

How to Get to the West.

YORKVILLE, May 21.—Special: Although there has been no extensive reference in The News and Courier during the past few days as to Charleston's proposed railroad to the West we do not suppose the matter has been dropped entirely, and we certainly hope it has not, because we believe that Charleston's future prosperity, and with it in a large measure that of a considerable portion of the State, depends in no small degree on the building of a railroad to be operated in the interest of our principal seaport, at least to the extent that the principal systems now operating in the South work to the interest of Virginia, North Carolina and Georgia seaports to the injury of Charleston.

Several weeks ago I undertook to point out short and desirable routes from Charleston to the West that could be completed at a cost within the reach of that city, and I desire to add some additional information and to emphasize, as best I can, the advantages possessed by the route previously mentioned as embracing what is now the Cheraw and Chester and Chester and Lenoir railroads.

I have no idea that Charleston has ever thought of the important part that what is now known as the Chester and Lenoir Railroad may some time play in her history.

Charleston has recently given a good deal of time and attention, and we believe stands ready to put a good deal of money in the proposed Boone road to Jellico, which, in the opinion of some experts who claim to know whereof they speak, is an undertaking that will cost beyond the means of any of our Southern States to carry out, and is therefore too far in the future to benefit Charleston of today, if it is ever carried out. While, on the other hand, if Charleston wants a road to the West she can get it and only have to build less than seventy-five miles of new track that will cost less, so an experienced engineer says, than \$15,000 per mile for a narrow gauge or \$22,000 for a standard gauge.

I think I can explain the foregoing to the entire satisfaction of any sensible man. Take a map and follow me as I point out my route. You leave Charleston by either the Coast Line or the South Carolina and Georgia Railroad to the junction of the Three C's Road, thence you go to Yorkville or to Lancaster, as you prefer, thence via the Chester and Lenoir to Hickory and Newton to Lenoir, and from Lenoir to Collettsville, twelve miles over the Caldwell and Northern Railroad. Here is where my gap of less than seventy-five miles is found—the exact distance being sixty miles—and in this gap is included the crossing of the Blue Ridge. The route has been surveyed, and, as previously stated, a narrow gauge road can be built the entire distance at a cost of \$15,000 per mile and a standard at \$22,000. Now we will resume our tracing, supposing we have filled in the gap from Collettsville to Elizabethtown, Tennessee, where we strike the Bristol and Elizabethtown Railroad, running from Elizabethtown to Bristol via Bluff City to Big Stone Gap, where we have a connection with the Louisville and Nashville Railroad for all points West, including the coal fields of Jellico, Big Stone Gap and Bluefields.

Now suppose you should conclude that it would be better to have a more direct line from Big Stone Gap to the West; suppose you fill the gap between Big Stone Gap and Richardson, Ky; that would put you into Huntington, W. Va, where you have a direct line to Pittsburg, Columbus, Toledo, Indianapolis, Chicago or Louisville. This would enable the coal fields to have a direct line with Charleston, and in case South Carolina and the South should continue to live up to their ancient convictions that it is more profitable to buy the necessities of life than to raise them this proposed line could bring meat from Chicago, flour from Indianapolis and Louisville and hard coal from Pittsburg and soft coal from Bluefields, Big Stone Gap and Jellico.

Now comes the strongest point in connection with the line indicated. The entire cost of building these missing links and consolidating all the roads mentioned, changing the narrow gauge lines to standard gauge, under a reorganization scheme, would not be more than the estimated cost of finishing the Blue Ridge tunnel, necessary to put the proposed Boone road through the mountains. The lines mentioned as necessary to frame these limbs will always remain weak unless the limbs are built to couple them into one continuous line, and should that ever be done there is little doubt but that they will be the best paying railroad property in the South.

In our own State this line would open up the Catawba River Falls, the

finest water power in the South, and in North Carolina the Catawba River and the South Fork of Catawba River, where the Chester and Lenoir passes over them, having magnificent water powers, and there is no better country in all the Piedmont section than this road passes through.

I have no doubt that if the Charleston people will study this question they will find they can get from Charleston to the West by this route cheaper, and therefore much sooner than by any other.—Charleston News and Courier.

Morganton Herald Clippings, May 23rd.

Miss Annie Ervin, of Hickory, is visiting her brother, Mr. W. C. Ervin here this week. Mrs. A. M. Ervin will arrive in town soon and will reside here permanently, we are glad to say.

Mr. J. L. Charles, the horse trainer, has leased the fair grounds for the season and will use it for a base ball field. He will also put the track in fix for the benefit of the driving fraternity.

The Deaf and Dumb School here closes June 12th. In the meantime Prof. Goodwin and the teachers will be glad to show visitors around. Those who wish to see the methods of teaching, should go between the hours of 9 a. m. and 1 p. m.

Among the brilliant social events of the season stands most prominently the delightful reception given by the "Teachers and Officers of the Deaf and Dumb School" on Saturday last from 8 to 11 p. m.

It was a most realistic and tangible expression of appreciation shown to the citizens of Morganton of the attentions received at their hands since the opening of the institution, and the prompt and ready response to the invitation bore testimony to a similar acknowledgment on the part of the happy recipients. The building itself was one huge electric spark and all hearts blazed in unison.

Seldom will one find so large an establishment and without one single exception so cultivated and elegant a corps of officers and teachers. The "Old North State" may justly feel a warrantable pride in the selection of the superintendent and faculty of its school for the deaf and dumb.

Off For The Kiel Fetes.

The United States are to be well represented in the great naval display at Kiel next month, to which all the naval powers are to send war ships to celebrate the opening of the North Sea and Baltic Ship Canal.

