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**BROWN & FERRELL,**  
Raleigh, N C

RALEIGH, AUGUST 30, 1890.

Notes of the Week.

Preparations are now being made for two expeditions to the Arctic regions. The North pole and the unexplored radius around it has such an attraction to the people of the world that many have perished in the vain attempt to get within this region which nature has thus far debarred from humanity, as far as we know. In fact, from the attempts which have been made, it seems that it is an impossibility for man to get within the charmed circle. But with all the lessons of the past, the curiosity of humanity overweighs all else and there still spring up those who are willing to undertake to reach it though they perish in the attempt.

The world knows of the expeditions which have been fitted out in the past for this purpose, and it also knows of the signal failure of each and every one; and it also knows of the scenes of distress and sickening horrors which have attended these expeditions. Of course the world has gained much information about these frozen regions, but it has been at the cost of terrible suffering to those who went. The awful and horrible scenes of the Greely expedition are yet fresh in the minds of the people. It is now announced that Dr. Nansen will start out next spring and attempt to reach the North Pole, for which purpose the Swedish government and private enterprise have provided ample means. The other expedition we have reference to is to be in command of Lien C. Rider, of the Danish navy, who will explore a large area of the upper part of Greenland. The Danish government is backing this enterprise and will furnish the necessary funds for it. This expedition it is expected will be gone two years before it returns.

Of course Dr. Nansen's is the most dangerous of the two expeditions, but both of them will be fraught with untold privations and miseries. The thirst for exploration and adventure occupies a most prominent part of the composition of humanity and these hazardous attempts amid the icy regions of the globe will continue to be made every now and then. We cannot expect any more from the attempt that Dr. Nansen will make than from those which have been made, and it will no doubt terminate like those of his predecessors in a disastrous failure.

The body of the late Capt. John Ericsson, the great and famous inventor, was started on its journey last Saturday to its tomb in Sweden. It was his wish that after the toil of life were over that his body might rest in peace in the bosom of his native Sweden. His death occurred in March, 1889, and ever since his body has been resting in the Old Marble cemetery in New York City.

Capt. Ericsson was a remarkable mechanical genius and was one of the foremost men of the age in this respect; and the benefits of his labors were given to the American people, the land of his adoption. He was brought more prominently into notice by his invention of the Monitor ironclads which rendered such valuable service to the United States government in the late war.

It was the desire of the Swedish government that the remains of her famous son be sent home in a man of war, and so in accordance with this desire Secretary of the Navy Tracy

deputised the "Baltimore" for that purpose.

It was a notable and imposing occasion last Saturday in New York City when his body was transferred from its resting place to the vessel which was to bear it home. The people showed their appreciation and respect for the dead inventor in every way they could. A large crowd gathered to bid his remains a last farewell. The flags in the city and in the harbor were flying at half mast and amid the booming of salutes the Baltimore steamed grandly out on its journey.

The young German Emperor William seems to be trying to strengthen the amicable feelings between himself and the leading monarchs of the old world by visits. He has just returned from his trip to Russia where he has been the guest of the Czar. A royal welcome was extended to him and around the festive board, and on the military field everything was done to entertain and make pleasant his stay in the kingdom of the Czar. The weather was very unfavorable and was a drawback, but yet this did not hinder his royal highness from having an excellent time. The young Emperor enjoyed the maneuverings of the Russian soldiery which were carried through under difficulties, as the mud was fearful. The military maneuverings were pronounced a success and the Emperor has been given several honorable connections with the regiments. A farewell banquet was given him, and the Czar and the officers of the Viborg Regiment accompanied him down to the quay to see him off.

It is stated that these two great powers desire peace in order to occupy themselves with international affairs, and a visit like this would do more to this end than a great quantity of correspondence, and this is no doubt true.

No doubt this visit did much towards strengthening the amicable feelings between these two powers, but yet there is no telling when the Emperor will have to face in fight the same troops which he as a spectator looked upon in their brilliant maneuverings.

The great strike on the New York Central Railroad has been going on for some time now, and yet the company and the strikers seem to be unable to effect any terms. Both seem to be determined to have their own way. It has caused and is still causing great inconvenience to commerce and the longer this state of things continues the more disastrous it will be for the strikers and the better it will be for the railroad company. This loose kind of way of striking is not the proper method to pursue anyway. It caused lots of inconvenience, loss of time and most frequently ends in failure. The success of a strike depends very greatly upon the strikers being in the position to enforce their demands at once for if this cannot be done it gives time for the positions of the strikers to be filled and what inconvenience is caused by the employment of greenhorns or being compelled to run with a limited number of men is all thrown on the strikers and hence they lose the sympathy of a public who in reality would be glad to see them receive their demands and get the very highest remuneration for their services. Yet while there are so many idle who are standing ready to step in the shoes of those who strike it is a hard matter for a strike to be a success.

