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SURGEON DENTIST.
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dec8dwtf NEWBERN, N. C.

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EDITORIAL NOTES.

THE House Judiciary committee will report favorably on Mr. Oates' bill to refund the cotton tax.

IN the English cotton mills 17,000,000 spindles are idle and 1,000,000 are working on short time.

All London cheered Mr. Gladstone as he passed to the Parliament to introduce Ireland's relief bill.

It is wonderful how well the world gets on, considering how many people there are who do nothing toward helping it along.

W. J. CRAWFOOD, a citizen of Winston, N. C., was burned to death in a railroad wreck in North Dakota.

John G. Carlisle will be the first man south of Mason and Dixon's line to hold the Treasury portfolio since the administration of James Buchanan.

THE Legislature of Alabama by joint resolution recommended Hon. Joseph Wheeler for the position of Commissioner of Agriculture in Cleveland's Cabinet.

Our Consul at Marseilles telegraphs the State Department that there have been a few cases of cholera there, but that the disease was now on the decrease.

SENATOR VEST would better go slow in abusing the newspapers. 'Tis a dangerous sport for a public man to engage in, as he may learn to his cost, as others have done.

MRS. HARRIS of New Orleans, a sturdy temperance woman, recently refused $50,000 offered to her by a syndicate for a small piece of land, because she learned that the would-be purchasers contemplated building seven saloons upon it

THERE is danger that the University market may soon be glutted, if the craze for establishing new ones continues. By the way, are any of the existing Universities so crowded with students that they have to turn away applicants?

THE London Graphic publishes an interview with a Maori cannibal who says that Maoris are better eating than white folks, because they haven't such a salty flavor. That savage never stuck his tooth in a Populist. He would find the Populist fresh

A bill has passed the Tennessee Senate providing that a man's religious belief on the subject of religious matters, shall not be a disability to his serving as a juror in the courts. In some savage nooks and corners in these latter years of the nineteenth century such a law as this should be necessary in some State in the Union

Applicants bearing the word "Colored," which have been displayed on the front door of the White House since Marythiana Harrison, the President's grandchild, was stricken with scarlet fever, were removed Tuesday, and the public part of the house is open to visitors.

WHILE Democrats may differ and honestly so, as to the wisdom of the selection of Judge Gresham for a Cabinet position under a Democratic administration, yet, they have full confidence in Mr. Cleveland, and they believe that whatever he decides upon is based on an honest purpose and an honest desire for the return to and perpetuation of good government.

THE scene in the British House of Commons Monday was a most exciting one. There was a perfect rush of members when the doors were opened. Some members were knocked down. All the seats were filled. The occasion was the introduction of the Irish Home Rule bill by Mr. Gladstone. That gentleman spoke two hourse and a half on the presentation of his bill.

A Messachusetts man last June hired two men to burn an old dwelling house, in order to gain the insusance money. Two men were burned to death in the house. The owner was arrested last week and hanged himself in jail Tuesday after making a confession. One of the men who did the burning has been arrested also, and has confessed. They did not know any one was in the house.

GENERAL AKMSTTONG, Superintendent of the Indian School at Hampton, Va., has written the President to the effect that the annexation of Hawaii would be conducive to missionary interests, and would put the United States in possession of an important strategic position. There considerations might have goneed in force last Congress, but now the forward movement is not so important.

SHOULD all the Populists in the next Senate vote with the Republicans—a most improbably possibility—the result would be a tie, and this the Vice-President would speedily break. The Demacratic party will, at noon of the fourth of March, be unanimously triumphant. Great responsibility attaches to the honors bestowed by the American prople and much will be demanded of an administration which cannot for at least two years be seriously interfered with by any partisan opposition.

POOR ROADS ARE A CURSE.

When the people can be made to understand that it actually costs more in time and money to travel over a poor road than it does to travel over a good one, they will be less inclined to begrudge the expense of good roads, and what is of more importance still will be willing and anxious to put the business of road making into the hands of intelligent men who understand the business Poor roads are the expensive things that curse a country district.

The subject has received more discussion and consideration during the last few months than for years and better results in some way are sure to follow just so long as the people are interested and keep striking for this important and great need.

New Berne and Craven county have suffered no little through some of our miserable roads and they will contime to be an abomination and hindrance to travel and traffic as long as the present system of working roads is continued.

