

PIEDMONT AIR LINE.

Richmond & Danville and North Carolina Divisions.

IN EFFECT JUNE 17th, 1894.

This Condensed Schedule is published as information and is subject to change without notice to the public.

Table with columns for SOUTHBOUND, DAILY, and NORTHBOUND, listing train routes and times.



LETTER PARIS!

WATCH US!

This is going to be a better store this season than it was last.

We are facing the future as determinedly as though we hadn't a successful past to recommend us.

We have been receiving our new fall stock of domestic goods daily but have purposely deferred buying all Foreign goods until the Wilson Tariff Bill became a law...

Do you know that all Foreign Goods, such as Silks, Laces, Fine Dress Fabrics, all Woolen Goods, Hats and various other imported goods are going to be cheaper than ever before?

The new law went into effect August 28th, and we expect to leave next week for Northern Markets where we will purchase the largest and prettiest stock we have ever had. We can buy goods cheaper than ever before, and our customers shall reap the benefit of it. Don't fail to call and examine our stock. We already have a beautiful line of goods at greatly reduced prices. Your same friends,

PARIS BROS.

P. S.—We will let you hear from us later with full particulars in our next.

other important paper was presented by Prof. Alexander Graham, of Charlotte, showing that our bad roads kept from 10 to 35 per cent. of children away from school in winter time; made it necessary to have too many school districts; and often made it necessary to have schools in summer, and this again interfered with farm work.

- 1. The Importance to the Farmer of Better Roads; by Col. John Robinson, Commissioner of Agriculture.
2. Some Needed Improvements in the "Alternate Road Law;" by T. K. Bruner, Secretary of the Board of Agriculture.
3. The Ways and Means of the Road Problem in North Carolina; by J. A. Holmes, State Geologist.
4. The Capitalist and Public Road Improvement; by Dr. McAden.
5. Better Public Roads will Stimulate Diversified Manufactures; by Maj. Schenek, of Cleveland, and Mr. White, of Alamance.
6. The Road Problem in Eastern North Carolina; by J. A. Holmes.
7. The Need for Encouraging Supervision in the Improvement of Public Roads; by T. K. Foust.
8. A Cheap, Good Macadam Country Road; by Prof. Wm. Cain of the University.
9. The Turnpike Roads of Western Virginia; by Prof. J. W. Gore of the University.

NON-PARTIZAN JUDICIARY.

The Goldsboro Caucasian says that no one who favors a non-partizan judiciary will now vote for Judge Connor. Certainly not, he is a partizan, says the Charlotte Observer. But Judges Faircloth and Furches are not partizans, are they? Judge Faircloth was not the Republican candidate for Governor in 1892 and did not stump the State for his party, did he? Judge Furches was not the Republican candidate for Governor in 1892 and did not stump the State for his party, did he? He did not write a letter to the Winston Republican, a few months ago opposing a fusion with the Populists, in the interest of the preservation of the integrity of the Republican party, did he? A typical pair of non-partizans are these two F's—Faircloth and Furches. Their partizanship has been made thrice as flagrant as that of Judges Shepherd and Burwell, but it is of a type which suits Mr. Marion Butler better. And that's what's the matter with Hannah!

GOOD POINTS.

In an interview with a newspaper correspondent, Congressman Grady makes some good points as follows: Mr. Grady thinks that the Republicans would never have much exceeded the \$37,000,000 per annum fixed as a limit by President Grant in something he wrote, if the South had remained Republican, as it was before 1876. But losing the grip it had on the Southern States and desiring to retain its grasp on the North, that party largely increased the pension roll, thereby acquiring a solid hold on the soldier vote. The business men, manufacturers, etc., stood the storm because lavish expenditures meant a high protective tariff, and these people were making money out of that or thought they were.

But the point Mr. Grady desires to make specially at this time is this: The Populists lay great stress on what they would do if they were in power in the way of lessening expenses and the like. The people of North Carolina have been told ad nauseam through the columns of the Progressive Farmer and Caucasian what the old parties have failed especially what the Democrats have failed to do. Now, whatever may be the short comings of the Democrats while in power they have certainly reduced expenses. They have cut down the unlawful part of the pension roll. Men not entitled to pensions have been refused them, while legitimate pensions have been paid. But these economizing Populists—what do they have to say to the bill introduced by Senator Allen to increase the pension roll some three or four hundred millions, and other Populist increases to the same end and nearly on the same line of extravagance?

