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THE WIVES OF AUTHORS.

Annals of Domestic Life Among the Distinguished Men of Letters.

Balzac says that a great man should have neither wife nor child; that he belongs to the world to all, not to a wife and family, and should tread alone the path of glory, or of sacrifice, as the case may be. From this opinion of the greatest of French novelists I beg leave to dissent, so far as authors are concerned, great or small. If there is a man in the world who needs the love and sympathy of a wife it is the author. Yet the annals of literature furnish the melancholy fact that of all men authors have been the least happy in their domestic life, and if the truth must be told, the wives have generally been the cause of this state of affairs. The story of Socrates' domestic difficulties is too familiar to be repeated here. We all know that it required much philosophic patience to keep peace in the family of which Xanthippe was the mistress. We know that Caesar's wife was not "above suspicion," and that Cicero's home life was not the happiest. Milton sang of "Paradise Lost," but did not find paradise in his own family, although he tried persistently through three successive wives. Shakespeare, from his own bitter experience, announced as a fact for all time that "a young man married is a man that's married."

Adison made a splendid match with the dowager Countess of Warwick, and was obliged to escape to Will's coffee-house from the gilded misery of Holland House, where his Lady Countess presided in awful state, and lectured her gentle husband for associating with such low fellows as Pope, Swift, Steele and other wits of the golden age of Queen Anne.

De Quincey, writing of the wives and children of literary men, says that it is that, being man, chief blessings, create also for him the deadliest of his anxieties; that stuff his pillow with thorns, and surround his daily life with snares; and he adds, suppose the case of a man who has helpless dependents of this class upon himself summoned to face some sudden failure of his resources—that he should lose the power of exerting so delicate an organ as the creative intellect, when dealing with subjects so coy as those of the imagination—what a maddening thought is this to a man of family who has absolutely no resources except what his pen may yield. De Quincey himself offered this terrible anxiety; so did Burns, upon whom, amongst all the children of genius, the primal curse had fallen heaviest and sunk most deeply.

The wife of a literary man should be either a plain-minded woman, who should occupy herself exclusively with household matters, and shield her husband's peace by taking those cares upon herself, or else a woman capable of entering into his literary life. Few authors' wives have been of the latter kind. A notable instance, however, is afforded in the wife of Alphonse Daudet. She is an invaluable literary assistant to her husband. She takes his rough, corrected manuscript and makes a clear copy, correcting at the same time any slight errors that may have escaped her husband's notice. Daudet then takes the manuscript in hand again for final revision and careful polishing. Madame Daudet afterward rewrites the whole manuscript, and sends it to the press.

Bulwer, in the glow of youth, fell in love with a pretty face, and made what he supposed was a love match. He soon found that love's young dream was a hideous reality—that his hopes of married happiness had turned, like Dead Sea fruit, to ashes. The pretty bride became the domestic fury. A separation soon followed, but she never ceased to be a painful feature in his life.

Dickens' domestic troubles have never been satisfactorily explained, but he said it was a case of incompatibility of temper. I think it was a case of egotism, personal vanity on the part of Charles Dickens. The amazing success of his works raised him far above his original social position; he became the friend of Lady Blessington, Walter Savage Landor, Tennyson, Bulwer and others, whose refined and cultivated society made him seek for happiness abroad, rather than at home. His genius made him a peer of the highest in the land, but his wife remained the same plain person who had shared and placed his early poverty and obscurity. He became a social lion, "when princes and nobles delighted to honor; her duties, as the mother of nine children, kept her at home, and she was thus prevented from cultivating the graces and acquiring the manners which would have fitted her for the aristocratic society in which her husband bled his taste and his family gratified.

Life has been said to be a comedy to those who think, and a tragedy to those who feel; surely, then, Byron's life was a profound tragedy, for, of all the sons of man, he has felt more deeply than the author of "Manfred."

His noble brow was often darkened by a scowl, his classic mouth was often disfigured by a sneer, but his heart was never dead to affection. He never turned with cold indifference from sorrow and suffering, whether that of a nation or that of an individual. In an unfortunate moment he married a woman whose cold heart never responded to his love, and whose mathematical mind could not appreciate his generous enthusiasm. In his one year of married life he endured a life time of misery; and then, without a warning, and assigning no reason for her conduct, his wife left him, and not only refused to return, but would not answer his letters, and declined to listen to his attempts to effect a reconciliation. She was morally responsible for his subsequent irregularities and early death. It was a glorious death, and a worthy termination of the most dazzling literary career the world has ever known; but Lady Byron was not the less guilty for driving to an early grave one so gifted and so unhappy.

I have merely glanced at a few illustrious literary men whose wives have not only not contributed to their happiness, but have been lead to their feet. On the other hand, there are many wives of literary men who are the sweet, sympathetic companions of their husbands, but whose loveliness is seldom known to the world, because their sweetness, like the perfume of the violet, is hidden from the sight of men. I recall at this moment the devoted wife of the Southern poet, Paul H. Hayne. She was not only his tender, sympathetic companion, but when ill-health prevented him from undergoing the physical labor of writing, she was his ever-ready and intelligent amanuensis, beside attending to his personal comfort, and by her taste beautifying their little cottage, and making out of it an ideal home for a poet.

Race Problems.

The St. James Gazette in discussing the difficulties of the Marquis of Lansdowne, the new Viceroy of India, will have to encounter some of the greatest of these difficulties is involved in the problem "whether the people of India are not to be allowed a share, or at least a very much larger share than they now possess, in their own Government." The Gazette then adds:

"But this is a mere formula. The real meaning of the question is what we have stated—namely, whether that one of the races which gained the sovereignty after the collapse of the Mogul Empire is or is not to resign the place it won by the qualities which give rule in this world."

The Gazette next proceeds to argue that Indian home rule is impracticable on account of the diversity of creeds and the number of mutually hostile races in that country, and 'n the course of its argument lets drop the following significant language:

"On one side is a race which happens to be white, but also happens to possess those qualities which have enabled it to win in the struggle for rule. On the other is a body of persons of different races and creeds, having in this common, that they are of various shades of color. Also beneath this difference visible to the eye there are others of very considerable importance. These colored persons, though doubtless possessed of qualities of their own—respectable qualities, most of them, which we either lack or have in a minor degree—suffer from a deficiency in others most necessary, as experience has proved, to those who would govern in India. A century of war, diplomacy, and administration has proved that. Now, when these colored gentlemen come forward and ask for an equal share in rule—which is what is meant by the demand for representative institutions, local self-government, and so forth—it will be necessary to remind them of these facts."