At the Chicago Exposition it is proposed to have a comprehensive exhibit of improved roads and road machinery. In fact all over the United States the people are seeing the necessity for good roads, and not leave them practically to take care of themselves, realizing that a few dollars spent in patch work is only money thrown away.

In Missouri this interest is most marked, under the leadership of the State Board of Agriculture. In Pettis county the farmers have petitioned that the county be bonded to the amount of $100,000 for the purpose of building roads. In Scott county a subscription has been set apart to grade and gravel the county road. In Jasper county half the saloon license tax is to be expended upon the main traveled roads of the county. In Callaway the citizens of one town, Fulton, have promised to raise $600 per mile to build twelve miles of gravel road In Ray county thirteen farmers have subscribed $3,000 toward having a good road In Davies' county the farmers are holding meetings and organizing at their different school houses to devise plans for improving their roads, and so the list goes on throug out the State

Will North Carolina be one stripped by any of her sisty states? We believe of Sister thoroughly aroused on manufacturing and the time has short arrived when better roads will be similarly viewed.

MAKING the government clerks work eight hours a day will not lessen the number of applications for positions.

RETRIBUTION overtakes even a dealer in "green goods" occasionally. One of them was fatally shot by an intended victim the other day.

THE militia force of the United States, according to the latest returns, is 112,496 Every State and Territory, with the exception of Utah, has an organized militia force.

WITH a gigantic type trust already in existence and a paper trust now forming, it would seem that the capitalists will soon be in a position to put the screws on the newspaper publishers.

IF that Viking ship, which is to be exhibited at the World's Fair, could only be manned with real Vikings the Chicago sand-baggers would soon have to retire from business for lack of bags.

THE "Columbian beer glass" has a portrait of Chris blown in the bottom. If the size had been increased in the same proportion as the Columbian postage stamp their popularity would be assured.

THE Mormon Tabernacle, at Salt Lake City, is said to be the most perfect whispering gallery in the world. It beats the dome of St. Paul's and the Capitol at Washington. The dropping of a pin on a plate at one end of the huge structure may be distinctly heard by persons at the other end.

Attorney General Miller has had prepared a statement which shows that so far there have been indicted and convicted nineteen people in the United States Courts in Texas in connection with the Garza raids for violations of the neutrality laws. Most of the men convicted are now serving out their sentence in the Detroit penitentiary. In all, over 150 indictments have been found.

Miss Jennie Casseday, International Superintendent of the Flower Mission, founder of "Rest Cottage" and an active worker in charity, public and private, in Louisville for a generation, died Wednesday afternoon. Although never able to leave her bed without assistance for thirty years, her sick couch has been an inspiration for an army of noble workers. She was foremost in thousands of good deeds, her own suffering making her more sympathetic and active in relieving the ills of others. Her influence will long survive, but her death will be mourned as the death of few have been.—Courier Journal.

BLEEDING DOES NOT HURT PINES.

North Carolina bears the name of being noted for tar, pitch, and tur entine, and while most of her pines have been bled, it will be gratifying to the owners of this timber to know that test trials have proven that the process of extracting the turpentine from the tree does not injure the quality of the timber.

In Circular 8 of the Forestry Division, published about a year ago, it was stated that tests made on timbers of Longleaf Pine, bled or unbled, lent countenance to the belief that bled or tapped timber did not suffer in strength by virtue of the tapping. Further tests and examinations permit now the announcement without reserve that the timber of Longleaf Pine is in no way effected by the tapping for turpentine. This refers to its mechanical as well as chemical properties, and hence even the reservation that it might suffer in durability is now eliminated and any prejudice against the use of bled timber in construction, wherever the unbled timber has been considered desirable, must fall as having no foundation in fact being based only on vague belief, proved to be erroneous.

It is to be hoped that this fact will be made widely known among builders, architects, and engineers who have hitherto made discrimination against bled timber and thereby depreciated or discouraged the manufacture and impeded the sale of an article which answers all the purposes of construction and the unrestricted use of which is dictated by true economy.

The basis for the statement regarding the mechanical properties is furnished by a series of tests comprising not less than 300 trees of this Pine, bled and unbled, from various localities.

The somewhat puzzling fact that bled timber exhibited, if any thing greater strength in the tests has been accounted for by the fact that the turpentine orchards are located mostly on sites which produce better quality timber as well as large yield of turpentine.

