

State Chronicle
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COMMUNICATIONS RELATIVE TO
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should be made payable to his order.

JOSEPHUS DANIELS, - - Editor.
D. H. BROWDER, - - Bus. Manager.
HAL W. AYER - - Asso. Editor.
THURSDAY, APRIL 17, 1890.

Equal and Exact Justice to all Men,
of Whatever State or Persuasion, Reli-
gious or Political.--Thomas Jefferson.

TO THE EDITORS.

The next meeting of the North Carolina Press Association will be held com-
mencing on Wednesday, July 23rd, and
continuing three days.

The Executive Committee will select
the place of meeting on or about the first
day of May. It is understood that the
meeting will be held this year some
where in the East, and it is hoped that
every member who has a preference will
express it at once by writing to the
Secretary or some member of the Execu-
tive Committee.

The Executive Committee will meet in
Raleigh on the last Wednesday in June
to receive applications for membership,
and to make arrangement for the entertain-
ment of the association, &c. All
applications for membership should be
sent to the secretary before that meet-
ing accompanied with the admission fee,
five dollars, and the membership fee,
two dollars. The secretary has no right
to issue passes to any one not recom-
mended by the Executive Committee.

It is well to state to those who are al-
ready members that the annual mem-
bership fee, two dollars, must be paid by
them to the secretary on or before the
15th day of July. Send the amount at
once.

Fraternally,
J. B. SHERRILL,
Sec'y N. C. P. A.

A RETROSPECTIVE VIEW.

Day by day the STATE CHRONICLE
keeps its readers posted in regard to the
railroad building that is going on in the
State, and the projected lines that pro-
gressive men are trying to build. Last
year North Carolina built more miles of
railroad than any State in the Union,
with one exception. The outlook in the
near future for still greater development
along this most important line of pro-
gress is very good, as we pointed out a
few days ago.

It is interesting, profitable and en-
couraging to take a retrospective view
extending over twenty-five years, and
note the progress we have made. The
CHRONICLE does not hesitate to predict
that the next twenty-five years will show
an increase that will not be comparable
to the progress of the last quarter of a
century. We are but on the threshold
of railroad building. The day is not far
distant when the State will be honey-
combed with these arteries of trade,
promoters of commerce and developers
of resources.

Railroad building is the most impor-
tant of all lines of progress, because
they are the forerunners of all great
manufacturing and mining industries.
Without railroads penetrating every sec-
tion, the untold mineral resources of the
State cannot be brought to light, nor
can machinery be brought to make up
our raw products, or the manufactured
products be put upon the market. They
are the arteries of trade and manufac-
turing, and without them the blood
stagnates, and there is no active, pulsa-
ting power.

THE CHRONICLE, always alert to pro-
mote every industrial enterprise in the
State, rejoices in the great progress we
have made, but most of all in the bright
outlook for future net-work of railroads
that will cover the State. The people
everywhere ought to lend their hearty
co-operation to the promoters of railroads
and hasten the day when no country
or progressive community will be
without railroad facilities.

MAJ. WM. A. HEARNE has contribu-
ted an article to the Wilmington Mes-
senger giving a retrospective view of the
railroads of North Carolina twenty-five
years ago which, in view of the great
development going on, has peculiar in-
terest. He writes:

North Carolina presented a sorry spec-
tacle for business and industry twenty-
five years ago, at the close of the war.
There was not an unbroken line of travel
and transportation in the State. What
cotton and other marketable produce the
devastating hand of war had left in the
possession of our ruined people had to
be carted to the navigable waters, and put
on boats for transportation to some mar-
ket to find buyers. Such portions of our
fragments of railroads as were fit to run
cars over were in the hands of the United
States militia, and were not pretened
to be operated for the accommodation
and convenience of our citizens. It was
not until midsummer of 1865 that the
United States military authorities opened
the A. & N. C. railroads, from Raleigh
to Morehead City and New Berne, for
the use of the general public, and then
at the most fearful rates for travel and
transportation. We wish our old friend
Rosenthal, now living in
Gold'sboro, would try to remember
what he paid the Military railroad per
bale, for carrying cotton from Gold-
sboro to New York in July and August
1865, and for the goods of his first stock
opened in Wilson in the fall of that
year. The charges were enormous, and
added to these was the cartage of 24
miles between Goldsboro and Wilson.