Exactly so. Human nature is human nature the world over. The princes of the "off color" tribes and races who go to England are regarded as curiosities, are even made pets of by royalty, and are allowed in a certain way to govern their own people. But when it comes to "off color" lawmakers and rulers for white men, white blood rebels in England as it does everywhere else, and will continue to rebel to the end of time.

—The Duke of Sutherland, who is now in this country, is the greatest land-owner in Great Britain, his possessions, which are principally in Scotland, embracing 1,358,545 acres. Stafford House, the Duke's London residence, is perhaps the most magnificent mansion in the city. His father paid \$360,000 for it, and \$1,250,000 has since been spent in improving and decorating it. Since the Duke's arrival in America his wife, a lady of great nobility of character and a favorite of the Queen, has died in England.

RAILROADS.

How They Have Multiplied in the State and How They Help to Build Up the State.

—Track laying has been begun on the Winston end of the Roanoke & Southern railway. It will be completed between Walnut Cove and Winston this month.

—The Cape Fear & Yadkin Valley Railway has completed the purchase of more valuable property at Wilmington, its terminal point. It has also secured an option on New York steamship wharf property.

—The Wilmington and Seacoast Railroad is to be extended at Wrightsville, so that it will cross the deep channel of the sound on a bridge 900 feet long, and run parallel with the ocean for some distance southward.

—The Charleston, Cincinnati & Chicago Railroad has been completed from Blacks to Camden. This gives Rutherford a through route to Charleston, which will be a great benefit to the western portion of North Carolina as well as Charleston.

—The Wilmington, Chadbourne and Conway Railroad is doing big work for the people along the line of its road. With a view of stimulating them into truck farming, they will have one or more mass meetings, at which the trucking business and its advantages are to be explained by competent parties.

—The Asheville yard master reported that last week there were nearly two thousand box cars, loaded and unloaded, standing on the sidings whose accumulated extent may now be counted by miles. The road is beginning to develop what it was contemplated to be; and when the branch to Murphy is completed the development will be marvellous.

—Mr. J. P. Easley, representing a wealthy Philadelphia syndicate, accompanied by Mr. A. W. Nowland and Maj. Goodwin, of the Lynchburg & Durham Railroad made a tour of inspection over the road last week, inspecting the work and the route. If Mr. Easley's report to his syndicate is satisfactory they will invest in \$1,200,000 of the bonds, which will insure the early building of this road.

—Application will be made to the next legislature for a charter for the Aberdeen and West End Railroad with the privilege of extending it through Moore and Montgomery counties. We learn that this road is doing well. Twelve miles of it has been graded and Mr. A. F. Page the President says that he will finish laying the iron on ten miles of it next week. This branch road penetrates one of the finest timbered sections in North Carolina and if Mr. Page keeps on to Troy with it, it will do great things for Montgomery county.

—Saturday the contract for building the Atlantic and Danville Railroad from Danville to Clarksville was signed and sealed, and the ground broken at the Danville end. The throwing of the first shovel of earth was witnessed by a crowd from Danville, and the event was celebrated by a banquet at the Arlington hotel that Saturday night. The Danville syndicate, which has the contract will get to work at once and will push their work with all possible energy, and Milton expects to see the road running to that point early in the spring.

—Speaking of President Bryan's administration of the Atlantic & North Carolina Railroad, a correspondent writes: He has given us the best facilities for shipping our truck of any one else; he has put us within 32 hours of New York, and given us ventilated cars; he, contrary to the expectations of many of us, moved the immense potato crop as fast as put on the road, and I don't think ever missed connection at Goldsboro; he ran a daily truck train when there was but little truck to carry; and all these things help the farmers.

—Mr. E. C. Davidson, in a railroad speech made at Charlotte the other day said: If Aristotle could be called the Father of History, Col. William Johnston could certainly be called the father of railroads in North Carolina. He said that in the good old days, when railroads were scarcely known, the people of South Carolina got the tariff question and the railroad question a little confused. So, when the road was built from Charleston to Hamburg, and the people saw the first train they cried out, "Look yonder, there comes that G—d—d tariff."

To build up this seaport—this entrepot, ought to be the aim of enlightened legislation. All North Carolinians of broad views will take pleasure in aiding in the work. The cultivation of pride of State is essential, and we rejoice that in whatever else we may be deficient we are not deficient at that point. We love North Carolina with true filial devotion, and we rejoice in her continued growth, development, and in whatever prosperity attends her. With us it is "The Old North State forever."

—The troublesome and difficult achievements of laying the track to the summit at Red Marble Gap has been effected, and that trains now run to what you call it, Topton. From there on to Murphy it is down grade, with seven or eight miles of difficult work, the heaviest portion of which has been done; and Murphy ought to be reached sometime next summer, easily done, if sufficiency of force is employed. The grade from Nantahala river to the Gap, about two and a half miles, is very heavy, probably 235 feet to the mile; but the line is well and heavily built, and heavy engines will find no difficulty in overcoming it.

The Cape Fear & Yadkin Valley Railroad Company has purchased thirty acres of land on Point Peter opposite Wilmington and the Nutt wharf property on the city side of the river for terminal facilities, and Col. Gray, president of the company, says "the road is being pushed through to completion with all the expedition possible. He also states that already 42 miles of the 70 miles between Wilmington and Fayetteville are graded, 23 miles on this end and 19 on the Wilmington end completed and in operation in time to move next year's crop, and the remainder finished by the close of the year, thus putting Wilmington in direct and quick connection with the great West."

—The railroad between Statesville and Charlotte (the A. T. & O.) was torn up during the war. When rebuilt the land was all in rabbit pasture and blackberry orchards. To-day there are 14 steam cotton gins near enough to this place to hear their whistles, and two of them in the town; the two in town gin about 300 bales of cotton yearly each; two flouring churches, seven stores, one shoe and harness shop, and two shops that use steam in making buggies, wagons and agricultural implements; one grist mill, one saw mill, a planing mill, and 500 inhabitants. All this on that old sage field! Why is it? Because we have four trains over this road and through this poor land, daily. Move the railroad from here, says a correspondent of the Charlotte Chronicle, and the town will be a corpse in less than a year.

