

The Alexander County Journal.

VOL. III. No. 50.

TAYLORSVILLE, ALEXANDER COUNTY, N. C., THURSDAY, DECEMBER 6, 1888.

\$1 PER YEAR.

PEDMONT AIR LINE. RICHMOND & DANVILLE R. R. Condensed Schedule in effect October 21 (Trains run by 75th Meridian Time.)

SOUTH BOUND.	No. 50 Daily.		No. 52 Daily.	
	Time	Time	Time	Time
Lv New York	12:15am	4:30pm	7:20	6:57
" Philad'a	7:20	6:57	9:45	9:42
" Baltimore	9:45	9:42	11:24	11:00
" Wash'tn	11:24	11:00	3:40pm	3:00am
" Charlottesville	3:40pm	3:00am	5:45	5:10
" Lynchburg	5:45	5:10	8:30	7:45
Ar Danville	8:30	7:45		
Lv Richmond	3:10	2:30	5:12	4:32
" Burkville	4:35	3:55	5:51	5:11
" Keyville	5:51	5:11	6:50	6:05
" Danville	6:50	6:05	10:35	9:42
Ar Greensboro	10:35	9:42		
Lv Goldsboro	2:40	1:10pm	4:35	3:42
" Raleigh	4:35	3:42	5:58	5:12
" Durham	5:58	5:12	8:25	7:40
Ar Greensboro	8:25	7:40		
Lv Salem	10:15	9:30	10:45	9:50
" Greensboro	10:45	9:50	12:01am	11:15
Ar Salisbury	12:01am	11:15		
" Statesville	1:51	12:12pm	7:44	6:44
" Asheville	7:44	6:44	9:15	8:10
" Hot Springs	9:15	8:10		
Lv Salisbury	12:20	11:23am	1:55	12:40pm
Ar Charlotte	1:55	12:40pm	4:40	3:37
" Spartanburg	4:40	3:37	5:50	4:48
" Greenville	5:50	4:48	11:00	9:40
" Atlanta	11:00	9:40		
Lv Charlotte	2:10am	1:00pm	6:30	5:23
Ar Columbia	6:30	5:23	10:30	9:15
" Augusta	10:30	9:15		

NORTH BOUND.	No. 51 Daily.		No. 53 Daily.	
	Time	Time	Time	Time
Lv Augusta	5:55pm	8:30am	10:15	12:35pm
" Columbia	10:15	12:35pm	4:00	5:15
Ar Charlotte	4:00	5:15		
Lv Atlanta	6:50pm	7:10am	1:51	1:51pm
Ar Greenville	1:51	1:51pm	2:11	2:52
" Spartanburg	2:11	2:52	4:50	5:30
" Charlotte	4:50	5:30	6:22	7:05
Ar Salisbury	6:22	7:05		
Lv Hot Springs	8:05pm	12:10	9:46	1:32
" Asheville	9:46	1:32	3:39am	6:01
" Statesville	3:39am	6:01	4:37	6:43
Ar Salisbury	4:37	6:43		
Lv Salisbury	6:27	7:12	8:00	8:40
Ar Greensboro	8:00	8:40	11:40	12:34am
" Salem	11:40	12:34am		
Lv Greensboro	9:50	10:50pm	12:35pm	4:30am
Ar Durham	12:35pm	4:30am	1:55	6:55
" Raleigh	1:55	6:55	4:10	11:45
" Goldsboro	4:10	11:45		
Lv Greensboro	8:45am	8:50am	9:47	10:20
Ar Danville	9:47	10:20	12:41pm	1:44am
" Keyville	12:41pm	1:44am	1:25	2:36
" Burkville	1:25	2:36	3:50	5:15
" Richmond	3:50	5:15		
" Lynchburg	12:40	12:55	2:55	3:00
" Charlottesville	2:55	3:00	7:35	7:00
" Wash'tn	7:35	7:00	8:50	8:30
" Baltimore	8:50	8:30	3:00am	10:47
" Philad'a	3:00am	10:47		
" N York	6:20	12:00pm		

*Daily. †Daily except Sunday.

A. T. & O. R. R.			
No. 52.	STATIONS.	No. 53.	
8:25 a.m. lve	Statesville	7:55 pm arv	
8:40 " "	Troutman	7:39 " "	
8:58 " "	Shepherd	7:21 " "	
9:09 " "	Mooresville	7:09 " "	
9:19 " "	Mc Mourne	6:58 " "	
9:28 " "	D'n College	6:49 " "	
9:39 " "	Caldwell	6:37 " "	
9:47 " "	Hamersville	6:30 " "	
10:01 " "	Croft	6:14 " "	
10:14 " "	Sec'n House	6:01 " "	
10:27 " "	C.C. Junction	5:45 " "	
10:30 " arv	Charlotte	5:45 " lve	

STATESVILLE & WESTERN R. R.
No. 18, mix. ed. Daily. No. 17, mix. ed. Daily.
SOUTHWARD NORTHWARD

6:50 a.m. lve	Taylorsville	3:40 pm arv
7:09 " "	Hiddenite	9:21 " "
7:26 " "	Sloan	9:04 " "
7:50 " "	Iredell	8:40 " "
8:15 " arv	Statesville	8:15 " lve

JAS. L. TAYLOR, G. P. A.
W. A. TURK, D. P. A.,
Raleigh, N. C.
SOL HAAS, Traffic Manager.

