The Chatham Record

THURSDAY, JUNE 2, 1881

H. A. LONDON, Jr., Editor.

THE MIDLAND RAILWAY.

The irrepressible W. J. Best has come to the front again and is creating a sensation in railroad circles. It will be remembered that during last winter he organized a company under a charter granted some years ago to build the "North Carolina Midland Railway," and it really seemed as if there was some probability of his building a railroad from Salisbury to Raleigh via Asheboro and Pittsboro: but nothing more was heard of the new company, and everybody appeared to have forgotten all about the scheme, when suddenly Mr. Best made his appearance in Raleigh last week accompanied by several well known Boston capitalists who, it is asserted, mean business. They visited Beaufort, inspected the harbor and its advantages as a seaport, and then made an inspection of the Western N. C. Railroad. The object of these capitalists is to obtain control of that road, and of the road from Goldsboro to Beaufort, and then build a road direct from Salisbury to Goldsboro, thus having one continuous and direct line of railway from the mountains to the seaboard. We sincerely hope that they may be successful in accomplishing their object, for it will not only be of benefit to the State generally, but particularly to the county of Chatham, for such a road would run through the centre of this county from its eastern to its western borders.

NO DISCRIMINATION.

One of the beauties of the prohibition bill is that the man who lives in the eastern part of the State may make his grapes into wine, but the farmer of the west is not allowed to make his fruit into brandy. If any one can give a good reason for this discrimination against our section of the State we will give a chromo.—Winston Sentinel.

With all due respect to the opinion of our esteemed contemporary we beg leave to differ, for we cannot see how the prohibition bill makes any discrimination against his section of the State. The people of the west are allowed to make their fruit into cider, just as the people of the east can make their grapes into wine, but the latter cannot make their grapes into brandy. Brandy cannot be made from grapes in the east or from fruit in the west, but in both sections they can make wine and cider, and there is no discrimination against either section.

POLITICS AND PROHIBITION.

Prohibition has no connection whatever with politics, and every attempt to connect politics with prohibition should be frowned down. An attempt has recently been made to induce the executive committee of the republican party of this State to oppose prohibition and make it a political issue, but we are pleased to know that the attempt was not successful. Mr. Cooper, who has been running probably the largest whiskey distillery in the State and has for many years been extensively engaged in the manufacture of whiskey, was the chairman of that committee, and of course was personally interested in defeating prohibition. He hoped that, if his committee would declare against prohibition, the masses of the republican party would be influenced by their action and vote against prohibition at the August election. He therefore held a meeting of the committee in Raleigh, a few days ago, but the committee decided by a vote of six to three NOT to oppose prohibition. So that neither political party in North Carolina is committed for or against prohibition, but every republican and every democrat can vote for or against prohibition without sacrificing any political principle whatever. This certainly was the case in the Legislature that passed the prohibitory bill. There, the chairman of the prohibition committee in the Senate was a democrat and the chairman of the same committee in the House was a republican. On the final passage of the bill in the Legislature both democrats and republicans voted for it. In the Senate twenty-two democrats and four republicans voted for it, and seven democrats and three republicans voted against it: and in the House fifty-four democrats and sixteen republicans voted for the bill, while three republicans and three democrats voted against it. Only one colored member of the Legislature voted against the bill!

Of course then it is false to tell the negroes that prohibition is a democratic scheme to take away their rights. A republican State, Maine, was the first State in the Union to have a prohibitory law, and a republican State, Kansas, is the last State that has adopted a similar law. Why then should not republicans in North Carolina do likewise?

PEDESTRIAN CONTEST.

New York has had another pedestrian contest, the winner in which made the unprecedented distance of five hundred and seventy-eight miles in six days. It seems incredible that any human being could travel five hundred and seventy-eight miles in six days, and yet there is no doubt of this having been done last week by Vint, a shoemaker in Brooklyn. He has gone ahead of all former records, and is now the champion pedestrian of the world.

The Midland Railway.

(Raleigh Farmer and Mechanic.)

The arrival of Mr. Wm. J. Best, and several Boston millionaires is elsewhere noted. It means business. It is worth talking about. If it result as is hoped, North Carolina may continue to stand as a Sovereign STATE, not simply a strip of land between two States, an appendage of Virginia: a mere "rightful Trading Territory to Richmond."