The following is a list of the railroads in the State, their mileage, and their tax valuation: Acme Manufacturing Company, 1 1/2 miles, tax valuation \$2,000; Alma and Little Rock 12, \$11,144; Atlantic, Tennessee and Ohio, 45; —; Atlanta and Charlotte Air Line 45; —; Albemarle and Pamlico 13 1/2; 10,031; Asheville and Spartanburg, 42 1/2; \$3,050; Albemarle and Raleigh, 34 1/2; \$155,507; Atlantic and North Carolina, 99 1/2; \$349,500; Charleston, Cincinnati and Chicago, 39 3/5; \$147,202; Cape Fear & Yadkin Valley, 236 4/5; \$665,079; Cashie and Chowan 35; \$46,355; Cashie and Roanoke 25; \$37,177; Carolina Central 26 1/2; \$1,072,121; Chester and Lenoir 64; \$216,228; Charlotte, Columbia and Augusta 11 2/5; —; Danville, Mocksville and Southwest 8; \$31,544; East Tennessee and Western North Carolina 3; —; Georgia, Carolina and Northern, 14; \$19,560; Jamesville and Washington 22 1/2; \$25,627; Hamilton 23; \$57,315; Louisville and Roanoke 23; \$57,315; Louisville and Roanoke 23; \$57,315; Marietta and North Georgia 12 1/2; \$47,762; Milton and Sutherland 1; \$4,900; Midland North Carolina 21 4/5; \$30,923; New Hanover Transit Company 13 1/2; \$6,258; Northwestern North Carolina 26 1/2; \$90,712; North Carolina 226 1/2; \$692,784; Norfolk Southern 22 1/2; \$118,299; Oxford and Clarksville 18 1/2; \$73,490; Piedmont 47 1/2; \$437,720; Palmetto 7; —; Pittsboro 11 1/2; \$3,828; Raleigh and Augusta 106 1/2; \$203,627; Roanoke 8; \$16,599; Suffolk and Lumber Company 21; \$2,214; University 10 1/2; —; Warren 3 1/2; \$11,448; Wilmington, Chadbourne and Conway 14; \$33,535; Wilmington Railway Bridge Company 2 1/2; \$80,000; Wilmington and Seacoast 9 1/2; \$41,437; Western North Carolina 297 3/5; \$1,403,726; Wilmington, Columbia and Augusta 65; \$326,355; Oxford and Henderson 13; \$42,100; Roanoke and Tar River 28 1/2; \$108,885; Chowan and Southern 14 3/5; \$33,344; Seaboard and Roanoke 18; —; Chowan and Salisbury 14; —; Raleigh and Gaston 97; —; Wilmington and Weldon and branches 321; —. The last four roads are exempt from taxation by charter. The total number of miles of the fifty-one railroads is 2,549 1/2 and the total tax valuation is \$7,106,635.

Southward the Course of Empire Takes Its Way.

Over 8,600 New Enterprises in Three Years—The Advance During 1888—Wonderful Progress and Bright Prospects Ahead.

(From the Manufacturer's Record.)

The past year was an eventful one in the South's industrial advancement. Many of the great enterprises—the furnaces, rolling mills, car works and kindred establishments projected during the boom of 1887, and the construction of which occupied from 12 to 18 months, passed from the constructive period to that of active work as wealth producers during 1888. Some of the splendid furnaces at Ensley City, Bessemer, Gadsden, Pulaski, Birmingham and elsewhere, which are destined to play such an important part in Southern industrial history, went into blast during the latter part of the year, while many others are nearly ready to start up with the opening of the new year. New coal mines to supply the ever increasing demand for Southern coal have been opened in Maryland, in the Virginias, in North Carolina, in Kentucky, Tennessee, Alabama, Georgia, Arkansas and Texas, and the output for 1888 was far beyond the production of any preceding year, while 1889 will show as great a growth in the amount of coal mined over 1888 as it will in pig-iron making over last year. Cotton mill building has been active, and the year has witnessed a great expansion of that industry. In every line of manufacture, covering the widest diversity of production, in railroad construction, in the opening of iron and coal and precious metal mines, in the utilization of all the vast natural resources of this wonderfully blessed section, the progress was not only rapid, but it was solid and substantial. Local booms are lost in the general development of the whole South, and of the wide diversity of this industrial advance, which includes in its scope the greatest range of industries, from the making of pins to the building of locomotives and iron and steel steamships, from the production of brooms to the manufacture of pianos, from the digging of the ore to the working of steel, and from the cutting of the tree to its fashioning into almost every line of wood working, whether it be in rolling pins and bread trays to furniture, or cars, both freight and passenger. The industrial growth of 1888 covers this whole range of enterprise, and extends its sweep from Maryland to the very borders of Mexico.

To-day the whole South is full of life and energy, and is building up as no other country ever did before. Home capital is being supplemented by heavy investments of outside money, which is destined to pour into the South in a steady stream for years to come, while Northern and Western men of energy, enterprise and experience are joining hands with the people of the South in turning the raw materials of this section into the finished product, and thus annually adding millions to its wealth. The new year opens with brighter prospects than the South has ever before seen, and as marvellous as has been the record for the last two years, it will doubtless be eclipsed by the work of 1889.

The Manufacturer's Record has repeatedly called attention to the increasing diversity of the industrial growth of the South. Small enterprises of all kinds are springing up in every direction, and year by year the South is increasing its production of many articles for which it has heretofore been dependent upon other sections. An examination of the recent industrial growth of that section will show how rapidly this is going on. Glass factories in Alabama and Georgia have proved that the South can make its own glass. Car works in twenty or twenty-five places and locomotive works in Richmond and Roanoke demonstrate that the South can make its own cars and locomotive at a lower cost than they can be made in the North or West. Furniture and carriage factories all over the South are beginning to supply the home demand, while canning factories are saving hundreds of thousands of dollars to the South. No where else in all the world is the raw material for almost every line of manufacture so abundant as in the South, and scarcely a week passes without some industry entirely new to this section being organized to turn this raw material into wealth, while of enterprises in established lines of industry many are daily started.

A comparison of the new enterprises organized during the last three years makes a most instructive exhibit.

	1888.	1887.	1886.
Iron furnace companies.	1888.	1887.	1886.
Machine shops and foundries.	126	103	68
Agricultural implement factories.	16	25	11
Flour mills.	10	17	9
Cotton mills.	70	115	92
Carriage and wagon factories.	27	50	24
Furniture factories.	66	55	23
Gas works.	2	10	4
Water works.	4	88	42
Electric light companies.	122	83	34
Mining and quarrying enterprises.	109	96	174
Wood working factories, including saw and planing mills, sash and door factories, etc., etc.	796	726	418

Ice factories.	57	96	50
Canning factories.	228	82	13
Store factories.	143	109	53
Brick works.	4	4	4
Manufactures iron works, rolling mills, pipe works, etc., etc.	40	71	26
Cotton compresses.	37	36	13
Cotton seed oil mills.	37	36	13
Miscellaneous enterprises not included in foregoing.	1,080	992	439
Total.	3,618	3,430	1,575

These figures show 3,618 new enterprises during 1888, against 3,430 in 1887, and 1,575 in 1886. Summing up the amount of capital and capital stock represented by our list of new enterprises and the enlargement of old plants during 1888, we have:

Alabama.	\$29,413,000
Arkansas.	4,885,000
Florida.	4,731,000
Georgia.	4,885,000
Kentucky.	28,301,000
Louisiana.	6,584,000
Maryland.	10,671,000
Mississippi.	1,309,000
Missouri.	1,998,000
North Carolina.	1,005,000
South Carolina.	1,213,000
Tennessee.	2,000,000
Texas.	17,954,000
Virginia.	12,714,000
West Virginia.	10,114,000
Total.	\$168,800,000

The number of new industrial enterprises organized in the South during the last three years, or since January 1, 1886, of which the Record has given full particulars, is over 8,600, divided as follows:

Iron furnace companies.	76
Machine shops and foundries.	267
Agricultural implement factories.	20
Flour mills.	369
Cotton mills.	1,146
Carriage and wagon factories.	121
Furniture factories.	121
Gas works.	11
Water works.	1,136
Electric light companies.	1,070
Mining and quarrying enterprises.	323
Wood working factories, including saw and planing mills, sash and door factories, etc., etc.	796
Total.	8,623

In three years 8,623 new industrial enterprises have been reported for the South, with full particulars as their location, character of business, &c., in the Record, while hundreds of smaller ones, such as portable saw mills, gins, &c., which are not included in this list have been started.

In the following list we give the name, location and character of business of the new enterprises projected during the three months ended December, 1888, and existing establishments rebuilt (after being burned) or enlarged, having given in previous issues the list for the first nine months of the year:

NORTH CAROLINA.

Archdale—W. C. Petty & Co., sash and door factory.

Asheville—H. B. Russell, grist mill.

Asheville—Asheville Electric Light Co., enlarged plant.

Asheville—M. Levy, shoe factory.

Asheville—Buncombe Lumber & Man'g Co., lumber mill.

Asheville—Cotton mill.

Charlotte—J. T. Tenson, wood working factory.

Charlotte—H. A. Hodge, Printing, &c.

Charlotte—Carolina Clay Co., kaolin mining.

Charlotte—C. Valer & Co., enlarge bottling works.

Charlotte—Liddell Co., enlarge machine works.

Charlotte—The Star Mills Co., flour and corn mill.

Charlotte—near Gold mining.

Charlotte—Charlotte Electric Light Co., enlarged plant.

Clinton—A. F. Johnson, crate and basket factory.

Clinton—John Ashford, hoop factory.

Mount Tabor—C. McSpivey, saw mill.

New Berne, near—A. Gallup, shingle mill.

New Berne—Edward & Clark, machine shop.

New Berne—D. Congdon & Son, planing mill.

Old Fort—Marion Improvement Co., granite and slate quarrying.

Peachland—J. C. Goodman, tannery.

Peachland—Lyles Bros. & Co., brick yard.

Peachland—Separk, Hicks & Co., iron foundry and agricultural implements.

Pitch Kettle—K. R. White & Co., of New Berne, shingle mill.

Raleigh—North Carolina Wagon Factory, wagon factory.

Randolph Co.—Stafford Gold Mine, stamp mill.

Red Springs—Brooks Brothers, planing mill.

Red Springs—W. D. Mendenhall, sash and door factory.

Reidsville—A. H. Motley & Co., enlarge tobacco factory.

Rocky Mount—Rocky Mount Mills, additional cotton mill.

Rowan county—Southern Bell Gold Mine, mining.

Rutherford—J. W. Hardin and others, cotton mill.

Salem—Salem Iron Works, electric light plant.

Salisbury—Salisbury Brick Co., grist mill.

Salisbury—C. A. Rice & Co., tobacco factory.

Salisbury—Rowan Knitting Co., knitting factory.

Salisbury—Jas. B. Lanier, canning factory.

Salisbury—Holmes & Miller, tobacco factory.

Sanford—quarrying.

Shelby—Miller & Osborne, printing.

Statesville—City, electric light works.

Statesville—W. A. Eliason and others, corundum mining.

Sylva—J. S. Jarratt and others, kaolin mining, &c.

Tarboro—Tarboro Oil Co., enlarge cotton oil mill.

Taylorsville—Campbell & Co., saw mill and sash factory.

Union county—Pifer & Black Gold Mine, mining.

Union co.—Smart Gold Mine, additional machinery.

Wadesboro—Wadesboro Brown Stone Co., stone saw mill.

Wadesboro—Wadesboro Silk Co., enlarge silk factory.

Winston—W. B. Ellis & Co., tobacco factory.

Archdale—W. C. Petty & Co., sash and door factory.

Asheville—H. B. Russell, grist mill.

Asheville—Asheville Electric Light Co., enlarged plant.

Asheville—M. Levy, shoe factory.

Asheville—Buncombe Lumber & Man'g Co., lumber mill.

Asheville—Cotton mill.

Charlotte—J. T. Tenson, wood working factory.

Charlotte—H. A. Hodge, Printing, &c.

Charlotte—Carolina Clay Co., kaolin mining.

Charlotte—C. Valer & Co., enlarge bottling works.

Charlotte—Liddell Co., enlarge machine works.

Charlotte—The Star Mills Co., flour and corn mill.

Charlotte—near Gold mining.

Charlotte—Charlotte Electric Light Co., enlarged plant.

Clinton—A. F. Johnson, crate and basket factory.

Clinton—John Ashford, hoop factory.

Clinton—H. W. Bates & Co., gas works.

Cronly—Acme M'g Co., pine fibre factory.

Durham—W. A. Guthrie, mining.

Edenton—Branning M'g Co., saw mill, &c.

Edenton—D. W. Raper, grist mill.

Elizabeth City—Elizabeth City Oil Mills, enlarge oil mill.

Elizabeth City—The Albemarle Lumber Co., enlarge planing mill.

Fayetteville—J. B. Underhill, varnish factory.

Fayetteville—Thomas Ward, brass foundry and handle factory.

Fayetteville—The Fayetteville Bucket Co., bucket factory.

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FRIDAY, JANUARY 11, 1888.

Unconditional Repeat of the Internal Revenue Laws.

Resolved, That we, as heretofore, favor, and will never cease to demand, the unconditional abolition of the whole internal revenue system as a war tax, not to be justified in times of peace, as a grievous burden to our people and a source of annoyance in its practical operations. We call attention of the people of the State to the hypocritical pretensions of the Republican party in their platform that they are in favor of the repeal of this onerous system of taxation, enacted by their party, while the Republicans in Congress are taxing their energies to obstruct all legislation inaugurated by the representatives of the Democratic party to relieve the people of all or a part of this onerous system—[State Democratic Platform, adopted at Raleigh, June 1st, 1888.]