To determine whether any changes in the chemical composition take place, a series of chemical analyses of bled and unbled timber has been made, which indicates that the resinous contents of the heartwood are in no wise affected by the bleeding, the oleoresins of the heartwood being non-fluid, the whole turpentine flow is confined to the sapwood

Among other interesting facts regarding the distribution of resinous contents through the tree, it appears that trees standing side by side and in all appearances in similar conditions show very varying quantities of resinous contents.

To make sure that experience did not, if sifted down, contradict the results of these investigations, a competent agent, Mr. F Roth, visited turpentine orchards and sawmills in the Longleaf Pine region. He reports that nobody was found—although it was claimed by some—able to discern any difference in the appearance of the bled and unbled timber; that in spite of consumers' specifications for unbled timber, they are almost invariably served with a mixture without finding it out; that experience in the districts where bled timber is cut and used has not sustained the claim of inferiority.

This information is furnished in advance of the full report on the investigations in question in order to remove as quickle as possible the unwarranted discrimination against the product of nearly one million acres of Southern pine, which are annually added to the total acreage in turpentine orchards.

This result of authoritative investigation should be worth several million dollars to the forestry interests of the South, permitting readier use and sale for a product that left uncut endangers the future of the forest by the destructive conflagrations to which it is specially subject.

THE old, old question of whether colleges can turn out ready-made journalists is being revived. At least one American college tried it and acknowledged failure. A college education is a good thing for a newspaper man—or for any other man, or woman either—but a practical newspaper education can never be acquired outside of a newspaper office, all brilliant statesman, lawyers, orators &c notwithstanding.

An exhibit of bells will be made at the World's Fair by a large manufacturing concern in this country, and the firm is planning to display it in a reproduction of the Tzar Kolokol (king of bells), the famous broken bell of Moscow, which is 22 feet in diameter and 21 feet 3 inches high, weighs 442,772 pounds, and is used as a chapel.

THE number of men of whom their friends say "he can go into the cabinet if he wants to" is already larger than the membership of the cabinet.

BILLS ALLOWED.

By County Commissioners at Their February Meeting.

Alfred Green, repairing fence in No. 1 Township, $18.30; E. F. Adams, repairing fence Township No. 1, $58.90; do., $20.60; David Tripp, do., $46.02; M. H. Carr, repairing fence Township No. 3, $19.35; R. G. Moseley, house rent for Catharine Smithwick, $2.50; Fannie Williams, keeper poor house January, $12.50; Irene Cooley, cook for poor house, $3.00; J. J. Tolson, Agt., ration to poor for January, $93.02; C. C. Green, medicine to poor and jail, $19.60; Caesar Boyd, 12 cords wood furnished poor house, $36.00; Ben McFrater, furnishing coffin to Mrs. Brock, pauper, $3.50; James W. Biddie, per diem fees, &c., as chairman Board Commissioners and Register of Deeds, $84.15; W. B. Lane, sheriff, summoning jury fall term 1892, $37.50; W. B. Lane, sheriff, board of prisoners for January, $114.75; W. B. Lane, sheriff, board of jury fall term 1892, by order of His Honor Judge Shuford, $41.75; W. B. Lane, sheriff, error in tax of Wm. Cohen, Township No. 6, $1.90; W. B. Lane, sheriff, turnkey fees for January, $3.00; John Suter, 1 dozen office chairs furnished court house, $15; W. M. Watson, court fees omitted in regular court bill, 1892, $8.26; W. M. Watson C. S. C., supplies for clerks office, $24.55; New Berne Lumber Company, lumber for court house fence, $2.06; J. E. Avery, one days service as Judge of election, Nov. 8, 1892, $1.00; David Barham, 2 days services as Judge of election, $2.00; Henry Hardy, do., $2.00; B. W. Ives, do., $2.00; W. T. McCoy, one day's services Judge of election, $1.00; N. M. Porter, 2 days' services as Judge of election and registration fees, $2.60; Joan Biddle, repairing fence in No. 3 Township, $25.00; Graham T. Richardson, services as registrar and Judge of election, $3.40; H. T. White, one days' services as Judge of election, $1.00; J. D. White, one days services as Judge of election and one days' attendance on Board of Commissioners, $2.00; Ben McFrater, carpenter work on jail fence, $5.00; T. Campen, sheriff Pamlico, arrest of Geo. Philips, $2.95; N. S. Richardson, printing, &c., $14.00; W. M. Wasson, cost transcript sent Supreme court, $6.65; W. B. Lane sheriff, 2 executions from Supreme court, $27.10; James A. Bryan, per diem as commissioner, &c., $26; M. H. Carr, per diem and mileage as commissioner, $6.20; W. C. Brewer, per diem and mileage as commissioner, &c., $9.80; E. W. Smallwood, per diem as commissioner, &c., $11.00; Dr. R. S. Primrose, post-mortem examination J. Monjoin, inquest, summoning jury, &c., $16.50; J. P. Brady, constable, summoning 6 witnesses at 30 cents each, $1.80; T. A. Henry, Edward Bangert, J. J. Baxter, Geo. M. Mitchell, J. D. Bartlett and F. M. Hales, jurors at inquest of J. Monjoin, $1.00 each; G. A. Hill, keeper Clermont bridge for January, $10.00; E. E. Quinby, janitor court house, $10.00; E. H. Heath, support of Lizzie Wood, $3.00; Stephen King, support of Benton Kite, $1.50; Dan'l Lane, support of Penny Harper for months of February, March and April, '93, $4.50; Thos. Dodds, necessary jury tickets, $124.20.

