

THE WEEKLY CLAYTON BUD.

"When Faith and Hope fail, as they sometimes do, we must try Charity."

The editors of this paper are not responsible for the views of correspondents, and while we solicit short communications, we claim the right to reject any communications if we think best. All communications must be accompanied by the name of the writer, though we will not publish the names of correspondents if they prefer us not to do so.

WEDNESDAY, OCTOBER 19, 1884.

THE BUSINESS REVIVAL AT OUR DOORS.

The indications of a business revival that comes from all parts of the country are cheering. The iron industry has begun to boom. The Southern mills and furnaces are running on full time, and making money. The mills of the Pittsburgh region are not only starting up, one after the other, but they are beginning to run on double turn—two shifts of men working, keeping things humming both day and night. This makes work for the miners and the railroad men. Then from all points come reports of cotton mills, and glass furnaces, and the thousand and one hives of industry, starting on full time, or increasing their output.

Nor are the products of mills and factories stored up waiting for purchasers. They are going out rapidly to supply the new demand which has suddenly sprung up from all sections of the country. The wholesalers and jobbers report unexpectedly good sales. The retail dealers in all kinds of goods find that the people come to buy instead of to chaffer, are liberal in their orders and prompt in their payment.

Manufacturers in many diverse lines are astonished at the increase in their orders. Their customers are buying much more heavily than for the past two or three years, and repeating their orders freely, showing that the people have begun to buy again.

The fact seems to be that the long-headed ones—the portion of the public who can see beyond the ends of their noses—realize that values have struck rock bottom. They see that it is not in the nature of things that prices should go any lower, and they are taking advantage of what they know to be the cheapest rates at which they can obtain goods for a long time in the future.

All these cheering facts are but the commencement of better times. The only thing that is now needed is for the masses of the people to realize that the good times are not only coming but are actually here. There is a vast deal of idle money in the country. Not only is it pitted in the banks of the great cities, but the total of small accumulations of savings in the pockets of the people is extremely large. Let the masses understand that now is the time to buy if they wish to buy cheaply, and this idle money will be spent for articles that are needed, and the golden stream will at once set all the wheels of trade into active revolution. Let every man have confidence, and set up to it, and presto the stagnation is gone, and the hum of industry at once fills the land. In this matter the pithy advice of Horace Greeley is very applicable: "The way to resume is to resume." The man whose overcaution leads him to hang back and wait for a better chance to buy, to hope for a better price, is foolish. He will pay six months from now much more than he will to-day. The conditions are ripe for a business

revival. It is here, waiting at our door. From East to West, from North to South, come reports of unwonted activity in every line. The boom is here. Let every man take hold at once, and the hard times will be gone. "But," says the doubter, "revival of business may have begun in certain lines. It hasn't touched me yet." Foolish man, it is because you don't reach out and grasp the opportunity. The men who make money are those who are keen enough to note the earliest indication of the setting in of the wave of prosperity; fearlessly they embark, and ride on its crest to fortune. He who waits lies wallowing in the trough between the waves. He moves along, but he has lost the grand opportunity. Now is the time for all of us to act as if the depressed condition of things were entirely in the past. Every man who puts his business actively to work now is aiding the revival by just that much. If all do it, the boom is an accomplished thing. All it needs is a reasonable degree of confidence; and the signs of the times if read aright, will show that overcaution just now is thrown away. The occasion is propitious. Let every man spread his sails fearlessly to the rising breeze, THE BOOM IS HERE.

FLOATING NEWS ITEMS.

Raleigh is to have electric light. Clara Louise Kellogg will be in Raleigh the 10th of December. The cotton crop of Warren is said to be a failure.

Dr. R. D. Hay, a prominent physician of Winston, died at that place a few days ago.

Nelson Stewart and Anderson Davis, colored burglars, were sentenced to be hanged at Charlotte.

Mr. R. D. Boone has retired from the editorial department of the Durham Reporter. He is succeeded by H. I. McDuffie.

Reuben Campbell, 76 years old, residing near Belvidere, Perquimans county, was found dead. His wife has been arrested as the supposed murderer.

Hillsboro Observer: Mr. John Webb, two and a half miles east of town, lost a barn of fine tobacco by fire last Monday. Loss about \$300.

