

PUBLISHED EVERY AFTERNOON, [Except Sunday,]

Near the Drug Store of Williams & Haywood, corner of Fayetteville and Hargett streets.

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Communications appearing in these columns are but the expressions of the opinion of the correspondents writing the same, and they alone are responsible.

A cross mark [X] after your name informs you that your time is out. Address all orders and communications to

BROWN & FERRELL, Raleigh, N. C.

RALEIGH, APRIL 22, 1890.

OUR BIRTHDAY.

Today marks the 11th anniversary in the existence of the EVENING VISITOR, and we therefore deem it not inappropriate to make our bow to the public, accompanied with a slight review of the past and our prospects for the future.

When we first launched forth upon the uncertain sea of public opinion, we were not unaware of the difficulties that would naturally beset our pathway, but, in view of the fact that there was a general demand for an evening daily at the capital of the State, which would cater to the wants of the public in matters of local interest, we laid aside all doubts. We further believed, that a journal divested of the entangling alliances of politics would best serve the end in view.

To say that the progress of the VISITOR has been uninterrupted by embarrassments would place the matter in too strong a light. We have encountered difficulties, and, at times, they seemed to be insurmountable, but, thanks to the leniency of a generous public, they have been overcome, and, the VISITOR is now one of the fixed institutions of our beautiful city, and, we believe on its way to the attainment of most complete success.

We do not intend to transcend the bounds of modesty in the assertion that the VISITOR has not been marked by any backward course. A general improvement of the paper has been recently made which in our opinion, is much the better as pertains to the size, general appearance and conduct of the paper. In the tone of the paper, as at first announced there has been no material departure. We have pursued the "even tenor of our way" at all times, with the belief that if we deserved support, we would undoubtedly receive it.

Our past course, must, to a great extent, be the index of the future. We have endeavored in our career to conform to strict impartiality in dealing with the public. In our criticism of men and measures we have "nothing extenuated or set down aught in malice." We have hewn to the line of strict justice, as we understand it—and we will so continue.

We feel that we need no emphatic declarations as to our devotion to the interests of the people of Raleigh. Our files, in this respect, speak our vindication. Our feeble energies are always at command to acquire whatever of good we can for our beautiful city.

We cannot refrain, at this time, to point what we consider the advantages offered to the public in the way of a channel for advertising. In this, the VISITOR claims the right to indulge in at least a particle of vanity. We sincerely think there is no better medium than our columns for men of all shades of business, and we earnestly solicit a continuous of the patronage that has been given us in the past.

We cannot close this article without expressing the utmost gratitude to those kind friends who have so long aided us with their confidence and esteem, and we pledge ourselves to renewed energy in the future in order to merit and retain their kindest wishes and substantial help.

A young lady who was recently admitted to the Massachusetts bar secured a client, and last week married him. She is now going to apply for admission to practice before the United States Supreme Court.

GREAT RAILWAY TUNNEL.

One of the Most Extensive Engineering Projects of the Century.

New York Times.

Six hundred men are now digging the railroad tunnel under the St. Clair river, at Port Huron, at the rate of fifteen feet each day. This means that before the year is out one of the most important pieces of civil engineering in the country will be completed. More than 12,000 feet of the tunnel proper is now ready for trains on the Michigan side and 900 on the Canadian. The remaining 4,000 feet will be finished at a wonderfully rapid rate, considering the nature of the work, if no accident intervenes. It has taken six months to do the work thus far, but workmen are now more accustomed to the task and can work with greater facility in the use of the machinery, so that the engineers in charge place the completion of the work not later than the end of the year.

The tunnel itself is over 6,000 feet long. The approaches are equally long, so that the entire length will be more than two miles. Of this distance, 2,310 feet are under the river, 2,300 feet on the Michigan land side and 2,100 on the Canadian. The grade is one foot in every fifty, except under the river bottom where it is substantially level. It is an iron cylindrical tunnel—the only one of the kind in the country. There is neither brick nor stone used in its construction. Neither are there any stays or supports—simply a mammoth iron tube built in sections underground. It is designed for a single track.