ERASTUS B. JONES,
ATTORNEY-AT-LAW.
Practices in the courts of Alexander, Catawba, Caldwell, Iredell and Wilkes. Prompt attention given to the collection of claims and all other business entrusted to him.

R. B. BURKE,
ATTORNEY-AT-LAW.
Having been granted license by the Supreme Court, I have located at Taylorsville for the
PRACTICE OF LAW.
and bespeak a share of the public patronage. I will attend the Courts of adjoining counties.

A. C. MCINTOSH, JR.,
ATTORNEY-AT-LAW.
TAYLORSVILLE, - - N. C.
Will practice in Alexander and adjoining counties. Special attention given to collections, conveyancing, suits for partition, and settlements of executors, administrators and guardians.

MATRASSES.
I wish to inform the people of Alexander, Iredell, Wilkes, and other counties that I have located at TAYLORSVILLE, and can now supply them with MATRASSES of any size and kind desired at LOWER PRICES than they can be bought for elsewhere.

J. D. MULLACE,
LEWIS LIPPARD,
PROFESSIONAL BARBER.
has removed to Taylorsville and opened a first-class
BARBER SHOP,
and bespeaks a liberal patronage from the general public. Does hair cutting in the latest style. Shop adjoining Brick Store.

J. W. HARRIS,
DEALER IN
FURNITURE,
TAYLORSVILLE, N. C.
Coffins and Caskets a Specialty.
Prices to suit the times. Call and see me.

HEADQUARTERS
H. G. LINK,
WHOLESALE AND RETAIL
Grocer and Commission Merchant,
CHARLOTTE, - N. C.

Those having produce to ship (and especially country merchants) will find it to their interest to ship to this house. I will buy all kinds of produce, or sell the same on commission. Highest prices guaranteed and prompt returns made.

Taylorsville High School.
The next session of this school will commence on August 20.

THE TEXT BOOKS
used will be those adopted by the State Board of Education. For advanced pupils Gilderleeve's Latin, Goodwin's Greek, Wentworth's Mathematics, and Steele's scientific books will be used.

THE GIRLS
will be under the supervision of Miss Nora Neal. Miss Ida Green will have charge of the Music Department.

Rates of Tuition.
The rates of tuition vary according to advancement, and will be \$1, \$1.50, \$2, \$2.50 and \$3 per month, with a contingent fee of \$1 for the session of forty weeks.

BOARD
may be had for \$3 per month, and in good families for \$7.
Pupils are earnestly requested to start at the beginning of the session.
H. T. BURKE, Principal.

The JOURNAL is only \$1 per year if paid in advance.

A Railroad Commission for North Carolina.

From the State Chronicle.
The Richmond and Danville system is in the hands of men who have the mutual interests of the railroads and the country at heart. Besides, the people are protected by the different State Commissions and the Governmental Commissions, and have their remedy should any abuse prevail.—Mr. Inman, President of the R. & D. System.

These words upon which we base this editorial are from a recently published interview with Mr. Inman. We read them and re-read them with pleasure. They came as a new revelation to us. The great President of this great system of railroads tells the people that State and Inter-State Commissions can "remedy any abuse" that may "prevail." Herebefore our friends, the railroad Presidents, have told us that Railroad Commissions could not remedy any abuses—that they were worse than useless—and that the Inter-State Commission was a genuine fraud and that it had not "remedied any abuse."

Mr. Inman speaks in their behalf, and tells the Southern people not to be alarmed about the gigantic consolidation of Southern railroads, whereby the Richmond and West Point Terminal railway and Warehouse Company controls and runs 7,214 miles of rail and water lines. Mr. Inman says that it can be easily demonstrated "that by the closer unity of these railroad systems a better service can be rendered, expenses decreased, rates cheapened, and the general prosperity of the country better served." Of the truth of Mr. Inman's observations there can be no doubt. The rates can be cheapened, but the question that concerns the people of the South is not whether they can be cheapened by the reason of consolidation. The question that concerns us, will the rates be cheapened? Experience has taught us that consolidations and combinations of large railroads, as well as other interests, increases the price and the rates to the people. If President Inman and his company and all other companies will, out of this gigantic trust, give a way to cheapen the rates for carrying, it will be most gratifying to the people.