If Congress shall deem it impracticable to modify the present tariff and at the same time abolish the Internal Revenue Laws, as the loss of the two evils we prefer the retention of the former and the abolition of the latter.—[Resolution adopted by the Legislature of North Carolina, 1883-1885-1887.]

WHAT IS A FREE TRADER?

[From the Congress at Record, Jan. 5th, '86.] VANCE. The whole of this tariff system is a raid upon the poor man in the name of the poor. Of all the infamous exhibitions of this hostility to the poor that have ever been made in the history of protective legislation in the United States I consider this bill the crowning infamy in that respect.

HAWLEY. We have heard this denunciation for the last twenty-seven years. I will ask the Senator from North Carolina a question. I have asked of several on that side [Democratic], and have never got an answer to it. Is there any nation that has an approximately just system of levying customs duties, and if not which is the nearest right?

VANCE. The nearest right that I am acquainted with is the English system.

HAWLEY. I have received the answer I expected to get, and that applies specifically, entirely and absolutely to its defects. This feature is a merit. I wished to know where the gentleman tied himself; that was all.

VANCE. I see the drift. The idea is to charge, as always done, that we are in the English interest, that we follow the English system, that we prefer foreigners to our own people.

Mr. President, there never was a greater piece of hypocrisy exhibited by mankind in its most debased attitude than this pretense of dislike to foreigners. You only dislike the foreigner when he brings something to sell.

HAWLEY. Mr. President, a word more. I gave the Senator no excuse for saying that I dislike the foreigner or was acting under any prejudice. I have no personal reason whatever to dislike Englishmen or England, I am sure. I disbelieve in England's policy of taxation.

What I wanted was to get one Democrat, if I could not get more, to frankly avow that it is the honest purpose of that party to adopt free trade as the policy of this Government. Not one time in fifty, on the stump or in newspapers, were we able during the last campaign to compel Democratic editors or orators to tell the truth in regard to the position of their party. An avowed free-trade meeting was held in Boston the other day, glorifying the campaign, glorifying the President of the United States, glorifying every effort made in the direction of free trade, prophesying a golden future, and declaring that great progress had been made. All we ask of them is that they shall tell the truth about the inevitable drift of their party, about that which the whole world knows, including themselves, to be the truth, that they mean to bring this country to a doctrine of customs duties which denies the moral and political rightfulness of protection, and demands that taxes be laid upon a few articles of universal consumption; that is to say, practically a poll-tax.

That is what the party means. That is the reason why I asked the Senator that question. I did not care whether it was Great Britain, Belgium, any other country; I wanted to know what tariff he believed in or what was nearest to his idea. He said the English one. That has no protective duties whatever.

VANCE. We had in this country once a very practical philosopher who had a great deal of hard sense couched in very bad English, by the name of Josh. Billings. One of Josh's apophthegms was that in order to bring up a child in the way it should go it was necessary to go that way yourself once in a while. [Laughter.] Now, in order to compel your political adversaries to tell the truth I should commend to the Senator from Connecticut that he should do so himself once in a while. He says that I am a free-trader, and that the policy of my party is absolute free trade, and he bases that upon my acknowledgment in answer to his questions as to what foreign system of government I most admired.

HAWLEY. In taxation.

VANCE. In taxation, I told him I thought the English system was nearest right, *meaning of any other than our own*. [Laughter.] If Senators will content themselves in peace a moment, perhaps the laugh will be on the other side of the face. I

did not mean by that any approval of the system under which we live. God forbid; as God did forbid thousands of years ago from the top of Mount Sinai, when He said "Thou shalt not steal." [Laughter.] I am glad to see that the Senators are amused. I am not authorized to say what the sentiments of the Democratic party are in relation to taxation.

DAWES. Will the Senator answer me a question?

The PRESIDENT *pro tempore*. The Senator from North Carolina declines to yield.

VANCE. I know the Senator from Massachusetts of old. [Laughter.] We had some exhibitions of that when we were discussing the long and the short haul a few years ago.

DAWES. If protection is robbery, as I understand from our friends on the other side, is it not just as much robbery when you take the plunder to support the Government with it as it was before? If protection is robbery, it is robbery, whatever you do with the plunder. There is a way to impose for the support of the Government duties that have no protection in them, and why do not our friends adopt that method? If it is duty that has protection in it, to that extent robbery, when there is another way to impose duties that have no protection in them, is there any sincerity in claiming that they are opposed to protection for protection's sake? Are they opposed to robbery for robbery's sake only for the purpose of getting the plunder? Is that the purpose for which they tolerate robbery, so that they can utilize the plunder? Is there any great virtue in saying that they are not for robbery merely for the fun of it, for protection's sake?

GRAY. Will the Senator from Massachusetts yield to me for a moment?

The PRESIDING OFFICER (Mr. Berry in the chair). Does the Senator from Massachusetts yield to the Senator from Delaware?

DAWES. I want to get along with my friends one at a time. I ask the Senator to keep the question until I get through with my friend from North Carolina.

The Senator from North Carolina a moment ago said that the only honest way to impose duties was an ad valorem way, and that every other way was a fraud and a cheat. When he was asked what system of imposition of duties he liked best, he said it was the English system. Now, the English system has two elements in it that do not exist in ours. One is that it is specific entirely; it does not in any respect conform to the statement of the Senator from North Carolina a moment before, that the only honest way was an ad valorem way. The other is that they impose taxation on articles of general and necessary consumption. Which of these is it that attracted the admiration of the Senator from North Carolina? Does he desire to have the duties imposed on articles of general consumption, that must be consumed here, whatever the duty, and can not be produced here? Is that the element of the English system which has so attracted his admiration? What is it in the English system, I ask the Senator from North Carolina (and I will yield to him that he may answer), that he does admire, if it is not these two elements?

VANCE. The principal thing in the English system of taxation which I admire is that all of the duties paid by the English people go into the treasury of the British Government. It is all honest taxation, so called, and there is no room for stealing.

DAWES. Is it because there is no element of protection in it that the Senator admires it? The Senator says that a duty for protection increases the cost to the consumer in this country of the foreign article, and enables the domestic producer to increase the price of his nearly if not equal to the amount of the duty. I have heard the Senator say that a great many times. That he does not like. That is protection. Is it because there is no such element as that in the English tariff that the Senator says he admires the English tariff? I repeat the question, what is it in the English tariff that he so greatly admires which is not in ours? What is it?

The Senator says that protection compels the American people to pay a good deal besides what goes into the Treasury, and he says the English system does not require anything to be paid except what is the duty imposed. According to his own definition the difference between the English system and ours is that there is no protection in theirs and there is in ours. In other words, that is a free-trade tariff and ours is not. Now, the Senator shrinks and flees from the term "free trade," but it is utterly impossible for him to define himself without defining free trade.