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria. In case you wish to pass away an hour or so in a pleasant way, you can do so at R. Broughton's Pool Room. jly27 tf.

OLD NORTH TATE.

What Has Taken Place Within Her Borders From Mountains to Sea

Ex-Sheriff Estes, of Stokes, dropped dead on the streets of Danbury on the 10th.

Northern people are buying land in Onslow county and will locate a colony there.

The army worm is doing considerable damage in Union, Robeson, Wayne and other counties.

Two of Wilmington's most prominent young men, Mr. Neil Graham and Mr. James R. Cowan have died this week.

A very destructive hail storm passed over Stokes county a few days ago. The tobacco crop over a large territory was ruined.

The cotton pickers of Robeson county are on a strike. The planters are offering 33 cents per hundred but the pickers want 40 cents.

Miss Esther Crabtree, of Raleigh attempted to commit suicide last week by taking laudanum. Disappointed in a love affair.

The State is arranging to purchase 1-200 blankets for the State Guard, one of the four woolen mills in this State will get the contract.

Samuel E. Grant, whose wife and child were killed in a runaway accident at Bryson City Tuesday of last week, is said to have lost his mind through grief over the terrible occurrence.

A huge rattlesnake, seven feet in length was killed by a railroad engine near Wilmington. The section master has had the reptile skinned for the purpose of making himself a pair of shoes.

State Auditor Furman says that the number of pensioners in North Carolina will be about 5,000, an increase of nearly 200 over last year. The pension warrants will be issued in December.

Mr. Wash Boyles of Slate, who has heretofore been an influential Populist of his section, has left the ranks of the so-called party says the Danbury Reporter. Mr. Boyles declares himself a Democrat in every sense of the word.

Two years ago the Populists carried Chatham county. This year the Republicans have refused to fuse with them and have put out a straight ticket. The Democrats are hard at work organizing the county and hope to win.

Three men of local prominence, who have been on trial at Smithfield charged with burning their store in order to get the insurance on the stock, have all been acquitted. The insurance companies have declined to pay the insurance and have been sued.

Isaac H. Smith, a colored leader of Craven county, comes out in a letter in the New Berne Journal calling on all colored men of the State to assert their manhood and fight the fusion ticket. He says the ticket is not a Republican one and not binding on the colored man.

Judge Russell told the Washington correspondent of the News and Observer, last week, that the Democrats will elect every nominee in the State. The judge also said he could have had the Republican nomination for Congress in the sixth district but he didn't want it.

A. Y. Sigmon, Republican candidate for the Legislature in Catawba county, wants to prohibit the importation of foreign horses into the State and says if he is elected to the Legislature no foreigner shall ship "pauper" horses into Catawba without paying a tariff of \$10 per head.

The Sampson Democrat learns that seven wild deer were killed in Kenansville township, Duplin county during the past week. One was a fine buck weighing 170 pounds. In Pitt county last week a man found a half grown deer in a ditch and killed it with a rock before it could escape.

Charlotte News: The biggest shake-up in the way of a wreck the Southern has had since it began business, occurred Saturday night at Holtsburg, a station just north of the Yadkin river bridge. A Charlotte bound freight train was torn all to pieces, and the track was ripped for the distance of one mile. The accident was caused by the dropping out of a pin of a Janney coupler. The pin bounded and lodged on the rail, a wheel struck it and then the ratchet began. Ten box cars went tearing along the ground, some on one side and some on the other side and were mashed to pieces. The track was unbolted or unspiked for a mile. Of the ten cars, fortunately for the company, six were empty. The other were loaded with lumber.

GOOD ROADS.

Three Hundred Men, Who Mean Business, Say we Must Have Them.