However, Mr. Inman does not pretend to the people that the railroads are so generous that, of their own accord, they will cheapen rates, but he is frank enough and honest enough to tell them that they have the remedy in their own hands, viz: State Commissions and the Inter-State Commission which will effect a "remedy should any abuse prevail." We have the Inter-State Commission, and in a number of instances it has given redress to parties discriminated against by railroads, notably in the Heck and Petree case in Tennessee where the railroads absolutely refused, under any condition, to haul coal for these parties because some of the owners of the railroads owned coal mines adjoining those of Heck and Petree, and they wanted to freeze them out from competition. The Inter-State Commission ordered the railroad to carry coal for Heck and Petree at the usual, just, and fair rates. But for the Commission they would have had no redress for their grievance.

But while there is an Inter-State Commission, and while South Carolina, Georgia and most other of the States have a State Commission, North Carolina has not yet established a Commission. Two years ago an attempt was made to secure the establishment of such a Commission in North Carolina. In the Legislature there were honest and true men who did not believe the right time had come for the establishment of a

railroad Commission. These men secured the defeat of the bill, because all the Radical members opposed the bill with honorable exceptions of Hon. H. G. Ewart, W. J. Ellis, and a very few others.

At that time the State Chronicle was the only newspaper in Raleigh that called for and advocated a railroad Commission. When the bill establishing it failed we were sick at heart. We felt that a needed legislative enactment had been defeated. Perhaps it was better to postpone the Commission until this session—better to postpone its creation until the people should elect a Legislature that would be instructed as to their wishes. The time has now come when the people are ready for the railroad Commission, and when their representatives, we believe, are ready to establish one. When the attempt was made two years ago, the railroads fought its establishment, alleging that it would do the people no good and would prevent the investment of foreign capital in railroad building. They were wrong then and they are equally wrong now. Railroad building goes on in States where there are Commissions as rapidly as where there are none. Capital will build railroads wherever it is demonstrated that roads will pay, railroad Commission or no Commission. It will not build roads in other places, Commission or no Commission. That is all there is in railroad building.

The next Legislature will have no more important task before it than the work of passing a railroad Commission bill. To draft a fair, equitable and effective bill will require the best wisdom and ability in that body. The Chronicle is sure that no drastic provision will be inserted in the bill that will pass. It ought to be a conservative bill. Its object, of course, will and must be to protect the interest of the people, but the interests of the railroads must not and will not be forgotten. They are useful to us and the Chronicle wants to see the day when North Carolina will be honeycombed with them. Parties desiring to build railroads must be granted all necessary and just privileges, but it must always be understood that the interests of the whole people are paramount to the good of any company, corporation or railroad. In this spirit our legislators ought to (and the Chronicle knows them well enough to say that such a spirit will actuate them) come to Raleigh and to the consideration of a railroad Commission bill. It is probable that many bills looking to a Commission will be introduced. Wisdom and care will be used to frame a wise and efficient bill—one that will meet the requirements of the people and not unnecessarily injure the railroads.

If the Chronicle had the ear of the men in the State who are mostly interested in railroads, it would counsel them not to be guilty of the uselessness of opposing a railroad Commission in the next Legislature. No amount of opposition or effort on their part can prevent its passage. Their efforts ought all to directed towards giving the liberal and broad-minded men who will champion the measure all the information at their command so that the law that will be passed will do most to help the people, and at the same time will not retard the progress of railroad extension in the State. The North Carolina men who are at the head of the railroads and the people of the State, in the person of their representatives, have in view a common object: the building up of the State. There is no purpose anywhere to injure the railroads or to retard them. The people only demand to know

what their common carriers are doing, and, when remiss, to compel a just performance to all parties, and to prevent unjust discrimination. Railroad owners are human—they are like other men—when they have a monopoly and can gain advantage by it, they make the most of it. Sometimes the people suffer on account of their discrimination. It ought to be in the power of State Commissioners to prevent any unjust discrimination in the bounds of the State as it is of the Inter-State Commission to prevent any such discrimination between the States. If the railroad men would accept Mr. Inman's statement and acquiesce in a Commission, the next Legislature will pass one that will be unobjectionable to any railroad men who only want fairness. If they fight its establishment, they may get one that is injurious to them.

Of one thing we are sure: The next Legislature will establish a railroad Commission.

Judge Settle Dies Suddenly.

GREENSBORO, N. C. Dec. 1.—Judge Thomas Settle died two minutes after seizure of neuralgia of the heart in Judge Dick's room in the Government building in this city at 12:15 p.m.

He had complained the night before, but was on the street. During the morning, he suffered again with violent pain in the arm and side, and had a hypodermic injection of morphine given. Taking a seat in Judge Dick's office, he bent over as if in great pain, then lay on a lounge. At the suggestion of Col. Boyd, the injection was again given; when suddenly the arm fell to his side, and Dr. Glenn exclaimed he is dying. He expired almost instantly. There was great feeling and excitement upon the street at the news of the death.