Death of an Eminent Railroad and Steamboat Man.

John M. Robinson one of the ablest transportation men of the country died at his home in Baltimore, Tuesday after an illness of ten days from inflammatory rheumatism.

Mr. Robinson was President of the whole Seaboard Air line system of railroads and steamships, and of the Old Dominion Steamship Company, and was a large owner in the several lines.

The Norfolk Virginian says:

"Mr. Robinson was a native of Virginia, and was an eminent civil engineer. He was a little over fifty-seven years old. He was educated at the Virginia Military Institute and Harvard University, and became a civil engineer. His first service was in the construction of the Lebanon Valley Railroad in Pennsylvania. He served for a time in the machine shops so as to become familiar with all the branches of railroad work. His knowledge of all the details of the railroad business was exceptional.

At the age of 25 he was appointed superintendent of the Seaboard and Roanoke railroad, and lived in Norfolk, which position he held at the breaking out of the war in 1861.

Under his direction was constructed a railroad battery, which is believed to have been the first of its kind ever constructed. It consisted of a naval, thirty-two pounder, mounted on a platform car, protected by an iron casing.

After the evacuation of Norfolk he was appointed captain in the engineer corps of the Confederate States army, and served on the staff of Gen. W. W. Loring during the campaign in Western Virginia, where he was entrusted by the General with difficult and dangerous duties. Later on he was placed in charge of the railroad transportation of the Confederate States, and was sent to England by the Government to procure the railroad supplies, which were so much needed in the South. He sailed from Wilmington on a blockade running steamer, and succeeded in procuring what he was sent for.

At the close of the war he returned to his position as superintendent of the Seaboard and Roanoke railroad, and soon afterwards was elected its president. On being elected president of the Baltimore Steam Packet Company he removed his residence to Baltimore. At the time of his death he was president of the following companies: Old Dominion Steamship Company, Baltimore Steam Packet Company, Seaboard and Roanoke Railroad Company, Raleigh and Gaston Railroad Company, Raleigh and Augusta Air Line Railroad Company, Carolina Central Railroad Company.

Mr. Robinson was a man of a very high order of kind, affectionate and generous. He was beloved by his officers and employes, and will be sadly missed by them. He leaves a widow and eight children to mourn their loss.

An Alliance Store $7,000 Behind.

The Wadesboro Messenger reports the downfall of another Alliance store. It says:

"Three or four years ago the Union County Alliance conducted a store at Monroe under the name of Simpson, Williams & Co. One J. B. Caston, a slick tongued rascal, well known throughout this section, was placed in charge of the store. For a time everything went smooth enough, but at last the trustees of the concern grew suspicious of Caston and attempted to have him removed, but the county Alliance would not hear to it. But finally he was removed and it was found that the store owned $7,000 more than its assets.

GENERAL ASSEMBLY.

THIRTY-FIFTH DAY.

SENATE.

Senator Marsh introduced a memorial of the commissioners of Pamlico county against working the public roads by taxation.

Mr. Potter introduced a petition of the citizens of Onslow county, asking the passage of an act recommended by the health conference.

Senator Marsh, to amend the stock law in Pamlico county.

CALENDAR.

A bill to require the railroad commissioners to regulate the handling of baggage, passed third reading.

