paid \$785,000 of these arrearages, \$400,000 of this sum being derived from the sale of the you have escaped shall return, or state's interest in the Atlantic, Missis- whether the good that has been accomsippi and Ohio Railway. And here let plished shall be confirmed, perpetuated it be remembered that this interest of and multiplied. All of you now have the state in that railway had been ut- your suffrage free and unbought, and terly neglected by the funder adminis- even you who are able to pay for it, tration, unless we except an unwise and ill-directed proceeding by, the late At toray-General Field, which resulted in which put your dearest right at the nothing. Even Gov. Holliday wholly ignored the interests of the state, direct and indirect, in the greatest of stipulations that were derogatory to our liges of transportation; at no time your manhood. But the repeal of the did he call legislative attention to the qualification by the readjuster party jeopardy in which the road, or suggest absolutely cufranchised thousands of any action of rescue or defense, and when the Atlantic, Mississippi and to whom the ballot-box and the path to Ohio Railway Company had made a it were closed by funderism and now contract with the purchasers of the reopened by readjustment, should contoad that they should pay the state \$500,000 for her interest in it, he, as a member of the board of public works, Jefused to ratify the bargain and sought to deprive the commonwealth of the money which had been secured to her by the foresight and diligence of others. Of the \$500,000 thus saved to the state (all clear gain), \$400,000 was afterwards voted to the schools by the readjusters (as we have said), and by the same authority the rentaining \$100,000 was appropriated to the construction of a colored normal school, with an au- sakes, as well as for your children, let Buily of \$25,000.

Thus, through readjustment, the free schools from, funderism and wonderfully increased and improved; they have been redeemed from the coupons; their arrearages are being rapidly liquidated; and every man, woman and child in the commonwealth is sure that not only are our public free schools rafe in the hands of the readjusters, but that the readjuster party will never fail in anything that will promote, and extend them. We need not ask any father, mother or child of the people which policy toward the schools should be maintained and perpetuated-that of funderism or that of readjustment. The contrast presented in this important matter by the facts and figures is startling, and no citizen of Virginia who desires our school system to prosper will vote to commit it sgain to the care of funderism. Never !

OFE PROSPERITY.

Many striking contrasts to the condemnation of oourbon funderism, and to the credit of reg djustment, have been talled to your attention in our public afain; but while these, in a general way, attest the private relief which always accompanies the deliverance of public aifairs from distress and disasthere are yet other evidences to which we invite your serious conside-

py direction her eyes and her feet have taken. The path she has entered upon has already led us out of the wilderness, and if she remain in it and pursue it, all our waste places will blossom as the rose and all hearts will be made glad. Who is ready to leave this path, so strewn with good truits, and blooming with assured promises? Fellow citizens, we may look back wisely for warning and instruction; but to turn back would be madness and destruction. Readjustment cries "Forward!" Funderism, far in the rear of progress says "Come back !" Your fate and the fate of Virginia depend on your ballots. THE FREE BALLOT.

Yes, voters of Virginia, it is upon your ballots-your free ballots-that it now wholly depends whether the evil and did pay for it, should be grateful for deriverance from a qualification mercy of partisan assessors and collectors, and conditioned that right upon white and colored citizens; and these, sider it the proudest privilege of their lives to cast their ballots for the readjuster party. All of us, indeed, should desire free ballots for ourselves and free schools for our children; for even though we may not use the free ballots ourselves, and although our children may not require a free education, yet the ballot and the education should be ours and 'our children's as the best arms and equipments in time of need. Now is rapidly approaching a time of need for your ballots, and for your own your ballots on the sixth of November bury bourbonism and funderism forever! As long as these menace you and Virginia there can be neither security nor peace among us. You see it, know it, and so let your votes be cast that readjustment shall be put beyond all peril and intrenched impregnably. WILLIAM MAHONE, Chairman, Bad, mad, Bad Blood. Some blood is bad because it is poor and weak. Some is bad because it con-

on this train.

25 Bbis BUNGS.

tains impurities. Some men have such bad blood that the wonder is it does not poison the mosquitoes who come to bite them. The rich red color of good blood owing to the iron which is present. Blood which has not enough iron in it is always unsatisfactory. The person leaving 12.25 P M in whose yeins it circulates cannot be said to enjoy good health. The efforts of expert chemists to produce a preparation of iron which can be assimulated with the blood have resulted in that perfect preparation which is an important part of Brown's Iron Bitters. It is the only one which