The Senator from Delaware wants to know if I have not heard that the Supreme Court has decided that you can not take private property for private uses without compensation, and that you can not take it by taxation except for the support of the Government. I have heard some such thing. I am inclined to think—

GRAY. That is not what I said.

I asked the Senator if he had heard that the Supreme Court of the United States had decided that while a government such as ours can take private property for public use, paying just compensation therefor, there is no power inherent in any government, to

State or national, to take private property for private use. DAWES. I have no doubt that the Supreme Court have said it. If they have not, they ought to have said so. Until my friend from Delaware can have his eyes so opened as to see that a proper protective tariff is not a tax upon the consumer, it will be utterly hopeless to try to make him see the difference between that plain and simple statement of law by the Supreme Court and the plainest and simplest statement of a financial system of imposition of duties.

There is no tax upon the consumer in a properly laid protective tariff. It cannot be found in the price-current of what the domestic consumer pays for his article, and it has not been in the whole history of the Government. Although my friend from North Carolina repeats it day in and day out, and the price of the article under the influence of the protective system contradicts every word he says, he pays no more attention to figures than if figures were utterly unintelligible to him. I have been told that they will not lie; that whether Democrats in discussing tariff theories or Republicans in discussing tariff theories depart from the truth, the figures do not lie; and the figures show that under the influence of a protective tariff from the time it is imposed and has opportunity to exert its legitimate effect, it has had the effect to reduce prices on every article upon which it is properly imposed a protective tariff duty.

MORGAN. The statement has been made here this morning by the Senator from Connecticut [Mr. Hawley] that he was very glad indeed to hear one Senator on this floor avow that he preferred the British system of taxation to the present bill, that he preferred what is called the free-trade system of taxation to a very high protective measure, and thereupon it was immediately imputed to us, the Democrats in the Senate—

ALLISON. I do not, of course, wish to interfere with the Senator, but permit me to say that I understood the Senator from North Carolina [Mr. Vance], when asked the question which system of taxation he most preferred of all, to state that he preferred that of England.

MORGAN. He qualified that by stating that he preferred that to any of the foreign systems of taxation, and not to the American system.

GRAY. Allow me a word. I was sitting quite near the Senator from North Carolina, and in reply to the question of the Senator from Connecticut as to which system of taxation he preferred, as to the taxation system of which country he preferred, he replied that of all foreign countries he preferred that of England.

MORGAN. I am not here for the purpose of settling any controversy between the Senator from North Carolina and the Senator from Connecticut. They can settle that themselves, and that must be consumed here, whatever the duty, and can not be produced here? Is that the element of the English system which has so attracted his admiration? What is it in the English system, I ask the Senator from North Carolina (and I will yield to him that he may answer), that he does admire, if it is not these two elements?

VANCE. The principal thing in the English system of taxation which I admire is that all of the duties paid by the English people go into the treasury of the British Government. It is all honest taxation, so called, and there is no room for stealing.

DAWES. Is it because there is no element of protection in it that the Senator admires it? The Senator says that a duty for protection increases the cost to the consumer in this country of the foreign article, and enables the domestic producer to increase the price of his nearly if not equal to the amount of the duty. I have heard the Senator say that a great many times. That he does not like. That is protection. Is it because there is no such element as that in the English tariff that the Senator says he admires the English tariff? I repeat the question, what is it in the English tariff that he so greatly admires which is not in ours? What is it?

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GRAY. That is not what I said.

I asked the Senator if he had heard that the Supreme Court of the United States had decided that while a government such as ours can take private property for public use, paying just compensation therefor, there is no power inherent in any government, to

address itself to exactly the point which the Senator was upon. I endeavored to make it so. I understood that the Senator from Alabama complained with a great deal of indignation that he and his political associates were called free-traders. I stated to him that as I understood it the persons who charged them with being free-traders in a certain sense, which I endeavored to explain, and in the sense in which the term was used by the great high priest of free trade in this country, Professor Sumner, of Yale College, and it seemed to me therefore, if the Senator complained of our calling him a free-trader, that he ought to be willing to tell us whether we do him injustice if we call him a free-trader under our definition of that term.

MORGAN. I should like to know first from the Senator from Massachusetts whether he adopts Professor Sumner's definition.

HOAR. I do.

MORGAN. You adopt it?

HOAR. I think it is a good definition.

MORGAN. The one you stand by?

HOAR. That I stand on.

MORGAN. Now I will hear the Senator from Missouri, who has been asking me to yield to him.

VEST. If my friend from Alabama will permit me, I would like to give a definition of a free-trader on a pretty high authority. On April 1, 1870, Hon. James A. Garfield said in the House of Representatives:

I hold that a properly adjusted competition between home and foreign products is the best gauge by which to regulate international trade. Duties should be so high that our manufacturers can fairly compete with the foreign products, but not so high as to enable them to drive out the foreign article, enjoy a monopoly of the trade, and regulate the prices as they please. This is my definition of a free trader. If Congress pursues this line of policy steadily, we shall year by year approach more nearly to the basis of free trade, because we shall be more nearly able to compete with other nations on equal terms. I am for a protection which leads to ultimate free trade.

And the Republican party in 1880 elected that gentleman President of the United States.

HOAR. It does not seem to me, if the Senator from Alabama will pardon me, that it helps us in the least to get an answer to this question, whether the Senator from Alabama conceives himself and his associates to be free-traders in the sense of the definition which I have quoted by undertaking to prove that some eminent Republican is or is not inconsistent with himself or inconsistent with the present attitude of the Republican party.

That fact we might be willing to admit. I think there is a great deal of truth in it if I understand it in listening to it. I should like to know, if anybody will tell me—the Senator from Alabama can tell me as well as any man in the world, because he is a wise man, he is a profound student, and he is a thoroughly honest man, who never flinches from what he believes to be a conviction on a public question, and therefore it is a very great pleasure to put such a question to him, and it would be a great pleasure to have it answered—I should like to know, without a gibe or a jeer instead of an answer to my question, whether the Democratic party or the Senator from Alabama, a valued and honored leader on this floor, conceived themselves to be for free trade in the sense that they do not mean so to use our tariff as to attract American capital to a place where it would not otherwise go or keep it in a place where it would not otherwise stay.

If the Senator says he is a free-trader in that sense, then we are here to differ with him and to contend with him. If he says he is not a free-trader, but agrees with us that the tariff should be so used as to keep American capital in industries where it would not otherwise be kept, and to attract it to industries where it would not otherwise go, then the only question between us is a question not of principle but of detail. It is important to know that.

Half States to Ministers.

