

(Concluded from first page.)

black children play and eat together. No longer does the white lady gather children of both races about her knee to hear the story of the Gospel.

The bond is broken that bound the races together. The negro has passed out from the semi-social supervision of his white master, and no longer desires or receives the aid of the white race in restraining his children from vice and immorality.

The real struggle of the negro at present is not for social equality, nor for political power, but for industrial opportunity. The difference between the race is so immense that any other conflict between them is simply impossible.

In the whole country the negro has diminished from one-fifth of the population in 1790 to one eighth in 1890. He is less than two per cent of the population in twenty-four States and Territories; less than ten per cent in thirty-four; over ten in no Northern States; over two per cent in only three States that voted for Harrison.

In this contest the South is unwilling to surrender the civilization and manhood which the English race has wrought out through centuries of struggle and suffering.

him under the laws, and to give him generous and kindly help. It is giving him this help to-day, and it affords the best field on earth or negro development.

Five justices of the United States Supreme Court Monday upheld the constitutionality of the Chinese banishment law.

The opinion of the majority, read by Justice Gray, holds that the power of the government to prohibit the immigration of aliens, or to require aliens already here to leave, is a sovereign power inherent in every nation.

It can only be regarded as a national misfortune that the views of the three minority justices were not proclaimed as the judgment of the Court.

Banishment is punishment. It means deprivation of liberty, sacrifice of property and expulsion from business and home.

The decision of the Court calls for the enforcement of the law. But enforcement has its ridicule as well as serious aspects.

Moreover, suppose the government of China should prohibit the landing of expelled Chinese at any port of the Empire.

Then, again, suppose China should become incensed at the flouting breath of our treaty stipulation and retaliate by driving American residents out of that country?

In short, the enforcement of the law bids fair to encounter difficulties as perplexing as its provisions are unprecedented.

Newberne and its Industries.

Week before last The Landmark promised—in view of a recent trip of a Landmark man to New Berne—to say something about the trucking, fishing and other industries of that section.

One of the farms visited by the editors is their drive over the truck farms was that of Messrs. Hackbart & Willett.

The season for picking and shipping was at its height and the pea fields were alight with workers.

This was only one of many farms seen on that drive that was a revelation to every editor from central and western North Carolina.

The Chinese Question.

As we indicated yesterday, unpleasant complications may arise from the Chinese exclusion act.

The Supreme court, Chief Justice Fuller dissenting, has sustained the act, and it is now stated that it went into effect on the 5th of May.

retaliation on American citizens and property in its domain. At Washington it is believed that the question has a very grave aspect.

In an English Chophouse.

Gentleman—How is it there's no gravy to this meat, waiter? Waiter—Gravy's a hextra, sir!

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RIUMOND & DANVILLE RAIL ROAD.

South Carolina Division, & L. N. G. [Daily except Sunday.] IN EFFECT May 15th, 1892.

Table with columns for Southbound and Northbound, listing stations like Lenoir, Hickory, Newton, Lincolnton, Dallas, Gastonia, Yorkville, and Chester.

Table for CHESTER & CHESTER N. G. R. R. listing stations like Chester, Richburg, Fort Lawn, and Lancaster.

Table for CHARLOTTE & STATESVILLE listing stations like Charlotte, Huntersville, Davidson, Mooresville, and Statesville.

No. 12 leaves Statesville for Taylorsville 1.10 p. m., arrives Taylorsville 2.25 p. m. Returning, leaves Taylorsville 2.50 p. m. arrives Statesville 4.00 p. m.

For detailed information as to local and through time tables, rates and Pullman sleeping-car reservations, confer with local agents or address—Jas. L. Taylor, Gen'l Pass. Agt., Atlanta, Ga.

CAROLINA CENTRAL SCHEDULE

In effect May 7th '92. MOVING WEST. NUMBER 42—Daily except Sunday.

Table with columns for STATIONS, ARRIVE, and LEAVES, listing stations like Wilmington, Charlotte, Paw Creek, Mt Holly, Stanley Creek, Iron, Lincolnton, Cherryville, Waco, Shelby, Lattimore, Mooresboro, Ellenboro, Bostic, Forest City, and Rutherfordton.

MOVING EAST. NUMBER 36—Daily except Sunday. PASSENGER, MAIL & EXPRESS TRAIN.

Table with columns for STATIONS, ARRIVE, and LEAVES, listing stations like Rutherfordton, Forest City, Bostic, Ellenboro, Mooresboro, Lattimore, Shelby, Waco, Cherryville, Lincolnton, Iron, Stanley Creek, Mt. Holly, Paw Creek, and Charlotte.

Through passenger train No. 25 leaves Charlotte for Raleigh and Portsmouth, Va., at 10.00 p. m. Through passenger train No. 117 leaves Portsmouth, Va., at 3.00 p. m. and arrives at Charlotte 5.20 a. m.

Local freight train No. 7 leaves Charlotte at 8 a. m., Lincolnton 10.13 a. m. and arrives at Shelby 11.45 a. m. Local freight train No. 6, leaves Shelby at 1.45 p. m., Lincolnton 3.10 p. m. and arrives at Charlotte 5.30 p. m.

Passengers and mail train No. 24 leaves Charlotte at 10.00 p. m. and arrives at Wilmington at 9.45 a. m. Passenger and mail train No. 23 leaves Wilmington at 5 p. m. and arrives at Charlotte at 5 a. m.