A bill to require the railroad commissioners to make annual reports to the governor, passed third reading.

A bill to amend the act creating the railroad commission relative to assessments of property.

Resolution asking for the appointment of a committee of five to inquire into the expediency of establishing at penitentiary a foundary for manufacturing car wheels passed second and third readings.

A bill to incorporate the Watson-Daniels Land company of Craven county passed second and third readings.

To provide an official seal for registers of deeds. Passed second and third readings.

HOUSE OF REPRESENTATIVES.

Mr. Fuller, of Durham, to amend the insurance laws of North Carolina. Insurance.

Mr. McNeil, to amend the Code on the subject of attachment. Judiciary.

House bill 524, to establish an astrological observatory in North Carolina, was laid on the table.

House bill, 543, to extend the time for the redemption of land sold for taxes—extending the time twelve months, was laid on the table.

House bill 554, to amend section 3737 of the Code, relating to the fees of solicitors, was discussed and amended so as to leave fees for certain offenses as they are, changing the law only as affecting capital offences, when the fee of $20 is to be paid whether there is conviction or not.

Mr. Anderson hoped the bill would not pass; solicitors are now well paid, some get $4,500 a year. The house tabled the bill—ayes 65, nays 20.

House bill 605, to protect consumers of illuminating oils, and to provide for the same, and to require a fire test not under 120, was put on its reading.

Mr. Watson, of Forsyth, said, after hearing the reading of the bill, that it was as full of pains and penalties as the United States Revenue law. It creates one hundred officers. He asked if it had the unanimous support of the committee?

Mr. Vance, of Buncombe, said the inspection would cost the people only half a cent a gallon for the inspection. It was not a new bill, except in North Carolina. It was copied from the Georgia statutes. All interested oils are dumped here because there is no inspection. The inspection fees are fifty cents per barrel half a cent when on 100 gallons in bulk, one cent when it is 200 gallons. Inferior oil was injurious to the eyes and dangerous in use. We ought to inspect all things in the interest of wealth and safety. 120 is a low standard. Chemists know that the oil sold in North Carolina is adulterated and causes explosions.

Mr. Stark opposes the bill for many reasons. It provides a tax of 50 cents on the barrel, one cent on the gallon. The common people must pay the tax, an extra tax. There is no complaint coming from them; no dealer can afford to sell an inferior article. There is no demand for the law. The bill is exceedingly cumbrous, with innumerable officers, and gives much trouble to the dealer before he can put his oil on the market. High grade oil is necessary, but it can be had without so much law.

On motion of Mr. Blair the bill was laid on the table.

House bill 717, to provide for a readjustment of the homestead was put on its readings.

Mr. Watson, of Forsyth, said the matter had been before the supreme court, involving an injury that the rights of the homesteader when, where a man improves his home, the creditor can take advantage of the improved value. The idea was that the homesteader be allowed to go on and improve without interference by the creditor, provided the value of the property is not increased beyond 50 per cent. The bill passed and was ordered to be engrossed.

Mr. Vance, of Buncombe, moved to reconsider the bill to extend the time for the redemption of land sold for taxes. Reconsideration was had and the bill was placed on the calendar.

House bill 684, to amend chapter 60 section 119, laws of 1887, to strike out all after the word "married;" relates to the permission of entry of 640 acres of oyster grounds by citizens of other states also injuring our fishing interests, preventing fishing on inland waters.

Mr. Carter, of Hyde, who spoke for the first time in the house, advocated the bill with power and eloquence, and the bill passed and was ordered to be engrossed.

House bill 798, to extend the time at which contractors shall begin their work—relates to the beginning of work on the Norfolk, Wilmington and Charleston railroad, extends time two years, passed and ordered to be engrossed.

House bill 733, for the relief of special jurors in Durham and Franklin counties—to pay thos who attend, but are not called upon to act. Numerous counties sought to gain the same privilege as Durham and Franklin, and by amendments, 26 other counties were added. Among them were Dare, Tyrrell, Hyde, Pasquotank, Perquimans, Currituck, Lenoir and Pitt counties.

Mr. Harris moved to recommit the bil so that it may become a general act. The motion failed, and the bill passed its readings, and was ordered to be engrossed.

THIRTY-SIXTH DAY.

SENATE.

PETITIONS.

