The Evening Telegram.

EDITOR.

PRESIDENT.

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SATURDAY, OCT. 9, 1897.

You can get the telegraphic news twelve hours earlier in THE TELEGRAM than in any paper that gets into Greensboro, and for four dollars a year less.

MR. Croker may be deemed to have demonstrated that he is still Robinson Crusoe, while Mr. Sheehan is only a bad Friday.

In the Railroad commission suit Governor Russell quite evidently believes that, "in a multitude of counsel there is safety."

THE only possible objection to returning prosperity is that it appears to the anxious watchers just a little unnecessarily coy.

THE great objection to the civil service apparently is that all the blowing in the muzzle that is being done does not make it go off.

SATURDAY'S LITERARY CHAT.

[All books and magazines mentioned below may be had at Wharton's book store.]

"The Church and Private Schools of North Carolina," by Prof. Charles L. Raper, of this city, deals, as stated in the introduction, with a rich field that has lain fallow up to this time. Undoubtedly the writer who concerns himself with the religion and the schools of a people deals with the very fountain head of its civilization. It is not too much to say that the people of the state today are just what its churches and schools have made them. The The author, while dealing with schools avowedly, necessarily shows incident-

ly the simultaneous growth of the churches.

The necessity for a history of education in the state will be instantly realized by the man who takes stock of his knowledge on the subject. It is doubtful if a half dozen men in the state have a clear idea of the tortuous course that education has followed through the past century and a half. And yet in importance the history of education is not second to the history of political changes and public crises with which ordinary history so largely concerns itself. The author very truly says of our schools: "Much of the

best of our life has been and is in them; much of the history of the state has been made by them."

The author, in the preparation of his work, has had access to every publication extant, so far as is known that bears upon the subject in hand, over twelve hundred titles in all. The authority for much of the material is given in copious foot note references that enable those especially interested to verify the correctness of quotation and inference, and at the same time to study more widely from original

The opening chapter, part of which is published in this installment, is devoted to a "General View" of conditions in the earlier part of our history; a survey of the ground to be covered, an outline of forces and elements which later gave rise to and

sources, if desired.

and even such storytellers of Manhattan as Edgar Fawcett, the late H. C. Bunner and Brander Matthews, let alone De Stendhal and Dickens. "Tenderloin Harry" figures in several of these tales, and his name implies the prevailing habitat. Tenderloin vice, opium smoking, lower stage and morgue-such are the themes.

The State Fair.

On account of the North Carolina State Agricultural Fair at Raleigh, the Southern Railway will sell tickets on October 16, 17, 18, 19, 22 and 23 at rate of one first-class limited fare for the round trip, plus 50cts. for one admission to the fair grounds. The fare from Greensboro will be \$3.15.

On October 20th and 21st, special tickets will be sold from this city for \$2.40, which also includes one admission to the fair grounds.

To Our City Subscribers.

If you have subscribed for THE TEL-EGRAM and don't get it, or receive it irregular, please let us know. Send us word, drop us a postal, phone or call at the office and inform us of the fact. We will be sorry for the mistake having occurred and will try to remedy it.



Phone 58.

CHUB TOBACCO-Forsale by How-ard Gardner, druggist, corner opposite postoffice.

BARGAINS FOR THIS WEEK.-Go to Mrs. Cator & Co. for cheap Sailors, Walking Hats, Tam O'Shanters and Ribbon Remnants.

J H. COLEMAN-MATTRESS Maker and Upholsterer, 117 E. Wash-

"A Watched Pot Never Boils"

Odell Hardware Company.

upon some stoves and ranges, but a pot boils very soon on a PENINSU-LAR RANGE. This range represents the result of years of study and experiment. It is absolutely the nearest approach to perfection which has been placed upon the market. We have cheaper stoves and ranges for those who do not wish to invest in one of the more expensive kinds. We have also a full line of Gas and Oil Heaters, Wood and Coal Stoves. We call especial attention to the Wilson Air Tight Heater. This popular stove is better than ever, and must have a great run this season.

COAL BARONS

do not interfere with our

prices, as we get our coal

direct from the mines, and

allow no second man to share

profits with us. Our prices

are living prices, and have



RICHMOND AND DANVILLE AND NORTH CAROLINA DIVISIONS.

In Effect Julysist, 1897.

This condensed schedule is published as information, and is subject to change without notice to the public.

TRAINS LEAVE GREENSBORO.

- 7.37 pm-No. 35 daily for Atlanta and Char-lotte Air Line division and all points South and Southwest. Carries through Pullman drawing-room buffet sleepers between New York, Wash-ington, Atlanta, Birmingham and Galveston
- 7.05 a m-No. 37 daily. Washin gton and South-western Vescouled limited for At-lanta, Birmin gham, Memphis, Mont-gomery, Mobile and New Orleans and all points South and Southwest. Through Philman sleeper New York to New Orleans and New York to Memphis; dining car, vestibuled coach between: Washington and Atlanta; Fullman courist car for San Francisco Pullman courist car for San Francisco Sundays.
- 8.50 a m-No. 8 d sily for Richmond and Nor-folk; counect at Danville for Wash-ington: and points North.
- 7.32 a m-No. 11 laily for Atlanta and all points South: solid train Richmond to At-lanta; Pullman sleeping car Danville to Ho: Springs.
- 12.10 p m—No. 16 daily for Washington, Rict-mond, Raleigh and all points Nortl.; carries Puliman drawing-room butfet s'eeper Jacksonville to New York; Birmingham to New York; Puil-man tourist car from San Francisco Thursdays.
- 10.44 p m-tib. 38 daily for Washington and Son hwestern vestibuled, limited, for Washington and all points North; Through Pullman car Memphis to New York; New Orleans to New Y., Tampa to New York; also car-nes, estibuled coach and dining car.
- 9.52 p m—No. 12 daily for Richmond and all points North; carries Pullman sleep-ing car from Hot Springs to Danville; connects at Greensboro with train carrying Pullman car for Raleigh.
- From Raleigh—No. 15 passenger arrives 6.30 p m; No. 35 passenger arrives 11.55 a m; No. 11 passnger arrives 6.55 a m.
- For Raleigh—No. 35 passenger leaves 12.10 p m; No. 16 passenger leaves 8.50 a m; No. 12 passenger leaves 1.30 a m.
- N. W. N. C. Division-No. 107 passenger leaves Greensboro 12.20 p m; arrives at Win-ston-Salem 1.30 p m daily except Sun-day. No. 105 leaves Greensboro 8.50 a m daily, arrives at Winston-Salem a m daily, arrives at Winston-Salem 9.50 a m, arriving at Wilkesboro 1.10 p m; train No. 7 runs daily except Sunday; No. 109 leaves Greensboro 7.50 p m, arriving at Winston-Salem 8.50 p m; No. 1.10 leaves Wilkesboro daily except Sunday at 2.05 p m, ar-riving at Winston-Salem 5.15 p m, ar-riving at Winston-Salem 5.15 p m, ar-



been shaved to the needs of the public by purchasing at first hands, and cleaned, screened and sheltered for their

Our prices are within the reach of all.

Greensboro Ice and Coal Co.