Electric lights make it as light as day, air engines keep the atmosphere as healthy inside as above, and steam pipes hold the temperature at the proper point. It is as dry as a street in summer, and the disagreeable features common to subaqueous work are entirely absent. Work is pushed from both ends.

A Home Paper.

No paper can be published without home patronage, and every man is interested in keeping up a home paper. If a railroad or factory is wanted the newspapers are expected to work for it. If a public meeting is wanted for any purpose, the newspaper is called upon for a free notice. If any of the societies have a supper or reception of any kind the newspaper is expected to give the necessary notice. The newspaper must put the schools and everything else to advance the interest of the business of the place, and then give them a handsome notice when they pass away. And yet some of them do nothing to keep up a home paper.—Alexandria Gazette.



HOUSEKEEPERS can prove by a single trial that these Extracts are the cheapest; they are true to their names, full measure, and highly concentrated.

Groceries, &c.

J. R. FERRELL & CO, FRESH AND RELIABLE Groceries: 222 Fayetteville Street.

- Evaporated California Apricots, Peaches, Prunes, Raspberries, &c, N C Dried Apples and Peaches, New York Medium Beans, California Dried Lima Beans, Imported Parmesan Cheese, grated for Macaroni, Edam and Pine Apple Cheese, Tarbell Cheese, Hazard's Strawberry Tomato Ketchup, best in the world.

- Smoked Salmon, Yarmouth Bloaters, Boneless Cream Codfish and Fine Mackerel. New Catch N C Roe and Cut Herrings.

Groceries, &c.

Beyers & Horton

FANCY GROCERIES.

We keep on hand at all times a well selected stock of cheap and fancy groceries which we would be pleased to have our friends call and examine.

- Coffee, Green, Coffee, Roasted, Teas, Green, Mixed, Sugars, Sugars, Bananas, 25c doz Bananas, Oranges, 25 & 40c doz Oranges, Macaroni, Dates, Dried Figs, Salmon, Potted Ham, Salmon, Macaroni, Salmon, Macaroni, Salmon, Hope's Chocolate.

Enamel Quick Working Starch requires no working, 10c package. Dunham's Concentrated Shred Cocoanut. Best Cream Cheese, Country and Goshen Butter; Roland's Self Yeasted Buckwheat, Oat Flakes, Gelatine, and, in fact, everything usually kept in a first class grocery store.

PRODUCE MARKET

LYNN - ADAMS

- AT -

YANCEY & STRONACH'S.

Mr Adams has opened at our warehouses on Wilmington street a Produce Market, where he will keep a full supply of chickens, eggs, butter, North Carolina hams and potatoes. We have in stock for planting and eating purposes, 100 bushels black peas, 50 bushels clay peas, 25 bushels speckled peas, 10 bushels white peas, 50 bushels sweet potatoes, and 2,000 lbs North Carolina hams at 12 1/2 to 13 1/2. When you want anything in Mr Adams' line don't fail to give him a call; he will make it to your interest. Goods delivered free of charge in any part of the city.

Yancey & Stronach.

Manufacturers and dealers in all kinds of Vehicles, Wilmington and Morgan streets. We carry the largest stock of carriages, buggies, road carts and farm wagons in the State. Will duplicate manufacturers prices. YANCEY & STRONACH, Raleigh, N. C.

ESTABLISHED 1836.

H. J. BROWN COFFIN HOUSE.

JOHN W. BROWN,

Funeral Director and Embalmer,

Corner Morgan and Dawson Streets, and 117 South Dawson Street,

Keeps constantly on hand

- Coffins, Baskets, Coffins, Baskets, Coffins, Baskets.

- Burial Robes, Burial Robes, Burial Robes, Burial Robes, Burial Robes, Burial Robes.

Undertaking in all its branches promptly attended to, day or night.

Assignee's Sale!

We have in stock for the benefit of purchasers, large quantities of

Rough and Dressed LUMBER

of different kinds, Mouldings, Brackets, Sash, Doors and Blinds for which we will assign to our customers at a very low price for cash. We want to make assets for the benefit of the firm Write and ask for prices. Thankful for past patronage. Prompt delivery.

ELLINGTON, ROYSTER & CO. 101 West street, Raleigh, N. C. Telephone 35. ja9 1y

WANTED.