About three hundred delegates, representing many counties of the State, were present when the State Good Roads Conference was called to order in Charlotte's beautiful City Hall at 12:30 Wednesday, Sept. 13th. Dr. R. J. Brevard, Mayor of Charlotte and President of the North Carolina Road Improvement Association, called the conference to order, and welcomed it to Charlotte in a neat speech, which was eloquently responded to by Mr. Jas. C. Stevenson, of Wilmington, and Mayor Patton, of Asheville.

Dr. Brevard is President of the Conference and Prof. J. A. Holmes, Secretary, Col. J. C. Tipton, of Salisbury, Assistant Secretary. After the organization and announcement of the programme the conference adjourned, re-assembling at 2:30 o'clock and immediately adjourned to visit parts of the city and vicinity where road building and repairing are in progress, being transported on electric cars tendered by the city railway company. Charlotte leads in this work and its inspection afforded much pleasure and profit to the delegates. In quarrying rock for macadamizing its streets, the city has opened up a hole large enough to contain the State capitol at Raleigh and this quarry is right in the heart of the city. The steam drills, derricks, and great rock crusher are all worked by a 30 horse power boiler. The delegates were also shown how the steam roller tears up a rough street and packs it down again smooth and even.

At 8 o'clock the conference re-convened and Hon. S. B. Alexander, Member of Congress from the Sixth District, and the father of the Mecklenburg road law, gave a history of the law and a synopsis of its provisions, explaining and emphasizing its adaptability to all parts of the State. He was followed by Capt. W. E. Ardrey, his colleague in securing the enactment of the Mecklenburg law, who read an interesting paper on "What have good roads done for the farmers of Mecklenburg county." Showing that the agricultural interests of the county have been immensely benefited. One horse can haul as much as four formerly could, and many thousands of dollars worth of farm products were put on the market now that had no value before, the advantages of the city are extended to the country and along the lines of the macadamized roads lands which a dozen years ago could not be sold for \$75.00 per acre will now bring \$75.00 to \$150 per acre, but are not for sale at any price. S. H. Hilton gave a history of the working of convicts upon the Mecklenburg highways, and how the county had come by experience to build much better roads now and at much less cost than when they began. Mr. D. R. Butler, city engineer, read a valuable paper on the cost of macadamizing streets and highways in Charlotte, with some interesting facts relating to the machinery and technical description of the road. He showed how the cost of this work of improving the streets and side walks had been greatly reduced by having better machinery. Following these papers, Prof. Holmes gave a stereopticon exhibition of large pictures of the fine macadam roads to be found in all parts of Europe, and also of the bad roads in North Carolina, emphasizing the fact that we have a great country, but we can never develop it ourselves, nor can we attract the thrifty and intelligent people of other States and countries to aid us until we have the good roads such as those people have at their homes.

Thursday morning by eight o'clock the delegates assembled in front of the Central Hotel, where the citizens of Charlotte met them with carriages for a long drive over the country roads. The whole process of building the best modern roads was seen, and all kinds of machinery were at work grading the old country road; rolling the graded surface; the farmers hauling rock off their fields and cording it along the road; the spreading of coarser stones at bottom on the dirt road surface, and rolling them down; then putting on another layer of three inches of stone, and rolling this, and then two inches of fine crushed stone on top and rolling this. All along these macadam roads the houses and fences and the farms generally were in good condition, showing the influence of the roads. The only complaints that the delegates heard was that these roads were not being built fast enough. The wagons they met coming into town on these roads were hauling loads twice as large and more than would be seen elsewhere, and the conclusion arrived at was that the half had not been told about these Mecklenburg county roads.

At 11 o'clock the conference re-assembled at the City Hall, and an important paper read was one by Mr. W. C. McMackin, supervisor of roads in Wake county, on working public roads by county convicts. This paper awakened a considerable interest and discussion. The other strong papers were presented by Rev. Jno. R. Brooks, of Monroe, and Rev. Dr. Jno. A. Preston, of Charlotte, on the importance of improving the public roads as a means of increasing church attendance in the country. They showed how this would improve very greatly the attendance at churches and Sunday schools, would enable us to have better churches, and in every way aid the work of the church and the improvement of the home life of country people. An



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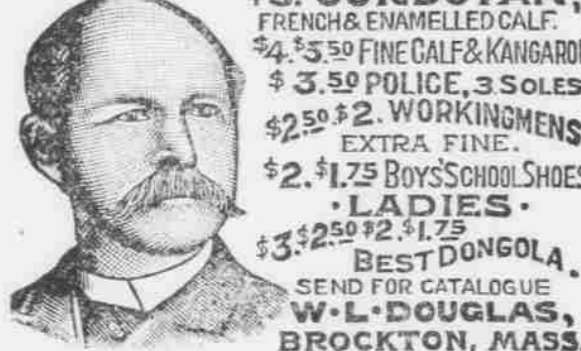
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Land Sale.