Petitions were presented by Senator Olive from 1,000 citizens of Surry county protesting against the division of said county, and the removal of the county seat thereof from Dobson to Mount Airy.

BILLS INTRODUCED.

Senator Olive, a bill to establish the county of Ransom out of portions of Surry and Stokes counties. Counties, cities and towns.

Senator Pettigrew, a bill in regard to rape and assault with intent to commit rape. Judiciary.

Senator Marsh, a bill to create a stock law in certain portions of Pamlico county. Propositions and Grievances.

A resolution requiring the Secretary of State to furnish copies of the Colonial Records to the members of the General Assembly.

Mr. Jones submitted as a substitute a resolution allowing the Secretary of State to sell these books to any person who will pay for the same a price equal to the original cost. Colonial Records. The substitute was voted down.

A bill relating to the government of the North Carolina School for the Deaf, Dumb and the Blind at Morganton passed second and third readings.

A bill to incorporate the town of Grifton, in Pitt county, after some debate between Senator James and Potter, passed its second reading.

A bill to empower the governor to appoint and assign a judge to hold any of the Superior courts of the State in case of sickness or other disability. This is a very important measure. Having passed its second reading, Senator Aycock objected to its further consideration on this day, but on motion of Senator Jones the rules were suspended and the bill placed upon its immediate passage. The ayes and noes were ordered and the vote stood ayes 33, noes 9, so the bill passed its third and final reading and was ordered to be engrossed and sent to the House of Representatives.

HOUSE OF REPRESENTATIVES.

Mr. Holt sent forward and desired to have read the report of the sub-committee appointed to visit the University. The report was read, and was a very able, instructive and interesting paper. It set forth clearly and strongly the needs of the University, the present condition of its buildings, their pressing need of repair, their deficiency in the ordinary comforts and conveniences which experience has proved to be needed, their defects in sanitation, the absence of sufficient water supply, the need of more accomodation, etc., etc., at the same time dwelling upon the fine spirits and devotion to duty prevailing among the students, and closing with appeals to the General Assembly to guard and foster an institution so essential to the well being of the youth, and of the future of North Carolina.

Mr. Harrell, for prohibiting hunting by torch light. Propositions and grievances.

Mr. Crouse, to amend laws relating to working prisoners on public roads. Judiciary.

Mr. Stevens, to reduce the fees of register of deeds. Judiciary.

Mr. Barlow, to regulate the public printing. Printing.

The same, to require the listing of solvent credits for taxation. Finance.

The hour for the special order having arrived, the House proceeded with the consideration of bill No. 268, the homestead exemption bill.

Mr. Starnes' amendment was adopted (in regard to the wife's concurrence;) also the amount of Mr. Jones, of Caldwell, (privy examination not to be required;) also that of Mr. Adams. Then came the vote on the original bill as amended. This was lost by a vote of 2 to 1.

Bill to amend the constitution by reducing the homestead exemption to $500, and the personal exemption to $200 was on motion of Mr. Anderson, passed over informally.

THIRTY-SEVENTH DAY.

SENATE.

INTRODUCTION OF BILLS.

Senator Armstrong, a bill to amend section 2,799 of the code in relation to lawful fences. Agriculture.

Senator Parrot, a bill to incorpotate the New Riverland Swansboro Railroad company. R. R. and R. R commissioners

The bill passed providing for the appointment of judges to take the place of presiding judges who are prevented from acting through sickness, was referred.

Bill to protect minors, insuring them the payment of their wages when a contract is made, passed third reading.

Bill in regard to rape and assault with intent to commit rape, was taken up. Mr. Pettigrew explained that the present law did not recognize the crime of rape in persons under 14 years of age. It had been found that the facts did not justify the law in taking this view this bill proposed to cure the defect. The bill passed third reading.

HOUSE OF REPRESENTATIVES.

Mr. Venters introduced a petition from citizens of Onslow county against making the waters of Stump Sound a lawful fence.

The following bills were introduced and referred:

Mr. Kitchen, for the support and improvement of the hospitals and asylums of the State. Insane.

The unfinished business of yesterday was resumed being house bill 711, requiring hotels and lodging houses to provide fire escapes.

The amendment previously offered by Mr. Moore was put and lost.

On motion of Mr. Watson, of Forsyth, the bill with all the amendments was referred to the committee.

Bill for the relief of clerks of the Superior Courts, allowing them thirty days to attend the World's Fair, his clerks left in charge to have full powers of clerks of the Superior Court, passed its third reading.