\$1 15 PER CASK. vending of any i Discounts on Large Lots. 6.30 H M, Freight daily (except Sunday. 7.20 A M, Freight daily (except Sundays Address. LEAVE PETERSBIRG-NORTH Fast mail, Daily. Stops only at Chester. Pullman Sisepers be-tween Charleston and Milford, Va FRENCH BROS Rosky Point, N. C., 7.30 A M, Freight dally, (except Sunday) 3.40 P.M. Though mail, daily, connecting Rith Richmond, Fredericksburg and Potomae Railroad for all points east and west Also mak ing connection with Chesapeake and Ohio Railroad for the Vir-ginis Springs and all points aorth and west. This train stops at Manchester, Chester and Cen-tralia. Pullman sleepers on this train between Charleston and New York, or O. G. PARSLEY, JE. Wilmington, N. C. api 15 tf WILLIAM LYNCH. THE Tailor and Clothier, HAS A SPLENDID ASSORTMENT 7.55 P M, Froight daily (except Sunday) A direct four hours connection is made between Richmond and Norfolk, by trains isaving Richmond 11.50 A m, and Norfolk Cassimeres Doeskins and All trains leaving Petersburg will start from the Appomation Depot. Broadcloths. A POPE G P. T Acent nov 19 11 AMERICAN AND IMPOR Which he will out and make to ord Bungs, Nails, &c in the latest styles. Store north COM STO may 20-tf sear Front. Molasses

·		senger coach will be attached to local freight leaving Wilmington at 5;15 A. M., Eally except Sundays.	
×		JOHN F. DIVINE, General Sup't	
1.1		T. M. EMERSON Gen'l Passenger Agent. may 13 Li	
		OFFICE GENERAL SUPERINTENDENT PETERSBURG RAILROAD COMPANY, PETERSUBEG, VA., Aug. 12, 1883.	CHANGE OF SCHEDULE.
			O's and after June 9, 1883, the following Rechedule will be operated on this Rail- road:
N. A.			PASSENGER, MAIL AND EXPRESS TRAIN: DAILY.
LEN BRG	UGET TO OUR		No.1 Leave Wilmington
-		COMMENCING SUNDAY, MAY 13, 1882. trains on this road will run as follows:	No. 2 Leave Charlotte at
itations o) of our articlejare	GOING SOUTH. BOSTON AND SAVANNAH FAST MAIL.	Passenger Trains stop at regnizy stations only, and points designated in the Compa- ny's Time Table. Train No, 1. Daily except Sonday. Do. No. 2 de do Salurday.
	*	Trains leaving Petersburg (Washington street Depot) as follows:	BHELBY DIVISION, PASSENGER, MAIL. EXPRESS AND FREIGHT.
1	ter t		Daily except Sundays.
s market,	noticelis hereby	Passenger trains, dally 12:12 and 3:16 P.M.	Leave Charlotte
		Arrive at Weldon 2:42 and 5:36 P.M. Freight trains daily, ex-	Arrive at Shelby
37 1	1	cept Sunday	Trains No. 1 and 2 makes close connec- tion at Hamiet with B& A Trains to and from Baleigh, and at Chariotte with She'by Division Train.
m it may	concern, that the	LEAVE WELDON.	Through Sleeping Cars between Wilming- ton and Chariotte and Baleigh and Char- lotte:
		Passenger Trains, daily	Take Train No. 1 for Statesville, Stations Western N. C. R. R. Asheville and points West.
	1.	Freight trains daily, except Monda y. £12 A.M	Also for Spartanhury Greenville Athans
urticie, wi	th any alterations	Arrive at Petersburg	L. C. JONES. Superintendent. F. W. CLABK, General Passenger Agent.
1.0		Train 'eaving Petersburg at 346 P. M.	1e 15-11
		stops only at Belfield.	JOHN WERNER,
a above d	iescribed, will be	Sleeping cars and first class coaches on night and day trains.	PRATICAL GERMAN BARBER
		No change of cars between Wilmington and Washington.	1 I I I I I I I I I I I I I I I I I I I
, . ¹ .		Through lickets sold to all Eastern and Northern Southern points and baggage checked through.	AND PERFURER.
der a rece	nt setter the P.S	Passengers going south will purchase lickets and check baggage at Washington street depot.	29 MARKET STREET,
	4	Palsengers going north and stopping at Petersburg, will claim their baggage at Washington street depot.	WILMINGTON, N. C.
i Į		Freight trains on this road are intended exclusively for freight, and no provision is made on them for the comfort and conven- ience of passengers. Persons who travel on these trains are specially notified that they are liable to delays, inconveniences and risks not incident to passenger trains.	MT MANY PRIENDS IN SMITHVILLE
		Agenia are not required to open their of fices for the sale of tickets for freight train North bound freight trains stop all night is M1 Airy, and all passengers will be dis charged at that point.	Travelers. The best workmen and the Sa-
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		Sugar, Coffee, Flour,	FASHIONARIA, MAIR DREMANG AND

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