About half the trade of the Atlantic
road fell into the hands of the Federals
in March 1862, at the fall of New Berne
and Morehead City, and by the middle
of April 1865, they had it in fair physi-
cal condition for operation for the whole
95 miles between Morehead and Gold-
sboro. The North Carolina road, like
the Atlantic, was a comparatively new
road when the war began and was left
in an intolerable condition at its close,
and the Federal authorities very soon
put the whole line in order for their
uses after the surrender of Johnston.
The Raleigh and Gaston
was also taken possession of, but its
bridge had been destroyed, the Roanoke
bridge burned at Gaston, and Wel-
don connections by way of Petersburg
and Norfolk utterly broken up. The
Western North Carolina road had not
reached Morganton when the war came
on, and was a mere fragment when it
closed. The Piedmont, from Greens-
boro to Danville, was built in 1864, as a
military necessity--and the Charlotte
and Statesville road was torn up to iron
it; and its northern connection, the
Richmond & Danville, was a total wreck.
The Fayetteville and Western extended
only some forty miles out from Fayette-
ville. The present Carolina Central was
a completed section between Charlotte
and Lincolnton, and another was a frag-
ment in ruins, between the Pee Dee and
Cape Fear, above Wilmington. The
Charlotte and Columbia road was totally
destroyed by Sherman's raid and incendi-
aries, and was not reopened for
traffic for more than a year after the
war was closed. The Wilming-
ton and Manchester was a map of
ruins. The Wilmington and Weldon road
was worn out and broken up. It was
merely two streaks of rust from Wil-
mington to Weldon. The Federals did
begin to make use of its eighty-four miles
of track between Goldsboro and Wil-
mington in the late spring and summer
of 1865, but it was not opened to traffic
along the whole line until the fall and
winter, and then it had practically no
Northern connection.

We were in a sorry plight as to rail-
roads. All the engines and cars had
been either destroyed or worn out in
the service of the Confederacy, and about
the only available rolling stock was that
belonging to the Military Railway system
of the United States; and when the fall
season of 1865 came around the masses
of our people no more looked for rail-
road service than if such a thing as rail-
roads had never been heard of. The en-
tire railroad mileage did not then ag-
gregate nine hundred miles of road bed,
rotten cross ties, burned bridges and
worn out iron.

HOME-SPUN YARNS.

The entrance of W. E. MURCHISON,
Esq., into journalism as editor of the
Jonesboro Leader, recalls one of the
brightest pieces of legal wit by Mr.
MURCHISON in the annals of legal anec-
dotes, rich with bright sayings, in the
State. It was worthy the brightest of
the English Chancellors, and, at the
risk of making an error in the verbiage,
we shall commit it to cold type so that
Bro. MURCHISON's fame as a great wit
may go down to posterity. Some time
ago, Mr. MURCHISON appeared in an ac-
tion of ejectment in Harnett court. It
was a hot day. The people at court
were listless. The jury men were sleepy,
and His Honor, JUDGE SHIPP, could not
conceal that he was bored by the hun-
dred proceedings of court. With such
surroundings Mr. MURCHISON arose to
address the jury in a dry action of
ejectment. Pretty soon he saw that to
gain attention, he would be compelled
to do something, so raising his voice,
he said: "Gentlemen of the jury: I am
going to tell you an anecdote." The ef-
fect was magical. The restless by-stand-
ers pricked their ears and leaned for-
ward--the jury woke up--and His Hon-
or turned in his chair and paid strict at-
tention. When he had thus obtained
the ears all, Mr. MURCHISON proceeded
to relate a long rignarole to the effect
that in company with JUDGE SHIPP he
had traveled through the country from
Moore, how they had been delightfully
entertained at the home of a hospitable
Scotch farmer, and how his daughters
had entertained them with delightful
music, and how after being thus regaled
they had come on in peace of Lillington.
Then, when he had spoken so much, he
stopped and began on his argument.
JUDGE SHIPP interrupted him with the
remark: "BROTHER MURCHISON, I do
not see any point in that anecdote."

Mr. MURCHISON stopped a moment,
and turning to the jury, said, "And
neither do I, gentlemen of the jury. But
JUDGE SHIPP told me what I have related
to you as a great joke. I could not see
the point, but I attributed it to my ob-
tuseness. I then and there determined
to ascertain by jury trial if what JUDGE
SHIPP told me as a joke was funny. And,
gentlemen, I have taken this occasion to
give the joke a fair trial by jury."

A GREAT HARDSHIP.

[Asheville Democrat.]
The Richmond and Danville railroad
proposes to charge thirty dollars a car
load for brick to pave the city, from
Paint Rock to Asheville. GEN. P. M.
B. YOUNG, the paving contractor, says
that the East Tennessee Virginia and
Georgia railroad, from Knoxville to
Paint Rock, will charge only ten dollars
per car load. The latter distance is one
hundred miles and the former only fifty-
four.