BY VIRTUE OF A DEED OF TRUST MADE by Robert A. Williams and wife on the 8th day of May, 1889, which is duly recorded in the Register's Office for Granville county in Book 29, at page 307, I will, on Saturday, the 20th day of Oct., 1894, at the courthouse door in Oxford, N. C., sell to the highest bidder, for cash, all the real estate conveyed in said deed of trust. The same being situated in Fishing Creek township, in said county, and adjoining the lands of Adolphus Montague, Charles Avolett, Charles Mays and others and is known as lot No. 2 in the division of the real estate of the late Benjamin and Henrietta Williams, and allotted to the said Robert A. by order of court, containing fifty acres more or less. Terms of sale cash. Sale at 12 o'clock m. N. B. GANNADY, Atty. aug.17-4t. Oxford, N. C., Aug. 16, 1894.

Between West Point and Richmond.

Leave West Point 7:50 a. m. daily and 8:50 a. m. daily except Sunday and Monday; arrive at Richmond 9:05 and 10:40 a. m. Returning, leave Richmond 3:10 and 4:45 p. m. daily except Sunday; arrive at West Point 5:00 and 6:30 p. m.

Between Richmond and Raleigh via Keyville.

Leave Richmond 12:40 p. m. daily; leave Keyville 2:40 p. m. arrive Oxford 6:05 p. m. Henderson 7:40 p. m. Durham 7:50 p. m. Raleigh 7:50 a. m. Returning, leave Raleigh 5:35 a. m. daily, Durham 10:00 a. m. leave Henderson 10:00 p. m. Oxford 11:24 a. m. arrive Keyville 2:00 p. m. Richmond 4:50 p. m. daily. Trains on O. & H. R. leave Oxford 7:00 a. m. and 6:10 p. m. daily except Sunday, 11:40 p. m. daily, and arrive Henderson 5:00 a. m. and 7:00 p. m. daily except Sunday and 12:30 p. m. daily. Returning, leave Henderson 6:30 a. m. and 7:30 p. m. daily except Sunday, and 4:30 p. m. daily, and arrive at Oxford 7:25 a. m. and 10:40 p. m. daily except Sunday, and 5:30 p. m. daily. Nos. 35, 36 and 38 connect at Richmond from and to West Point and Baltimore daily except Sunday.

Sleeping-Car Service.

On Trains Nos. 35 and 36, Pullman Buffet Sleeper between New York, Atlanta and Jacksonville, and between Charlotte and Augusta. On Nos. 37 and 38, Pullman Sleeping Cars between New York and New Orleans, New York and Jacksonville and Tampa, and between New York and Asheville and Washington. Men, boys and children, Dining Car Greensboro to Montgomery. On Trains Nos. 12 and 35 Pullman Sleeper between Greensboro and Raleigh. On Richmond 10:00 a. m. and 12:10 p. m. daily. On Greensboro, N. C. W. A. TURK, General Passenger Agent, Greensboro, N. C. S. H. HARDWICK, Asst. Gen'l Passenger Agent, Atlanta, Ga. W. H. GREEN, J. M. GULP, Gen'l Manager, J. M. Traffic Manager, Washington, D. C. Washington, D. C.

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Will practice together in the Courts of Granville Vance, Franklin, and Warren Counties, and in all matters requiring their joint attention. We hope by prompt, diligent, and faithful attention to business to deserve and receive a portion of the law business of this section.

H. M. SHAW, Attorney and Counselor at Law OXFORD, N. C.

W. B. SHAW, Attorney and Counselor at Law, HENDERSON, N. C.

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