It appears that Mr. Best, who to all the plausibility of the Irishman, adds the tenacity of the Scott, and the bull dog pluck of the Briton, has never abandoned his celebrated plan for realizing the dream of our Grand-Dads, yclept a "North Carolina System." His adherence to his project, in the face of successive failures, and unlimited abuse and misconception (greatly due to the secresy and mystery of his own movements) is something wonderful, and may be accepted as a favorable augury for the future.

The history of his first failure is pretty generally known. How, after getting the special session, and the contract, he was deserted by his Grace less and Fishy colleagues who feared that their money might be engulfed in another "Mud Cut." When this occurred Mr. Best displayed a firmness in friendship which some of his high official friends of that period did not emulate. In other words, when he saw failure staring him in the face, and when he realized that if this failure should become public, it would destroy Governor Jarvis and turn the State election (then a few weeks distant), Mr. Best felt compelled to take the last chance; which was a mortgage to the Richmond & Danville. It became soon apparent that this was a contingency long contemplated by the R. & D. managers, and Mr. Best early ascertained that he had walked into Mr. Spyder's parlor.

So much for the past. The present is better. Mr. Best has succeded in enlisting the interest and money of Messrs. Coleman, Sprague, Denny, Carruth, etal, and has come to Raleigh prepared to offer to the Richmond & Danville Railroad, to lift the mortgage, paying every dollar, with interest, that has been advanced by the Richmond men, and at once proceed to carry out the original contract. The formal offer to the mortgagees has been made; but no reply has yet been had.

The next step will probably be a legal one: i. e. to force the R. & D. people to give up the Road.

Meantime, the matter came up at a meeting of the State Commission yesterday. The Act of Sale authorizes the three Commissioners to declare the contract vitiated at any time in default of reasonable diligence in completing the road. All men can see that it is physically impossible to complete the road by July 4th; and the new Syndicate were represented by counsel, before the Commission yesterday, to obtain assurance of its good will in the premises. Reliable outside information is to the effect indicated in our last week's paper, viz: That Gov Vance and Dr. Worth decidedly favor Best & Co., with Gov. Jarvis leaning to the Richmond & Danville people; or at least, such has been his tendency.

Relative to the Syndicate it may be added that Mr. Best's project comprises the lease or purchase of the Atlantic & N. C. Railroad; the building of an Air Line from Goldsboro to Salisbury, and the working of the entire line—as a Carolina Trunk Line. There is every reason to believe Best thoroughly in earnest, and well backed this time.

A Mammoth English Railroad.

The following, from a Liverpool paper, regarding the celebrated London & Northwestern Railway, will no doubt surprise many American readers. At any rate, the figures are interesting and valuable in the way of news: "We believe we are correct in stating that, including the extra lines laid down over a large portion of their system, and the vast number of slidings, the London & Northwestern Company maintain the astonishing amount of no less than 10,000 miles of railway. The capital embarked in this vast aggregate amounts to no less a sum than £100,000,000, while its average weekly receipts fall little short of 200,000. The Company annually carry nearly 50,000,000 passengers and between 30,000,000 and 40,000,000 tons of merchandise and minerals, in the conveyance of which their trains run 25,000,000 miles while there are employed upward of 2,000 engines, 3,000 carriages, and nearly 50,000 goods wagons and other vehicles of various description, to say nothing of a magnificent fleet of steamers, a stud of between 2,000 and 3,000 horses, and last, though not least, an army of 50,000 men."

An Ancient Tree.

An historical tree has lately been destroyed in Greece—a cyprus tree described by Pausanias 400 years B. C, and one of the two largest in the Peloponnesus Some 160 feet high, the tree had a diameter at the base of 10 feet, and a circumference of 25 feet at man's height, and of 240 feet where the branches were most developed. Some careless Gypsies camping in its shade set fire to the tree, not a vestige surviving.

WASHINGTON LETTER.

[From our Regular Correspondent.]

WASHINGTON, May 28, 1881.

