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"CAROLINA CAROLINA, HEAVEN'S BLESSINGS ATTEND HER."

The Smithfield Herald

F. T. BOOKER, PROPRIETOR.

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SATURDAY, FEBRUARY 12, 1887.

THE PARTING SHIP.

(ROBERT BURNS IN THE CRITIC.)

—Bon voyage, vas enfants?

On crimsoned couch, the sun once more

At evening's gate lay lying;

Above the sea's sullen roar

The grieving winds were sighing;

A large boat from the lonely shore

With all her broad sails flying.

And they that sailed upon that ship,

No more they wept nor smiled;

No mortal eye, no troubling lip,

No applications wild.

No sorrowing for the lessening lands,

No dread of coming ill;

They stood with folded, cold white hands

And heart forever still.

On that illimitable sea

The ghostly vessel sped;

Out, bearing to eternity

The world's unnumbered dead.

But on the shore—so dark, so fair—

She holds her course alone.

From which they swiftly parted,

Where piercing cries and mute despair

Of mortals broken-hearted.

And arms here in anguish raised,

In pleading to the skies;

And silent souls that only gazed

With steadfast, hopeless eyes.

But when the great celestial pyre

For each dead day is lighted,

From booming on the wall of fire

That breathless ship is sighted.

White with the dead that die each day

She holds her course alone.

Far through the closing shadows gray

That to the dark unknown.

Thy yesterday upon the shore:

To-day will come to-morrow

Here and hereafter—ever more—

And so, farewell to sorrow.

Her giant shadow fall, and gray

The twilight comes, appalling;

Her cloudy sails shake out the spray,

And then—the sea is falling;

The cottage creaks, and straight we say

Hark!—how the winds are calling!

MEXICAN WAR PENSIONS.

PREPARING FORMS FOR THE USE OF

APPLICANTS IN SECURING PEN-

SIONS.

WASHINGTON, D. C., Feb. 6.—

Commissioner Black, of the Pen-

sion Office, is preparing and will

have ready for distribution by

next Wednesday a set of blank

forms for the uses of Mexican

war survivors and widows mak-

ing application for pensions un-

der the recent act of Congress.

The commissioner is specially

desirous that applicants and

others defer correspondence on

the subject, as it is expected that

the forms in preparation and the

accompanying instructions will

be so full and complete as to

render correspondence unneces-

sary. All forms furnished by

pension claim agents will be

considered informal unless ap-

proved by the Commissioner of

Pensions.

ROAD LAW.

[Waxrenton Gazette.]

Our road law does not bear

equally upon all of our citizens

and is unfair. For although a

man may be worth \$100,000 and

STATE LEGISLATURE.

SENATE.

FEBRUARY 1.

The following bills were intro-

duced:

To authorize the State Board of

Education to operate convicts to

finish canals and roads in Craven.

Afterwards taken up and passed

its second and third readings.

To amend section 3800 of Code,

relating to powers of town com-

missioners.

To prevent destruction of part-

ridges for five years.

To require justices of the peace

to give bond for performance of

duties.

The hour for the special order

having arrived, the bill for the

extension of the C. F. & Y. V.

R. R. was taken up on its second

reading. It provided for an ex-

extension of time, 250 convicts. It

passed its third reading.

HOUSE.

The following bills were intro-

duced:

To prohibit holding political

meetings in public school houses.

To regulate municipal elections

in cities and towns.

To amend the school laws so as

to abolish the county boards of

education.

To amend chapter 237, laws of

1885, relating to the State board

of health.

To repeal chapter 355, laws of

1885, relating to the analysis in

poison cases.

To amend chapter 1, vol. 2 of

the Code.

The following bills passed their

third readings:

To repeal the Wake county

stock law.

To incorporate the town of

Dunn, Harnett county.

The hour for the special order

having arrived, H. B. 82, being

an act to establish a railroad com-

mission for the State of North

Carolina, was taken up, and pending

discussion the House ad-

journed.

SENATE.

FEBRUARY 2.

The following bills were intro-

duced:

To reduce fees on impounded

stock.

To amend section 2036 of the

Code.

To amend section 694 of the

Code.

To protect laborers.

To amend the Code with refer-

ence to railroad freights.