Ministers who are engaged exclusively in ministerial work along the line of the Richmond & Danville Railroad will be furnished, upon application (made on a blank furnished by the company through its agents) to Mr. James L. Taylor, G. P. A., at Washington, D. C., a "Minister's Permit," or card, which, when presented to the ticket agent, will authorize him to sell the holder a ticket at half-fares.

Secretary Fairchild made a speech at the recent meeting of the Tariff Reform League at Boston, which seems to have escaped public notice. We make a single extract and commend it to the tariff agitators in both parties:

"The tariff should be settled and forever removed from the domain of politics, for it not only disturbs business, but, infinitely worse, it prevents the simple purpose of universal benevolence for which alone it was ever intended. It converts our legislative halls into scenes of bitter contention, and it is a source of strife and contention to our citizens, who are made to feel the price of dishonor. It corrupts the people."

—The Southern Pine Co., which was organized at Savannah last week, is designed to unite the lumber men of the South Atlantic coast with a view to advancing prices of yellow pine. It is claimed that selling prices have for a long time been unprofitable, and that there have been troubles in the trade in the way of classification, which can only be remedied by a union of the chief lumber men.

Organization of the Legislature.

The Legislature met and organized Wednesday. HOUSE—Augustus Leazer, of Iredell, speaker; T. B. Womac, Chatham, clerk; H. A. Latham, Beaufort, reading clerk; D. M. Julian, Rowan, door-keeper; J. L. Kirkpatrick, Caldwell, assistant door-keeper; W. L. Crawford, Haywood, engrossing clerk. SENATE—Lieut.-Gov. Stedman, president; R. M. Furman, Buncombe, secretary; D. M. Nicholson, Sampson, reading clerk; M. V. Clifton, Wake, door-keeper; A. M. Noble, Johnston, assistant door-keeper; G. M. Bradshaw, Randolph, engrossing clerk; J. M. Brown, Stanly, was elected engrossing clerk of both Houses.

SENATE. At 12.05 P. M., Lt.-Gov. Stedman called the Senate to order. He said:

Senators—It becomes my duty to direct the proper organization of this body and to preside over its deliberations until the inauguration of the State officers elect. During the short while I shall have the honor and pleasure to be with you, as far as in me lies I shall discharge the duties incumbent upon my position with equal justice to all. You, I know full well, will act your part, conscientiously and fearlessly as representatives and citizens of our great commonwealth. The Senate will please come to order.

The roll of Senatorial districts was called and the following Senators presented themselves, with proper certificates of election, and were duly qualified by taking and subscribing to the oath of office.

Democrats—J. H. Abbott, B. E. Aycock, T. B. Bailey, W. W. Barker, John N. Bennett, H. T. Blair, S. B. Briggs, Benjamin Brock, Milton Campbell, S. J. Crawford, T. L. Emery, W. S. Farthing, Thomas H. Hughes, E. W. Kerr, Dr. R. W. King, J. F. Leeper, J. T. LeGrand, R. E. Little, J. S. Long, W. H. Lucas, P. B. Means, A. L. Moore, J. F. Payne, J. H. Poir, J. Sol Reid, Abner Robinson, W. P. Shaw, J. G. Sills, L. J. Smith, W. H. Stubbs, M. C. Jones, W. D. Turner, T. B. Twitty, J. J. White, W. L. Williams and W. R. Williams—total 36.

Republicans—T. L. Banks, J. W. Brown, B. F. Copeland, H. H. Faulkner, George Greene, W. H. Hampton, A. S. Holton, E. Lineback, V. S. Lusk, F. B. Rice, P. C. Thomas, John Waters and Dred Wimberly—total 13.

Turner, of Catawba, was the only Senator absent.

A quorum being present, the Senate proceeded to the election of its officers as indicated above. The House was duly informed that the Senate had completed its organization and was ready for business.

A committee on Rules was appointed: Turner, of Iredell, R. F. Little, of Anson, P. C. Thomas, of Davidson.

Senator Payne, of Robeson, introduced a resolution to create a special committee on contested elections in the Senate.

Senator Payne also introduced a resolution to create a select committee of three on the part of the Senate and five on the part of the House of Representatives to consider all matters relating to a railroad commission.

Adjourned to 11 o'clock Thursday morning.

HOUSE

The House of Representatives was called to order by George M. Bulla, principal clerk of the last House.

On call of the roll of counties the following notices of contest were given: Bertie county, Limas Roulhac, republican, against E. R. Outlaw, democrat; Graham county, Joel L. Crisp, republican, against Reuben Carver, democrat; Halifax county, Christopher C. Baker and John M. Pittman, republicans, against W. D. Anthony and T. H. Taylor, democrats; Richmond county, John B. Covington, republican, against T. J. Wooten, democrat; Jones county, F. F. Green, republican, against E. M. Foscoe, democrat; Perdue county, R. M. Croom, republican, against R. C. Johnson, democrat; Wake county, L. M. Green, republican, against L. D. Baucum, democrat.

Roll call completed, the House proceeded to the election of its officers as indicated above.

Upon taking the chair Mr. Leazer said:

"I dare not attempt to express my feelings for the honor thus conferred upon me. The responsibility imposed upon me is great, but I do not shrink from the duties. I have always believed that a public office is a public trust. My duties are to assist in the regular business, and upon the manner of conducting this body depends largely the character of the legislation accomplished."

"I am Speaker of the House of Representatives, and as such shall know no class or party. I shall always consider my obligations to you."

"The first consideration is to discharge my duty for the best interest of North Carolina. He who serves his country well looks to the welfare of all. My purpose, with your co-operation, is to better the order of business. I will make no radical changes, but do all for the best ends of legislation."

"I shall make mistakes, but all are liable to do this. My aim shall be for the best interest of North Carolina."

The House adjourned until 11 o'clock Thursday morning.

Notes. —Zeb Vance Walser, of Davidson, was the Republican nominee

for Speaker of the House, receiving 33 votes.

Leazer was nominated in caucus on the 1st ballot, receiving 56 votes, against 21 for M. E. Carter. Sutton withdrew his nomination before the ballot was ordered.

The first General Assembly of North Carolina, independent of the Crown, was held at Halifax in 1776. The annual session continued until 1876, just one hundred years, the session of 1876-7 being the last. The biennial sessions began with the Assembly of 1879. There have been five biennial sessions, the present session is the 106th.

Personal. —Mr. T. E. Phillips, of Fayetteville, spent a few hours in the city on Wednesday, on his way to New York City.

The Guilford Grays, we are glad to know, expect to attend the inauguration of Gov. Fowle on the 17th inst.

Col. Julius A. Gray, President of the National Bank of Greensboro and of the Cape Fear & Yadkin Valley Railway Company, went to Richmond on Wednesday night.