The split between Mr. Conkling and the Administration, and the contest of the ex-Senator for re-election, is still the absorbing topic here. In spite of the influence of the Administration, and the general support given it, there is a very strong undercurrent of sympathy for Mr. Conkling, not only among Republicans but even among the opponents of that party. Democrats have never had any very high regard for Conkling, and especially none for some of his characteristics, and on the few occasions when he might have won their respect and admiration he has practically failed; yet they admit his ability and give him some credit for the impulse to do right once in a while, whatever the motive. In the electoral muddle of 1876-77 he undoubtedly at one time purposed a revolt against the Louisiana iniquity which defrauded Mr. Tilden of the Presidency; but this proved to be one of the occasions on which he failed to come up to the greatness that had been expected of him. Yet notwithstanding all his disagreeable peculiarities Conkling is entitled to certainly as much respect at the hands of Democrats as is Mr. Blaine or even Mr. Garfield himself. And this is the way leading Democrats here put it to one another now: "What has Jas G. Blaine or even James A. Garfield ever done that we should sympathize or join with them in an effort to destroy Conkling?" So far as the war upon Conkling is dealing blows upon Grantism I think Democrats may and do heartily rejoice, and that ism is now too dead to talk about. And so far as the trouble tends to weaken the corrupt and soulless Republican party, or so far as it involves any principle or presidential prerogative, we may also rejoice; but beyond that, when it comes to a question of personal warfare or revenge between Blaine and Conkling, Democrats have no occasion to take up the cudgel in favor of either side.

The latest bit of gossip going around concerning the contest at Albany is to the effect that Gen. Butler has put Conkling in possession of some points on Mr. Blaine which can be used with great effect. Mr. Blaine told Gen. Butler here last week that he had nothing to do with the Robertson appointment, whereupon Benjamin made no reply but it is said winked his off eye in a significant manner. The theory is that Blaine's object was to keep Butler off his tract, showing him to be friendly to Conkling. Butler, they say, knows a thing or two about the wily Secretary of State that would not make very pleasant reading for the friends of the Administration. Another story just told is about the Hon. Alex. H. Stevens and Conkling. Although for so many years in one wing of the Capitol building while Senator Conkling was in the other, Mr. Stevens never saw the New York Senator until the day when the electoral vote was counted in the House of Representatives which elected Garfield and Arthur. This was the occasion when Mr. Conkling, in accord with his usual custom, undertook to make a sensation by coming in alone, after every one else was seated and the proceedings had commenced. Some one asked Mr. Stevens what he thought of the Adonis of the Senate? He looked at him closely for a moment and then said, "I think he looks like a man who is about to go to pieces." Perhaps this was prophecy.

Rumors have been freely circulated to the effect that the star route investigations are to be permitted to die out. It is said in the circle friendly to what is called the star route ring that Gen. Garfield, a member of the House, wrote to Mr. Hayes a letter defending Brady from the charges made against him and urging the President not to be influenced by them. The letter, it is said, is now on file. A further reason for the discontinuance of the investigation is alleged to exist in the fact that Secretaries Blaine and Windom were both members of the Senate committee on appropriations at the time the star route subject was discussed before Congress, and both favored the increased appropriations asked for by Brady. Whether it be true or not that there is to be an abatement of zeal in the progress of the official investigation here into the star route business, it may not be expected that whatever is rotten or wrong is not to be brought to light. The judicial investigations which have already been commenced in different parts, and others which are likely to follow, are bound to lay bare much of that which is covered up, and the anxious faces of some of the star route contractors and jobbers who are hanging around Washington, show that they dread what is coming. These gentlemen and their friends are naturally desirous of turning the tables against the Postmaster-General, whom they look upon as the first mover in the matter. Ex-Senator Dorsey, it is believed, has succeeded in buying up the most damaging evidence against himself. The tell-tale letters which were to be used in a suit at Denver were obtained by Dorsey's agent an hour before the arrival of a telegram from the Postmaster-General asking for certified copies of them. It is said, however, that copies exist in Oregon and will be used, though these also may be secured by Dorsey's agents who have been scouring around for every scrap of evidence. By the way, it is reported that Dorsey is almost poor again. His late speculations have all been unfortunate, and the hundreds of thousands stolen from the Government together with the other thousands accumulated in mining enterprises have "gang aglee."

A Horrible Disaster.

A telegram from London, in Canada, dated May 24th, says:

"This evening, at 6 o'clock the steamer Victoria, with over six hundred excursionists on board, was returning from Spring Bank, and when near the Cove Railway bridge, one mile below the city, the boat suddenly collapsed like an egg shell and became a total wreck, level with the water's edge. All of the passengers were instantly plunged into the stream, more than one half of them being underneath the debris.