The railroad's explanation of this
monstrous discrepancy is that the route
from Knoxville to Paint Rock is a
through rate, while that from Paint
Rock here is a local rate. This techni-
cal solution of the discrepancy seems
to the rate-makers to be entirely satis-
factory and just, but to the end of the

average citizen it still bears the appear-
ance of a great injustice. The Rich-
mond & Danville road says that if they
charged only a through rate the E.
T. V. & G. would charge a
local, and so there would be nothing
gained. While this may be true the
question remains, why should the local
rate amount to so much--\$30 a car load
for fifty-four miles? And again--a still
broader question in business morals--
why should the local rate be so out of
proportion (nearly six times) to the
through rate? We suppose, of course,
there is nothing violating the Inter-State
Commerce law in this practice, for we
believe it is common to all the roads,
but it looks like, and is, a very great
hardship.

THE MONEY QUESTION.

"Mr. J. R. McCULLOCH, the English
economist, has perhaps taken the strong-
est grounds in favor of the desirableness
of a gradual reduction in the burden of
debts, through the natural increase in
the volume of the precious metals. * * *
It promotes industry, and diminishes
the weight of obligations which press
upon the producing classes, whether
walkers or employed."--FRANCIS A.
WALKER.

ANENT the celebration in Wilmington
to-day of the C. F. & Y. V. R. R. from
the mountains to the sea-shore, the peo-
ple who have long been denied the ad-
vantages of railroad facilities, can now
sing:

Jolting over crossings,
Hustling over bridges;
Dashing through the outskirts,
Rattling over ridges;
Flying like a comet
With a ten-mile tail,
Bless us, this is pleasant
Riding on a rail.

W. H. & R. S. TUCKER & CO.,

OUR
Dress Goods.

We have got the largest, the most practical
and stylish lot of fabrics in Spring Dress
Goods in the State. All of our stuffs are cor-
rect, the shades are true and the prices are
as low as any house in the country can name.
IN PLAIN STUFFS, we offer the most un-
usual values.

Broad Cloths,

54 inches wide \$1.50
46 inches wide \$1.00

Henriettas,

46 inches wide 90c.
42 inches wide 75c.
40 inches wide 50c.

MOHAIRS,

40 inches wide 40c.
40 inches wide 50c.
42 inches wide 75c.
44 inches wide 75c.
44 inches wide 90c.
44 inches wide \$1.10.

All of the above are shown in the new and
correct shades for the present season, as well
as in all the standard colors.

DRESS TRIMMINGS.
Everything that fashionable taste can desire
will be found in this department. The as-
sortment is very varied--not too much of a
kind, and the more valued in consequence.
W. H. & R. S. TUCKER & CO.

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D. T. JOHNSON, Ag't,

WHOLESALE

Commission Merchant

Daily receiving consignments of

New Cabbage, New N. C. Cut and Roe

Herrings, N. C. Hams, Potatoes,

Chickens, Eggs, &c., &c.

LOW PRICES TO THE TRADE.

CORRESPONDENCE FROM SHIP-
PERS SOLICITED.

---NOW IN STORE---

A Big Lot of Best Brands of Flour.

Bought before the rise.

Small Hams, Sides and Shoulders.

N. C. Canned Fruits and Vegetables, Houl-
ton's Cocoa, Dunham's Shred Coconut, Daisy
Pickles (10c. bottle), Plain and Fancy Candy,
Bananas, Oranges, &c., &c. Free and Prompt
delivery.

Phone 28. D. T. JOHNSON, Ag't.

BEEF, LAMB

---AND---

MUTTON

I received to-day from the BLUE
GRASS section, in Kentucky, nine of
the finest Beeves usually brought to this
market. The average weight of each is
fourteen hundred pounds. I also have
choice Virginia Lambs and Mutton
which will be served every day, com-
mencing with to-day, and I will as here-
tofore deliver to my customers on Sun-
day morning from my Refrigerator their
purchases of Saturday.

J. SCHWARTZ,
122 Fayetteville St.,
Raleigh, N. C.

Guitars! Guitars!

Of all small musical instruments the Guitar
is at present the most popular. They would
be more popular if there were no cheap im-
ported Guitars sold. The necks of these cheap
instruments will WARP, and it is impossi-
ble to play well on one, besides the frets are
not correct. Call and see our

AMERICAN GUITARS.

Especially the famous

STRATTON HARP GUITARS,

Which are the sweetest tuned and most dura-
ble Guitars made.

SOLID ROSEWOOD BODY, SPAN-
ISH CEDAR NECK, CONVEX

FINGER BOARD, CURVED

FRETS, ROSEWOOD

TRIMMINGS, &c.

Price of "Harp" Guitars, \$20, \$22, \$25
up. We have American Guitars \$12.50
up. We have Guitars \$5.00 up.

We would be pleased to have you call and
select, or to correspond with you if you desire
a Guitar.

NORTH STATE MUSIC CO.

ICE! ICE!

We are sales agents for Ice from the Raleigh
Ice Factory and are now ready to fill orders
at wholesale and retail, from five lbs. to one
hundred tons of best quality and at low rates.