Greensboro Workman: An adjourned meeting was held in Lynchburg last night to consider the project of the Lynchburg, Halifax and North Carolina Railroad. A general meeting for the same purpose was announced for November 11th.

Concord Times: The biggest question before the North Carolina Conference is the division of its territory into two conferences, Eastern and Western. It is being ably and freely discussed by both the ministers and laymen.

Concord Times: Five persons have filed applications for the postoffice here. Vance and Bennett have recommended different persons.—At Troy court week before last a man by the name of Larkins was sent to jail for six months for disturbing public worship.

Goldsboro Messenger: James Y. Christmas, of Warrenton, N. C., who married Mrs. Gaines' only daughter, and was forced to kill her only son, has compromised the famous suit in which Mrs. Gaines was so long engaged with citizens of New Orleans for \$1,200,000.

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N. C. DIVISION.

Condensed Schedule.

TRAINS GOING NORTH.

Oct. 12th, 1884.	No. 51.	No. 53.
Leave Charlotte, 5:30 a.m.	6:30 p.m.	
" Salisbury, 7:22	7:57	
" High Point, 8:36	8:59	
Arrive Greensboro, 9:18	9:58	
Leave Greensboro, 9:33		
Arrive Hillsboro, 11:39		
" Durham, 12:17 p.m.		
" Raleigh, 3:16		
Leave Raleigh, 3:49		
" Hillsboro, 4:20		
" Clayton, 4:51		

No. 15.—Daily except Sunday. Leave Greensboro 7:30 p.m. Arrive at Raleigh 11:30. Goldsboro 11:00 a.m.

No. 15—Connects at Greensboro with R. & D. Railroad for all points North, East and West of Danville. At Salisbury with W. & S. C. Railroad for all points in Western North Carolina. At Goldsboro with W. & W. Railroad daily. No. 51 and 53 connect at Greensboro with Richmond & Danville Railroad and for all points on Salem Branch.

TRAINS GOING SOUTH.

Oct. 12th, 1884.	No. 50.	No. 52.
Leave Goldsboro, 12:00 m.		
Arrive at Raleigh, 2:29 p.m.		
Leave Raleigh, 4:45		
Arrive at Durham, 6:02		
" Hillsboro, 6:43		
" Greensboro, 7:40		
Leave Greensboro, 9:55	9:55 a.m.	
Arrive at High Point, 10:35	10:05	
" Salisbury, 11:33 p.m.	11:10	
" Clayton, 1:35	12:35 p.m.	
" Goldsboro, 2:30		

No. 16.—Daily except Sunday. Leave Goldsboro, 6:00 a.m. Arrive at Raleigh, 1:00. Arrive at Greensboro 9:00.

Through Tickets on sale at Greensboro, Raleigh, Goldsboro, Salisbury and Charlotte, for all points South, Southwest, North and East. For Emigrant rates, Louisiana, Texas, Arkansas and the Southwest, address M. SLAUGHTER, Ticket Pass Agent, A. L. RIVLS, N. Y. P. & Gen'l Manager, Richmond, Va.

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CONDENSED SCHEDULE.

September 7, 1884.

TRAINS GOING NORTH.

No. 2.*	No. 3.*
Leave Raleigh, 9:45 a.m.	7:00 p.m.
" Wake, 10:35	8:37
" Franklinton, 11:00	9:19
" Kitlell, 11:26	9:56
" Henderson, 11:59	10:29
" Warrenton, 12:39	11:41
" Littleton, 1:18	12:37
Arrive Weldon, 2:15	3:05

TRAINS GOING SOUTH.

No. 2.*	No. 4.*
Leave Weldon, 3:05 p.m.	1:05 a.m.
" Littleton, 3:59	2:47
" Warrenton, 4:35	3:43
" Henderson, 5:24	4:26
" Kitlell, 5:46	5:30
" Franklinton, 6:49	6:09
" Wake, 6:56	6:51
Arrive Raleigh, 7:33	8:05

*Daily except Sundays.

No. 1 and No. 3 connect at Weldon with Seaboard and Roanoke and Petersburg & Weldon Railroads for all points North.

No. 2 and No. 4 connect at Raleigh with Raleigh & Augusta Air-Line Railroad for Fayetteville, Wilmington, Charlotte, and all points South.

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