Hon. Geo. M. Rose, Attorney for the North State Improvement Company and the Cape Fear & Yadkin Valley Railway Company, accompanied by his son, arrived in the city on Tuesday afternoon on official business.

Capt. J. W. Fry, General Superintendent of the Cape Fear & Yadkin Valley Railway, went down on special car at 7 o'clock last Tuesday morning to Fayetteville, whence he will take a trip North on business connected with the road.

Col. L. C. Jones, Superintendent of the Carolina Central Railway, came up in his special car over the Cape Fear & Yadkin Valley Railway on Monday afternoon last, accompanied by his son, who he places in Guilford College. We exceedingly regret our absence from town at the time of Col. Jones's visit to our office, as there are few men in North Carolina whom we are always more delighted to see.

A Distinguished Lecturer.

Hon. Samuel Dickey, Chairman of the Executive Committee of the National Prohibition Party, will visit Greensboro next Tuesday, and will deliver a lecture in Benbow Hall on Tuesday evening. Mr. Dickey is a man of scholarly attainments, with an enviable reputation in the lecture field, and the opportunity presented of enjoying an unusual literary entertainment will doubtless be eagerly seized by the community generally.

Improvements.

Mrs. Gorrell has completed a comfortable and tasteful residence on West Sycamore street, on part of the eligible lot on which Mrs. Crump's boarding house is situated. On West Washington street Mr. Frazier has recently finished a handsome dwelling, while the new building of Mr. J. B. Field on the same street make great accessions to the real estate improvements of that part of the city. The elegant buildings of Messrs. Glenn and Ellington, on West Market street, are receiving their finishing touches, and elicit the admiration of all.

McLeansville and Its Neighborhood.

An agent of the PATRIOT spent a day this week at McLeansville and the country adjacent thereto—one of the finest and fairest portions of Guilford county—and he has to thank the good people of that section for a hearty welcome and most cordial hospitality. He has rarely mingled with the people of any community with whom he was more favorably impressed. Thrifty, energetic and intelligent, they deserve, as they will assuredly attain, a full measure of prosperity. Most of the planters are holding their tobacco, having put very little on the market. Wheat is looking moderately well. It is unfortunate for the neighborhood that the railway station was removed from McLeansville, and it should be reinstated, if possible.

The State Guard Encampment.

Public opinion seems to be crystallizing by common consent upon the expediency and advisability of selecting some suitable and accessible point within the State for a permanent State Guard Encampment. We believe that a majority of the officers and members of the State Guard favor Wrightsville as that point, and we are not sure that the feeling generally is not setting in the same direction.

Considering all its advantages, we do not know that a more appropriate place could be chosen, or one more entirely satisfactory in all respects. But if the time and place of holding the encampment is to be definitely fixed (by legislative enactment, we suppose), we would suggest that a bill be so framed—if passed by this General Assembly—as to take effect in, say, three years from the present date. The State Guard encampment is of no small benefit to the place and section so favored, and different portions of North Carolina have assiduously striven for it.

The people of Mt. Airy and vicinity are preparing a petition to the Governor, asking that that beautiful spot catching the shadows and sheltered by the majesty of the Blue Ridge be selected this year. We sincerely hope that their petition may be granted. Recently welcomed to the busy world by railway extension, they are striving for general recognition of their great natural advantages, the healthfulness of their climate, the beauty of their scenery and the matchless attractions which they offer to the tourist—which attractions next season by the holding of the State Guard Encampment.

WOODWARD & LOTHROP

Announce the inauguration of their

NINTH ANNUAL SPECIAL SALE

OF—

LINENS AND HOUSEHOLD GOODS.

If we sold nothing but linens we could not serve you better. Our buyer knows the "ins and outs" of every linen supply, and gathers his stock with a view of giving you quality, not simply as good as may be obtained elsewhere, but BETTER. We keep some of all the best lines of the world. Irish, Scotch, German and French Linens in strong, substantial qualities, in every variety of pattern and design that is new and desirable. Most of our Linens come from Belfast, Ireland, which is the very fountain-head of the finest, most artlessly woven, and most perfect linens of the world. We have outdone ourselves in the selection and buying of this present stock, and this also offers an exceptionally great opportunity to Proprietors of Hotels, Flats, Apartments, Homes, Restaurants, Dining Rooms, Boarding Houses, Directors of Public and Private Institutions, Steamboats, and to housekeepers in general to lay in a supply of these goods to last for some time, for while we are not alarmists, we consider it safe to say prices will never be lower than they are at present.

BARGAINS IN TOWELS.

Rather than see how cheap a Towel we could buy we have bought only good, substantial qualities, of Pure Linen Flax, well bleached and of thorough durability. You will never have offered you a cheaper Towel, and you need no matter where you go—this city or any other.

1,000 Dozen 18 by 36 inch all Pure Linen Huck Towels, good even thread, grass bleached, soft quality, and an extraordinary value. Only 12½¢ each.

500 Dozen of the same style Towel as above, a little larger and heavier, yet equally as good value for its price. Only 20¢ each; \$2.50 per dozen.

300 Dozen 21 by 42 inch Extra Quality Flax Towels, heavy grade, and usually sold for more money. We are enabled to offer it as a "special drive" at 22¢ each; \$2.50 per dozen.

We have unquestionably the largest, finest and most magnificent assortment of

TWENTY-FIVE CENT TOWELS

ever shown in Washington City. In this lot you will find Towels that have at one time retailed for as much as Twelve and Fifteen Cents apiece, and we take more than ordinary pleasure in placing these unequalled variety of Twenty-five Cent Towels before our customers. The assortment embraces Huck Towels, Double Flax Towels, Damask Towels, Double Damask Towels, Bird-eye Towels, Turkish-Bath Towels, &c., in all White and Colored Borders—the borders guaranteed in every instance to be absolutely fast color.

We are equally well stocked in the finer grade of all Linen Towels, in Hemstitched and Embroidered Effects, for particular use. The upper end of the Towel price list is \$5.

UNRIVALED QUALITIES & VALUES

FINE GERMAN TABLE DAMASKS.

For Fine Table Damask the German manufacturers take first rank, and to them we go for the major portion of our stock. If you are no judge of Linens (previous few are) our advice is to find a dealer who knows the Linen business who appears to be selling the most lines; for what everybody thinks is usually right, and where everybody buys is very apt to be a good place to buy.

We call your attention to the following extra good values:

72-inch Full Bleached All Linen Table Damasks, only 50¢ per yard.

63-inch Bleached German Linen Table Damasks, in all white, and with colored borders, only 50¢ per yard.

56-inch Bleached Heavy German Linen Table Damasks, a much better quality than usually sold at this price, only 50¢ per yard.