JONES & POWELL.

Livery, Boarding and Sale Stables.

We have purchased the livery and sale sta-
bles owned by G. W. Wynn, and enlarged the
outfit with some fine Horses, Buggies, &c.,
which are for hire to responsible and careful
people at reasonable rates.

BOARDING.

As we buy feed in large lots from first hands
at lowest cash prices, we are prepared to
board stock on the best the country affords at
rock bottom prices, and guarantee good at-
tention.

SALES.

Those wishing to purchase horses are
solicited to call on Mr. Helder, our Superin-
tendent, at Wynne's old stand.

TELEPHONES--Stables No. 95, Store No. 41,
Wood, Coal and Lumber Yard No. 71.

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The Best and Safest of all Building
and Loan Associations.

Endowment Building Fund

OF THE

Life Insurance Company of Virginia,
Home Office: Richmond, Va.

Capital, \$100,000 00. Assets, \$174,224.08
Surplus, \$121,357.46.

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ILLUSTRATION

Showing estimated cost and profit in seven
years of ten shares.

Subscription fee \$ 10
Eighty-four monthly payments, \$5 each 672
Total cost \$ 682
Received at maturity 1,000

Net profit \$ 318

Or nearly 50 per cent. on the investment.

Should the shares mature in six years the
profit will be 70 per cent. on the investment.

This is a higher rate of interest than can be re-
alized from any other reliable investment, at
the same time it has required only a small
savings each month.

ILLUSTRATION

Showing estimated cost and profit in seven
years to the borrower of \$1,000.

He subscribes for fifteen shares and pays--
Subscription fee \$ 15
Five monthly payments, at \$12 per
month 60
He applies for and receives a loan
of \$1,000

On which he pays interest at the
rate of 6 per cent. per annum,
being \$5 per month for 79 months, 395
(No premium is charged.)

He also pays 79 monthly payments
on his fifteen shares of \$12 per
month 948

Making the total cost \$1,418

His fifteen shares having matured
the Company now pays him \$1,500

Out of which he repays the loan
and has left in cash \$509

Besides having had the use of \$1,000 for
seven years at a cost of not one cent.

If twenty shares are carried the net profit will
be proportionately greater.

J. M. BROUGHTON,

Local Agent.

ECCE ITERUM.

Which is the Latin for "Here We Are
Again." Smoked Meats of every descrip-
tion: Virginia Hams, Ferris Hams,
Tongues and Beef, Baltimore Hams, Cali-
fornia Hams, Breakfast Strips, Smoked
Jowls, &c., &c. HARDIN & PESCUD.

NEW CUT HERRINGS, &c.

New Cut Herrings, very nice; Cod Fish,
Shrimps, Lobster, Salmon, Fine Sardines,
Kipperd Herring (an elegant relish), &c.,
&c. HARDIN & PESCUD.

A VERY BAD HABIT.

Don't chew tobacco. It does you no
good, and it is a waste of money; but if
you can't be cured-of it, chew good tobacco.
We offer you Diana, Hancock's
Virginia Gentlemen, Gray's best, Wa-
verly, Fitzhugh Lee, Chesapeake Fine
Cut, and other Standard brands.

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Has eighty characters. Excels in quality of
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The Best Type-writer for the money.
Price \$15.00 Only.
Sample of actual work sent on application.
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D. S. WAITT'S
CLOTHING HOUSE!

I have been in the clothing business seventeen years.

I know more about clothing this year than I knew last year.

The experience of each year gives increased knowledge of what is demanded
of a gentleman's clothing and furnishing house.

I am ready for the Spring trade. I know that men like to buy handsome
suits for little money.

I have taken pains to collect a stock of goods in which I can make the
feature prominent.

The stock includes any and everything for a gentleman's complete outfit.

I make a specialty of

Making Suits to Order.

The workmanship is of the best and the make-up the neatest and most up-
to-date that the originators of fashion can conceive.

I invite inspection, correspondence, &c.

D. S. WAITT,

Clothier. Clothier. Clothier.

213 Fayetteville St., RALEIGH, N. C.

J. HAL BOBBITT'S DRUGSTORE.
I have recently increased my stock, and am now prepared
to supply anything in the Drug Line--for the various ailments
to which humanity is subject.
I have had my store nicely papered, with other attractive
features added, and can assure the Public that my equipment
is complete.
DRUGS, CHEMICALS, PERFUMERY, TOILET
ARTICLES, SUNDRIES AND SEEDS.
PHYSICIANS' PRESCRIPTIONS FILLED AT ALL
HOURS, DAY OR NIGHT.
ATTENTION TO BUSINESS, AND LOWEST
PRICES GUARANTEED.
J. HAL BOBBITT'S DRUGSTORE.

MONEY at SIX PER CENT.

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