Senate bill providing for an

amendment to the constitution

to exempt new manufactories

from taxation for five years, to

encourage the introduction of in-

dustries was taken up, and failed

to pass.

HOUSE.

The following bills were intro-

duced:

To amend the school law.

To amend the revenue laws of

1885, relating to the drummer's

tax.

To abolish county boards of

education.

To amend section 2580 of the

HOUSE.

The following bills were intro-

duced:

To maintain the colored normal

school at Goldsboro.

To regulate the sale of cotton.

THE COUNTY GOVERNMENT BILL.

This bill was taken up on its

third reading.

Mr. Pinnix said he wished to

give full time for consideration

and moved that it be made the

special order for next Thursday.

This was done.

SENATE.

FEBRUARY 4.

Bills introduced as follows:

Asking Congress to pass a law

for the relief of widows of keep-

ers of life saving stations.

Bill regulating fees on impound-

ing stock passed its third read-

ing. Bill to allow Harnett county

to levy a special tax passed its

third reading.

HOUSE.

The following bills were intro-

duced:

To regulate the apportionment

of convict labor to the public

improvements of the State.

To create a board of pardons.

To define felonies and misde-

meanors.

SENATE.

FEBRUARY 5.

Bill to amend sections 3138,

3139 and 3141 of the Code, re-

garding druggists passed its sev-

eral readings.

Bill to amend the charter of

the town of Selma passed its sev-

eral readings.

HOUSE.

Bills introduced as follows:

Mr. Abell, to regulate the con-

tinuance of licenses.

To regulate the apportionment

of convict labor.

To provide for the study of

physiology and hygiene in public

schools.

Mr. Abell, for the relief of

maimed Confederate soldiers.

IS THE GOVERNOR'S SALARY

TOO HIGH?

[Statesville Landmark.]

Is the Governor's salary too

high? If so let's cut it down,

but the last Governor went out

of office penniless, after boarding

throughout his entire term, and

had to borrow money to take

him to his home. Are the salaries

of the judges too high? If

so let's cut them down; but one

of the best of them says he had

to draw on his private resources

for the support of his family

every year since he has been on

the bench; another says he had

to spend, last year, \$500 above

his salary; another says he would

resign at once except that his

law practice is all gone and he

is too poor to stop and wait for

it to come back.

OUT OF PATIENCE.

[Scotland Neck Democrat.]

We are out of patience with

the educational cranks who

are ever and anon calling for

more money to educate the ne-

gro. The whites now pay eight-

tenths of the taxes to run colored

schools four months in the year.

RAIL ROAD DISCUSSION.

SENATOR POU'S SPEECH.

UPON THE BILL TO REPEAL SEC-

TION 1966 OF THE CODE.

RAIL ROAD VS THE PEOPLE.

MR. PRESIDENT:—Under ordi-

nary circumstances I should have

been content after the opposition

I offered to this bill on yesterday,

to have remained in my seat and

voted "no," but I cannot do so;

the importance of this bill to the

whole State, and especially to the

county, makes it imperative upon

me to use every honorable means

to defeat its passage.

The bill under consideration

repeals Section 1966 of the Code.

(This section makes discrimina-

tion in freight rates unlawful.)

The repeal therefore of that

statute relieves the railroads of

every restriction. They will be

able to adopt the policy of mak-

ing and unmaking towns at

their pleasure, and the friends of

this bill not only ask this Senate

to pass it but they ask that it be

passed without going through

the ordinary course of a refer-

ence. Why such haste? The

friends of the bill say pass it at

once because the Supreme Court

has decided that the railroads

have been violating the law.

They say that the fertilizer

season is approaching and that

the railroads will be forced to

raise the freight on Kainit from

Wilmington to Charlotte to \$20

per ton. This is the objection made

by the Senator from Mecklen-

burg, and if that Senator would

read section 1966 he would see

that his objection is not tenable.

That section closes as follows:

"Nothing in this chapter shall in

any manner be taken as abridg-

ing the right of any railroad com-

pany from making special con-

tracts with shippers of large

quantities of freight to be not

less in quantity or bulk than one

car load." I am sure the Kainit

dealers of Charlotte would have

not the least trouble in making