SIFTINGS.

The Latest.

Concord Standard.

The Chatham Record comes to the front as usual with a snake story. It says: "Chatham comes to the front with the champion snake story, and claims to have discovered the famous hydra headed monster of ancient mythology. At any rate our county boasts of a two headed snake, found by Mr. John G. Clark, of Hadley township, and brought to the Record's museum. It has two separate and perfect heads and can use either or both at the same time. Now come again with your snakes." Great Jehosephat!

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Published in the City of Raleigh.

BROWN & FERRELL, Proprietors.

Railroad Schedule.

Richmond & Danville R R Co'y.

Condensed Schedule  
In effect May 15th, 1890.

southbound.		Daily.	
	No 50		No 52
Lv Richmond,	8 00pm	*2 30am	
Burkeville,	5 06	4 30am	
Keyesville,	5 48	5 10am	
Danville,	8 40	8 05am	
Ar Greensboro,	10 27pm	9 42am	
Lv Goldsboro,	*2 40pm	7 50pm	
Ar Raleigh,	4 40	9 00pm	
Le Raleigh,	*4 45	*1 00am	
Le Durham,	5 48	2 55am	
Ar Greensboro,	8 20	7 30am	
Lv Salem,	7 30	*6 15	
Greensboro,	*10 37pm	*9 50	
Ar Salisbury,	12 26 am	11 19am	
Ar Statesville,	*1 49	*12 05pm	
Ar Asheville,	7 22am	4 22	
Ar Hot Springs,	9 24	5 55	
Lv Salisbury,	*12 32	*11 24 am	
Ar Charlotte,	2 05	12 40pm	
Spartanburg,	4 51	8 38	
Greenville,	5 56	4 46	
Atlanta,	11 00 am	9 41 pm	
Lv Charlotte,	*3 20 a m	*1 00pm	
Ar Columbia,	6 30	5 10	
Augusta,	10 30 am	9 00pm	
Northbound.		Daily.	
	No 51		No 53
Lv Augusta,	*6 30 pm	*8 00 am	
Columbia,	10 35	12 50pm	
Ar Charlotte,	3 13 am	5 15	
Lv Atlanta,	*6 00 pm	*7 10 am	
Ar Greenville,	12 35 am	1 48pm	
Spartanburg,	1 39	2 52	
Charlotte,	4 25	5 30	
Salisbury,	6 02	7 05	
Lv Hot Springs,	*11 10 pm	*12 25pm	
Asheville,	12 40 am	2 02	
Statesville,	5 02 am	5 58	
Ar Salisbury,	5 53	6 42pm	
Lv Salisbury,	*6 07	*7 12	
Ar Greensboro,	7 47	8 40	
Salem,	*11 40 am	*12 30 am	
Lv Greensboro,	*9 45	*11 00pm	
Ar Durham,	12 01pm	5 00 am	
Raleigh,	1 05	7 45	
Lv Raleigh,	*1 05	*19 00 am	
Ar Goldsboro,	2 55	12 50	
Lv Greensboro,	*7 55am	*8 50pm	
Ar Danville,	9 32	10 20	
Keyesville,	12 18pm	1 55 am	
Burkeville,	1 00	2 45	
Richmond,	3 30	5 15	

BETWEEN  
WEST POINT, RICHMOND AND  
RALEIGH,  
via Keyesville, Oxford and Durham.  
54 and 102 Stations. 55 and 103  
\*8 00 am Lv West Point, Ar 6 00pm  
9 40 am Ar Richmond, Lv 7 35 "  
\*11 00 am Lv Richmond, Ar 4 30 "  
1 00pm " Burkeville " 2 25 "  
2 05pm " Keyesville " 1 45 "  
2 44pm " Chase City, " 12 30 "  
3 15pm " Clarksville " 11 55am  
4 13pm Ar Oxford, Lv\*10 46 "  
4 00 " Lv Oxford, Ar 10 00am  
5 45 " " Henderson " \*8 55 "  
4 13 " Lv Oxford, Ar 10 46am  
6 57 " Ar Raleigh, Lv \*8 15 "  
†Daily except Sunday. \*Daily.  
‡Daily, except Monday.  
SOL HAAS, Jas L TAYLOR,  
Traffic Man'gr. Gen Pass Agt.  
W A TURK,  
Div Pass Agent Raleigh N C

ANDREWS & GRIMES.

We have added to our  
Wood and Coal  
—A—  
Feed Store

Just Received:  
And now in our warehouse,  
1 car 25 000 lbs Prime Timothy Hay,  
1 " 25,000 " No 2 "  
1 " 20,000 " Rice Straw, [i]  
1 " 20,000 " Bran,  
1 " 1,000 bu Oats,  
1 " 600 " Corn, [i]  
1 " 20,000 lbs Chops.

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