About one thousand families were represented on the excursion, and the wail of anguish that arose at the sight of the victims was heart-rending. Fathers, mothers, brothers, and sisters rushed about panic-stricken, endeavoring to identify friends.

The vessel was so heavily laden she shipped water in small quantities occasionally when the crowd would surge to either side of the boat. On the return trip, when more than half-way home, a slight commotion on the boat — said by some to have been caused by the playful pranks of a number of youths on the lower deck, and by others ascribed to the boat striking on a snag—caused the crowd out of curiosity to rush to one side, and as the boat sank with the additional weight, a volume of water a foot or two in depth poured in upon the lower deck, which was crowded with passengers. Instantly the crowd on both decks rushed to the opposite side and their weight, together with the water shipped by the boat, caused a lurch in the opposite direction. Then it was that the disaster occurred. The side of the boat sunk in the water to the depth of two feet, and while the crowd on the lower deck was struggling to save themselves from slipping down into the river, the stanchions supporting the upper deck suddenly gave way, and the whole structure with its load of human beings came down on those who were below. The scene that followed cannot be described. The boat continued to settle on its side, deeper into the water: and the water taking with it many of the passengers who were stunned by the fall of the upper deck and were therefore unable to help themselves, while many were precipitated into the river unhurt.

Up to the present time, 238 bodies have been recovered. It is believed that there are several yet beneath the wreck."

A Foundling Romance.

(Winston Leader.)

One day last week a gentleman residing in Yadkin county, became the possessor of a little foundling in rather a novel manner. He lives immediately on one of the principal highways through the county, and on the day in question while he was absent from home, a well dressed gentleman, mounted upon a fine, spirited horse rode up to the gate and inquired of his wife some points in regard to the route to Mocksville, Francisco and some other places. She gave him the desired information, and he rode off, but had not proceeded far before he turned, came back and asked her to tell him again as he could not get them fixed in his mind. She did so, and he then requested her to give him a draught of water, and, while drinking, his horse became so restless that he handed her a basket, which he had in his hand, so that he could manage his horse and drink the water. She took the basket, and when he had finished drinking he remarked, "I believe I'll give you that basket," and, striking spurs to his horse, galloped off. Upon opening the basket imagine her surprise at finding its contents to be a little girl seemingly about four or five days old. The little thing was nicely dressed, and upon its bosom was pinned a note, and a ten dollar bill. The note stated that more money might be expected from the same source for the support of the child, but gave no clue as to where or who that source was The good lady took the little waif into her house and gave it the necessary attention. It vomited up a considerable quantity of laudanum, and was then as lively as a cricket. The gentleman, at whose house the child is gave us this information himself and expressed a determination to take the best care of the child, and to share his last hoecake with it, just as if it was his own. This is certainly a very extraordinary present, and a novel manner in which to give it.

A Family Fight.

A telegram from Cincinnati, dated May 27th says:

"Advices from Cochrane, Georgia, report that in Laurens county, about twenty-five miles east of Cochrane, Mrs. Tiny Garrett, wife of a respectable farmer, told her daughter to prepare dinner. The daughter refused. Then Mrs. Garrett said she would inform Mr. Garrett and he would whip the daughter when he came to dinner. A quarrel and struggle followed, in which the girl used a shot-gun, firing both barrels, one of which took effect in Mrs. Garrett's head, inflicting a mortal wound. A little brother struck the gun, preventing the second shot being effective. Mr. Garrett returning, chastised the daughter so severely that it is believed she cannot recover. Both daughter and mother are church members."

Prejudice Kills.

"Eleven years our daughter suffered on a bed of misery under the care of several of the best (and some of the worst) physicians, who gave her disease various names but no relief, and now she is restored to us in good health by as simple a remedy as Hop Bitters, that we had poohed at for two years, before using it. We earnestly hope and pray that no one else will let their sick suffer as we did, on account of prejudice against so good a medicine as Hop Bitters."—The Parents.—Telegram.

Startling Statistics.

(New York Observer.)