Mr. Vance, of Buncombe, by consent, introduced a bill for the relief of the State Alliance, to permit stockholders an opportunity to secure their investments. The bill passed the second reading, and on going to a third reading, Mr. Vance, of Buncombe demanded the previous question, and under that rule the bill passed its third reading and was ordered to be sent to the senate without engrossment.

Then Mr. Vance, of Buncombe, introduced a bill to incorporate the North Carolina State Farmers' Alliance, which was referred to the committee on agriculture.

SEPARATE CARS

For Whites and Blacks—Full Text of the Bill.

The followig is the full text of the bill to require railroads to furnish equal accommodations and seperate cars or compartments for white and colored passengers:

The General Assembly of North Carolina do enact:

Sec. 1. That railroads doing business in this State shall be required to furnish equal accommodations in separate cars or compartments of cars for white and colored passengers; provided that this act shall not apply to sleeping cars.

Sec. 2. That all conductors or other employees of such railroads in charge of their cars shall be required to assign all passengers to their respective cars or compartments of cars provided by said companies under the provisions of this act.

Sec. 3. That any passenger wilfully remaining in any car or compartment other than that to which he may have been assigned shall be guilty of a misdemeanor and shall be punished by fine or imprisonment or both in the discretion of the court. The conductor and any and all employees on such cars are hereby clothed with power to eject from the train or car any passenger who refuses to remain in such car or compartment as may be assigned to him.

Sec. 4. That when a railroad car is divided into compartments the space set apart or provided for white and colored passengers respectively may be proportioned according to the proportion of usual and or inary travel by each on the road or line on which said cars are used.

Sec. 5. That it shall be unlawful for the officers or employees having charge of such cars to allow white and colored passengers to occupy the same cars or compartments and the violation of this section shall constitute a misdemeanor to be punished as stated in section 3.

Sec. 6. That the provisions of this act shall not apply to nurses or servants in attendance on their employees.

Sec. 7. That the provisions of this act shall apply to street cars but only so far as to require conductors and employees in charge of the same to assign passengers to seats so as to separate the white and colored races as much as practicable.

Sec. 8. That all companies operating railroads in this State shall furnish to the passengers comfortable seats and shall have the cars well and sufficiently lighted and ventilated.

Sec. 10. That this act shall be in force from and after the first day of May 1893.

FROM ASHEVILLE TO MURPHY.

More of the Series of "Wayside Notes" Gathered by Rev. Edward Bull on His Fair Trip.

The line of railroad connecting these places is one which was to be constructed by Mr. Best according to the terms of the sale in 1880. It was long ago completed and is, *par excellence*, "the scenic route" in all North Carolina.

The triumphs of engineering skill as exhibited at many points on the Western North Carolina road, and especially, among the "gyrations" about Round Knob always very much engross the attention of the trayeler and challenge his admiration and that whole region is filled with beautiful and magnificent views, and landscapes unfolding at every turn.

And of course the view from the summit of Mt. Mitchell—highest and goodliest of all mountains—where Western North Carolina seems spread out like a map before us, and stretches away in every direction from this central summit till the mountains appear by distance to diminish to hills, and the hills to plains, and the eye can rest upon and recognize six of the sisterhood of States—is one of rare and surpassing grandeur.

But the "Murphy Branch" has a way of its own, and while it furnishes new sensations to the traveler by its unusual features in railroading, it unfolds a long series of landscapes, and mountains, and mountain streams and gorges, many of which are the very gems of North Carolina scenery.

The distance from Asheville is one hundred and twenty three miles, and as it will be an all days' ride we shall have abundant time to enjoy the views—and as the thermometer registers several degrees below zero, we will of course *keep cool*, and not get excited.

We pull out from the station just as the sun is rising and in a few minutes run across the French Broad, of which we have a fine view from the bridge. The river is frozen across in many of its quiet eddies—something which has not occurred in. many years, but not here, for its rapid current prevents freezing, and sends the floating ice all broken into fragments, rustling and grinding on its way.

A few miles farther on and the train steps at a station called White Sulphur Springs. It is only a little way from the celebrated Springs of that name. We were there last year, when the fine Hotel, since destroyed by fire, was standing, and went down to the place where the health giving waters gush up from their fountains. The water is clear and bright but the flavor is like the answer to Dr. Holmes conundrum: "Why is an onion like a piano? Because it smell odious—thats the way it smells.