The New York, Columbia, San Francisco, and Marblehead are to be treated alike in the matter of the electric illumination. The New York was to have carried the equipment for the San Francisco and Marblehead yesterday, but she sailed in too much of a hurry, and the Columbia will take it. Crowds gave the New York a parting cheer yesterday. Many people desired to see the Columbia at close quarters as she lay at the Cob Dock, well over toward Williamsburgh, but there was too much doing aboard her to leave time for many visitors.

The New York carried over a supply of fancy fireworks, and the Columbia will take more. There are twelve dozen aquatic works of various designs, fireworks to burn on the water, two dozen float lights, and three dozen four and six pound rockets with floating festoons and magnesium and prismatic torrents. There are to be four illuminations of thirty-six lights each in red, white, and blue. Set pieces will represent the German and the American arms, each 15 feet by 12. There is to be a grand fire portrait of Emperor William, 20 feet by 20, and one of President Cleveland, whose proportions will be represented in the same space. The designs for the fireworks were made in Washington. There are dozens of shells, batteries, and exhibition rockets of varied colors and effects, and there is a special motto in German text: "Herzlicher Gruss an Deutschland von den Vereinigten Staaten." ("Hearty greeting to Germany from the United States.")

Delightful Summer Homes and Resorts on the Southern Railway.

The passenger department of the Southern Railway has just issued a large folder especially for the information of those who are seeking desirable homes and resorts for the present summer. It is gotten up in the best style of the printer's art and contains a complete description of the most desirable locations for summering, and is copiously and beautifully illustrated with scenery, hotels and homes along its main and branch lines.

It not only fully describes the scenery along the entire Southern Railway system, but gives the names, locations and terms of good boarding houses, hotels and country homes, from \$3 per week to \$5 per day.

Copies can be had upon application to the principal offices of the company, or by sending a two-cent stamp to Mr. Wm A. Turk, General Passenger Agent, Washington, D. C.

PAIN'S CELERY COMPOUND.

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Within a few steps of the intersection of two of the busiest thoroughfares in Chicago, if not in the entire country, is a store through the portal of which more people pass in the course of a day than enter into and depart from any other establishment of its size in the West. Men and women whose faces bear the stamp of intelligence and culture; women who lead in society, art and letters; men who are prominent in the professions; lawyers, physicians, artists, judges, and journalists. The exterior of the place gives immediate evidence of its character, which is that of a center of current news and information. It is the news and periodical depot of Charles MacDonald at 55 Washington street, who writes the following letter: CHICAGO, Feb. 20, 1895.—Messrs. Wells, Richardson & Co., Burlington, Vt.—Gentlemen: It is clearly the duty of every person to acknowledge a service rendered, no matter what its nature. When, however, the character of the benefit bestowed is such that it lightens the daily burdens of our lives, and changes our nights from dreary watches to periods of tranquil and refreshing repose, the duty resolves itself into a pleasure. A few months ago, owing to the confining nature of my business, I began to feel

at first a sort of languor and listlessness, to disguise which I was compelled to bring into play all the strength of will I could command. The feeling grew upon me, however, and in a short time it took such possession of me that it affected my appetite and caused insomnia. I approached my meals with a feeling amounting almost to nausea, and my bed with horror at the restless night that I was nearly certain was before me. It was only by the strongest efforts that I was enabled to hide the change from people who came into my place of business, but my intimate acquaintances were quicker to notice it. I had arrived at a point where I could no longer keep silent upon the subject, and speaking of it to one of my friends one day he suggested that I try Paine's celery compound. I purchased a bottle, and before I had taken a dozen doses I knew that the suggestion was a good one, for I felt an improvement. I continued to use it, and feel entirely restored. My appetite is good, I sleep well, and, instead of an irksome grind, my business has again become a pleasure to me. You may put me down as a strong advocate of Paine's celery compound.

Yours respectfully,
CHAS. MACDONALD.

Carlisle Not with His Party.

From The St. Louis Republic.

Loose talk about "favoring the largest use of silver consistent with maintaining the gold standard" may be pardoned in the ordinary citizen who has not by the responsibilities of his position been required to examine the laws of finance and currency; but it has always been incomprehensible that Mr. Cleveland and Mr. Carlisle could seriously advance such opinions.

Three policies are before the American people. One is to preserve the gold standard. In that case the paper currency would as well rest directly on the gold reserve in theory as it must in fact. Another is silver monometallism. In that case let the paper notes rest on silver and let gold be a matter of commodity contracts. The third is to adopt free coinage of both gold and silver at a bimetallic ratio and base the paper currency on both. This third policy is what nearly the whole democracy of the west and south think is the "traditional obligation of the party. Whatever dispute there may be about the wisest ratio, under the conditions which now confront us, there is little dispute about the principle.

Secretary Carlisle does not speak for his party in defending the single gold standard. We have no abusive epithets for him. What we do say is that a single gold standard is not democratic and that a "large use of silver" does not make it democratic.

Hinrichsen's Opinion of Palmer.

Springfield, Ill., May 24.—In an interview to-night Secretary of State Hinrichsen replied to Senator Palmer's Washington interview. He said:

"I have read what Palmer said about the silver movement in this State. Most people here regard it as the drivell of a dotard, but I think otherwise. Senator Palmer never did know much about politics in this State, but he knows that the silver sentiment grows stronger every day. He does not believe what he says. He is only trying to make himself strong with the President by publicly saying what the President likes to hear.

"He says I am an amateur politician. When President Grant drove Palmer out of the Republican party at the point of the Federal bayonet I was already doing politics in the Democratic party, where Palmer sought refuge.

"I was active in Palmer's contest for the United States Senate, and the Legislature which elected Palmer adopted a free silver resolution which Palmer endorsed. Palmer seems to have a spite against every man who ever did him a favor in politics, and I am one of those he dislikes.

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