A settled white woman to do cooking and house cleaning, for small family. Will pay \$6 per month and furnish room. Address, Mrs DR PARKER, Hillsboro road, late residence of Hon W R Cox.

Railroad Schedule.

Richmond & Danville R R Co Condensed Schedule In effect February 16th, 1890.

Table with columns: southbound, Daily, No 50, No 52. Rows include Richmond, Burkeville, Keysville, Danville, Ar Greensboro, Lv Goldsboro, Ar Raleigh, Le Raleigh, Le Durham, Ar Greensboro, Lv Salem.

Table with columns: Daily, No 50, No 52. Rows include Greensboro, Ar Salisbury, Statesville, Asheville, Hot Springs, Lv Salisbury, Ar Charlotte, Spartanburg, Greenville, Atlanta.

Table with columns: Daily, No 50, No 52. Rows include Lv Charlotte, Ar Columbia, Augusta, Northbound, Daily, No 51, No 53.

Table with columns: Daily, No 51, No 53. Rows include Lv Augusta, Columbia, Ar Charlotte, Lv Atlanta, Ar Greenville, Spartanburg, Charlotte, Salisbury.

Table with columns: Daily, No 51, No 53. Rows include Lv Hot Springs, Asheville, Statesville, Ar Salisbury, Lv Salisbury, Ar Greensboro, Salem.

Table with columns: Daily, No 51, No 53. Rows include Lv Greensboro, Ar Durham, Raleigh, Lv Raleigh, Goldsboro.

Table with columns: Daily, No 51, No 53. Rows include Lv Greensboro, Ar Danville, Keysville, Burkeville, Richmond, Richmond.

Table with columns: Daily, No 51, No 53. Rows include WEST POINT, RICHMOND AND RALEIGH, via Keysville, Oxford and Durham.

Table with columns: Stations, 55 and 103, Lv West Point, Ar Richmond, Lv Richmond, Ar Burkeville, Ar Keysville, Fort Mitchell, Finneywood, Chasewood, Five Forks, Clarksville, Soudan, Bullock's, Stovall's, Ar Oxford.

Table with columns: Stations, 55 and 103, Lv Oxford, Ar Dabney, Henderson, Lv Oxford, Stem's, Lyon's, Holloway, Durham, Cary, Ar Raleigh.

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Additional train leaves Oxford daily except Sunday 11 00 a m, arrive Henderson 12 05 p m, returning leave Henderson 2 10 p m daily except Sunday, arrive Oxford 3 15 p m.

No 50, leaving Goldsboro 2 30 p m and Raleigh 4 45 p m daily, makes connection at Durham with No 19, leaving at 6 00 p m daily, except Sunday for Oxford, Henderson, and all points on O & H, O & C and R & M roads.

Passenger coaches run through between West Point and Raleigh, via Keysville, on Nos 54 and 102, and 55 and 103.

Nos 61 and 53 connect at Richmond from and to West Point and Baltimore daily except Sunday. Nos 50 and 51 connect at Goldsboro with trains to and from Morehead City and Wilmington and at Selma to and from Fayetteville.

No 53 connects at Greensboro for Fayetteville. No 53 connects at Selma for Wilson, N. C. Nos 50 and 51 make close connection at University Station with trains to and from Chapel Hill, except Sunday.

Sleeping Car Service. On trains 50 and 51, Pullman Buffet Sleeper between Atlanta and New York, Danville and Augusta, and Greensboro, via Asheville to Morristown, Tenn. On 53 and 53, Pullman Buffet Sleeper between Washington and New Orleans via Montgomery, and between Washington and Birmingham, Richmond and Greensboro, Raleigh and Greensboro, and between Washington and Augusta, and Pullman Buffet Sleepers between Washington and Asheville and Hot Springs.

For rates, local and through time tables, apply to any agent of the company, or to SOL HAAS, JAS L TAYLOR, Traffic Man'g'r, Gen Pass Agt, W A TURNER, Div Pass Agent, Raleigh, N. C.

Prospectus.

THE

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IS PUBLISHED

AT

RALEIGH, N. C.

EVERY EVENING

Except Sunday,

AT

25 Cents per Month

Three Dollars Per Annum,

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