For a dozen miles there is nothing of specially interest one, except that the high and rugged mountains on either hand, covered with several inches of snow and radiant with the morning sunlight, have an ever changing appearance, and continually present new forms of beauty as the windings of the road, bring them no different relative positions to each other.

Then we begin to climb upward. The dirt road runs along in the valley, on one side a little stream, on the other the farm houses nestled under the sheltering side of the mountain. We ascend slowly, the engine seeming by its distinct and emphatic puffs to be laboring and straining to pull us up. Up above the houses, so we can look down into the chimneys, up above the tree tops, till we wind away from sight of the dirt road and are enveloped in the deep forest.

After fifteen miles of this slow and tedious climbing, that is thirty miles from Asheville, we reach Waynesville, a beautiful little town of six hundred or seven hundred people, the houses built upon the moderately steep side of the mountain, so as to rise one above another like the seats in a gallery or circus. It is the highest health resort in North Carolina, with excellent hotels for invalids or tourists. When we left Asheville we were 2250 feet above the sea level, now we have climbed five hundred feet, and attained an altitude of 2750 feet.

But we have not yet reached the culmination. By another run of six miles we ascend three hundred feet higher, and are at the Balsam, more than 3,000 above the sea level, and on the highest pass cast of the Rockies.

And now we commence *climbing down*. Slow as was the rate of ascent, we can make but little better time in going down. The puffing of the engine has ceased for no steam is used in the descent. The conductor cautions the train hands to see that the brakes are all right—and so, with brakes close set and throttle closed we go down towards the valley. It is four miles down—to Hall's station—and sometimes the wheels and brakes become so hot that when the bottom of the descent is reached it is necessary to wait for them to cool before proceeding.

Just after leaving the Balsam we pass through one of the roughest and most magnificently wild sections of country anywhere to be found. The road runs upon terraces cut in the side of the mountain, so high above the water that flows in a mad torrent at the bottom of the gorge, that the tops of the trees growing there are on a level with the car windows and only a few yards away, and passes over long and airy trestles upon which we experience the exhilarating sensation of being suspended in mid air. In due time we complete the descent safely, and run out into a fine open section of country.

There is a fair amount of travel upon this road even in the winter season, and in this severe weather, and the freight trains are often heavy. In ascending the mountain it is usual with the freight and not infrequent with the passenger trains to divide the train, and take up one part, and placing it upon the siding, return for the remaining part.

A year ago an accident occurred upon this farther slope two days before we passed over. A part of the train had been taken upon and the engine was returning—backing down—for the balance of the train. There were upon it three train hands in addition to the engineer and fireman. For some reason—which will never be known—the engine became unmanageable when about two miles from the Balsam, and rushed down the steep decline, gathering speed at every revolution. A mile further on is a gorge through which flows a stream called Scotts creek, perhaps a hundred feet wide, across which is a trestle about thirty feet high. The trestle is not in a line with the road at this place, but turns to the left in quite a sharp curve just at the hither edge of the creek. At this point the engine, flying down the grade with all its accelerated speed and power, jumped the track, and with one fearful leap, nearly clearing thr creek, landed upon a rock in the bottom of the stream, hard against the father shore.

The engineer and fireman and one of the train hands were instantly killed. Another was cut and bruised very severely, but recovered. The fifth man escaped without a scratch. The body of the engineer was carried to Waynesville, for interment upon the same train that we went, and was buried by the United Brotherhood of Engineers. The R. and D. road placed a coach for their use, and wearing the very neat and pretty regalia of their order, and accompanied by their wives and sweet hearts, they held the obsequies in the Methodist church, and gave him back to earth in the quiet grave yard far up the hill side, which looks ever toward the sunrise. B.

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NEW BERNE, N. C., Nov. 4th, 1892.
MR. HENRY J. GREEN,
Dep'ty Supreme Organizer, Order of Unity
Dear Sir and Bro.—I take this opportunity to acknowledge with thanks the receipt of Forty Dollars ($40) in full and satisfactory settlement of my claim against your Order for two weeks' sick benefit. I wish to express my high appreciation of the courteous manner in which I have been treated by you and the Supreme Officers in this matter, and I assure you that I shall not hesitate to say a good word for the Order whenever an opportunity presents itself.
Wishing you every success, I am,
Yours in Fraternal Bonds
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