There is no end to the awful statistics connected with the use of intoxicating liquors, the traffic in which is defended with as much earnestness as if the lives, instead of the wretchedness and death, of a vast multitude depends on it. One of our city papers last week published the statistics of the Morgue, from which it appears that there are about five thousand bodies carried to it every year to await identification, many of which are buried in pauper graves. The article referred to says:

"The great feeder of the Morgue is not disappointed love, broken ambition, dire want, cruel neglect, but drunkenness. Eight cases out of ten, said the keeper, can be attributed to that as the indirect cause."

Four-fifths of all these miserable deaths are to be traced to the dram-shops, of which we have about ten thousand in full blast, and the officers of the law will scarcely raise a finger to shut up the illegal shops or to restrain the illegal manufacture of drunkards by those which are licensed And yet this is but a drop in the ocean of misery which comes from this source. Will the citizens ever rise up and compel the officers of the law to do their duty, and to protect society against the flood of wretchedness and crime and death that starts from the grog shops?

Dr. Tanner's Rival.

John Griscom, of New York, began his forty-five days' fast on last Saturday, at Chicago, at noon. Upon that hour, in company with Dr. Tanner and several representative doctors and members of the press, he partook of a heavy meal. When 12 o'clock arrived he ceased eating, and while the others continued at dinner explained the nature of the fast he had undertaken, which is to be solely in the interest of science. He will not eat anything, and will confine his drinking solely to pure water. Three rooms have been engaged for his use over the entrance to the Olympic theatre. Drs. Harrison, Lyman, and other well-known physicians have arranged to watch and attend the faster.

State News.

Fayetteville Examiner: The receipts of fertilizers in this town from January 1st to May 20th of this year have been 24,679 bags, averaging 200 pounds per bag. This is a considerable increase over last year's receipts.

Winston Sentinel: The oldest man in Davie county is Jacob Danner, who was ninety-nine years old at the time the last census was taken, and was seen some time afterwards plowing a small Bull calf.

Hillsboro Observer: Dr Pride Jones, of Hillsboro, received on Wednesday last an official notification of his appointment as Clerk of the Superior Court of Orange, from Judge John A. Gilmer, Judge of the 5th Judicial District of North Carolina. Dr. Jones will make an efficient officer.

Wilmington Review: We understand from a gentleman who has recently traveled in several counties in this immediate section, especially Duplin, Sampson, Robeson and Richmond, prohibition seems to be gaining ground every day. He is not a prohibitionist himself, and merely took a calm survey of the field. He says that the people are very much aroused.

Lenoir Topic: A Watauga correspondent says that while Mr. Dugger was watching his horse eat clover on the bank of Brushy Fork, in that county, he fell asleep and was waked up by a cold, throbbing sensation in one of his fingers. To his utter dismay he found that a large water moccasin had actually swallowed his finger to the second joint, and was making vigorous efforts to take in more of it. It was a very interesting ceremony, but Mr. D. however had business elsewhere, and could not stay to see it out.

Charlotte Observer: As the accommodation freight train on the Raleigh and Augusta Air-line Railroad was running at full speed between Sanford and Hamlet, Saturday about 12 m., a wheel of one of the front cars broke, and the car, jumping the track, dragged those behind after it, the result being the complete wreck of the train. The track was badly torn up for a hundred yards and some of the cars ran a considerable distance in the woods. A whole day was consumed in removing the wreck and repairing the track. There were some passengers in the accommodation car attached to the freight, but fortunately they escaped injury beyond a considerable shaking up.

Statesville Landmark: During the war the late Rev. Winslow B. Watts, of this county started on a trip to preach to the soldiers, when at Salisbury, his valise was stolen from him and never recovered. In the valise were a number of letters, sermons, a Bible, &c., in addition to a quantity of clothing. Last week Rev. J. B. Anthony of this county, brought to J. A. F. Watts, Esq., of this place, a leaf from the family record division of the stolen Bible. He had seen the Bible at the house of an old gentleman of the name of Fullbright, in Catawba county, and recognizing the names in the record, secured Mr. Fullbright's consent to bring it to the family here. Mr. F. is a member of Mr. Anthony's charge in Catawba, and told this gentleman that one night during the war, while doing guard duty about the depot at Salisbury, he found this Bible upon a pile of lumber and has had it ever since. The inference is clear that the thief, after breaking open the valise, laid the Bible upon this lumber and left it there having no use for it.

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