Thomas Settle was the son of Judge Thomas Settle of the State Superior Court, and who was one of the old time gentlemen of breeding and culture of North Carolina.

Thos. Settle was born in Rockingham county in 1833. When 19 years of age he attended the famous law school of Judge Pearson of Richmond Hill, Yadkin county. He was a fellow student of Col. John E. Brown of Charlotte. This was in 1852-53.

At an early age he entered politics. He was elected to the Legislature soon after being admitted to the bar. So popular as he was a man, so astute a politician, and so prominent as a leader, that in 1888, he was elected Speaker of the House of Commons.

Just before the war he was elected Solicitor of the Greensboro District. When the war broke out he entered the Confederate army as Captain. Owing to personal differences, it is alleged with the present Governor Scales, he resigned after about a year's service.

From that time he developed a Union tendency, although a sincere sympathizer with his people. Although a Douglas Democrat before the war, it was always thought that this episode gave his thoughts and ideas that trend, that soon after the close of hostilities, carried him into the Republican party.

In 1886 Mr. Settle was appointed on the Supreme Court bench of this State. He held this position until President Grant appointed him Minister to Peru. Judge Settle presided over the National convention that nominated Gen. Grant for his second term as President.

In 1876 the Judge was nominated for Governor on the Republican ticket. It was in that year that occurred that memorable joint canvass between himself and Senator Vance, who was the Democratic nominee for Governor.

North Carolina has never heard a more powerful joint discussion nor witnessed a more heated campaign than was that. Judge Settle proved himself in that canvass to be a man of great vigor of intellect, of great knowledge of State affairs, and of most courtly manners. It is no disparagement to Senator Vance, that he found himself in that campaign, matched against a foeman worthy his best efforts. It was that campaign that settled the fact that North Carolina is a Democratic State, so long as the negro shall be an element of politics.

After this campaign President Grant rewarded his friend by appointing him United States Judge for the district of Florida. This position the Judge held up to the time of his death. He had never forsaken Greensboro as his place of permanent abode. He only remained in Florida during the terms of his court, returning always as soon as possible to his beloved Greensboro, where he finally passed away so peacefully and so unexpectedly yesterday.

In 1860, Judge Settle married Miss Mary Glenn, daughter of Tyre Glenn of Yadkin county, by whom he raised a large family. As far as could be learned last night, there are now living of the Judge's children, Thos. Settle Jr., Solicitor of the Greensboro district; Mrs. Sharpe and Mrs. Dr. Bell and an unmarried daughter, all living in Greensboro, and a son, a cadet at West Point.

The Judge was a brother of David Settle, U. S. Marshal for the Western district of North Carolina, of Mrs. O. H. Dockery, and of the wife of Ex-Governor Reed. He is the uncle of Mrs. Platt Walker of Charlotte, who is just convalescing from a long and dangerous illness. Mrs. Walker is the daughter of Mrs. O. H. Dockery.

The Electoral College.

The official count gives the Presidential vote of the States as follows:

FOR HARRISON.	
California,	8
Colorado,	3
Illinois,	22
Indiana,	15
Iowa,	13
Kansas,	9
Maine,	6
Massachusetts,	14
Michigan,	13
Minnesota,	7
Nebraska,	5
Nevada,	3
New Hampshire,	4
New York,	36
Ohio,	28
Oregon,	3
Pennsylvania,	30
Rhode Island,	4
Vermont,	4
Wisconsin,	11
— 233	
FOR CLEVELAND.	
Alabama,	10
Arkansas,	7
Connecticut,	6
Delaware,	3
Florida,	4
Georgia,	12
Kentucky,	13
Louisiana,	8
Maryland,	8
Mississippi,	9
Missouri,	16
New Jersey,	9
North Carolina,	11
South Carolina,	9
Tennessee,	12
Texas,	13
Virginia,	12
West Virginia,	6
— 168	
Total Electoral votes,	401
Necessary to elect,	201

The Verdict Unanimous.

W. D. Sult, druggist, Bippus Ind., testifies: "I can recommend Electric Bitters as the very best remedy. Every bottle sold has given relief in every case. One man took six bottles, and was cured of rheumatism of 10 years' standing. Abraham Hare, druggist, Bellville, Ohio, affirms: "The best selling medicine I have ever handled in my 20 years' experience is Electric Bitters." Thousands of others have added their testimony, so that the verdict is unanimous that Electric Bitters do cure all diseases of the liver, kidneys or blood. Only a half dollar a bottle at Dr. R. B. Killian's drug store.

NEW
WINTER GOODS
AT THE
MILLINERY STORE.