

Advertising Rates:
One square, of ten lines, first insertion, \$1; each subsequent insertion, 50 cents.
Obituaries, fifty cents per square.
The privilege of yearly advertising is strictly limited to their own immediate and regular business and the business of an advertising agent is not considered as including that of the individual advertiser. No deviation from these terms under any circumstances.

D. A. COVINGTON. H. B. ADAMS.
COVINGTON & ADAMS,
Attorneys-at-Law,
MONROE, N. C.

Will practice in the Supreme and Superior Courts of the State and in the Circuit and District Courts of the United States. Will regularly attend Mechanics, Chancery, Equity and Admiralty Courts in the Sixth District, and Anson, Richmond, and Moore courts in the Fourth District, and all other courts in the State. Management of estates and collection of specialties. Satisfactory arrangements made with executors, administrators and guardians.
Office in the Court-house, between the Sheriff and Register of Deeds. T. 571

PAYNE & VANN,
Attorneys-at-Law,
MONROE, N. C.

Will practice in the Supreme and Superior Courts of the State and in the Circuit and District Courts of the United States. Will regularly attend the Superior Courts of Union, Mecklenburg, Stanley, Anson, and Richmond counties, and all other courts in the State. Particular attention paid to collection of claims and settlements of estates.
Office, near to A. H. Crowell's residence. T. 571

C. M. T. McCAULEY,
Attorney-at-Law,
MONROE, N. C.

Practice in the Superior and the Supreme Courts of this State and the Federal Courts.

RUFUS P. DAVIS,
Attorney-at-Law,
MONROE, N. C.

(Office over People's Bank.)

J. B. ASHCRAFT,
Veterinary Surgeon.
Will be at Griffin's Livery Stables in Monroe on every Friday, prepared to treat stock for disease. Parties living at a distance desiring to correspond in regard to any long standing case, can do so by addressing him at Monroe, La. Box 40, and all inquiries will be promptly answered. mch12

JOHNSTON & MCNINCH,
CHARLOTTE

MARBLE WORKS.
Price List and Drawings of Gravestones furnished on application. oct5 781f

SPECIAL ATTENTION
Is called to the fact that A. Robinson who prior to his removal to Monroe, La. was for many years a well known and successful merchant in the city of New Orleans, and who has been throughly conversant with the wants of his customers. His shop has just been throughly renovated, he keeps good assistants, sharp razors and scissors, and all may rest assured of being promptly and properly waited on. Be sure to call at his shop whenever you want a Barbering done. Monroe, N. C. - oct6 78-301f

H. CROWELL & SON,
DEALERS IN—
General Merchandise,
Depot St., Monroe, N. C.

A Full Stock on hand all times, and the
Lowest Prices Guaranteed
and 75
Geo. W. Howey. W. A. Watson
Lumber for Sale.

THE UNDERSIGNED HEREBY GIVE
notice that they have on hand for sale a large supply of PINE LUMBER, of all sizes, at their Steam Saw Mills on the C. O. R. R., ten miles from Monroe. Prices very low to Cash Buyers.
HOWEY & WATSON. 25.6m

PLANT GREENBACKS
AND RAISE FOUR-FOLD IN
Gold Dollars!!

By buying the Celebrated PIEDMONT GUANO and BAKER'S PREPARED CHEMICALS. Manufactured by Piedmont Guano Company.

ONE HUNDRED TONS
IN STORE AND TO ARRIVE!
E. A. ARMFIELD.
feb28 36.4t

INSURE YOUR PROPERTY
WITH—
W. H. FITZGERALD,
AGENT.

OVER FORTY-SEVEN MILLION ASSETS REPRESENTED.

ALSO,
SASH, DOORS, BLINDS
FOR SALE.
Estimates made and orders received or all kinds of

Stair Railing.
BALUSTERS, NEWELS, & C.

Plain and Cut Glass,
For Yards, Doors and Transoms.
oct5 101f

DO YOU WANT \$24,000 IN PROFIT?
QUAKER CITY CANNING CO. Philadelphia, Pa.

The Monroe Enquirer.

VOL. VII. MONROE, N. C., SATURDAY, MAR. 20, 1880. NO. 39

Original Poetry.

The Transmigration of My Soul.
BY LIZZIE NOOE.

Many, many long years ago,
My soul dwelt in a deer
And roamed the forests slow
For many a happy year.

But finally, my spirit fled
From all the joy below,
A deer was numbered with the dead,
And buried beneath the snow.

My soul then sought a home
In the bosom of a dove—
It cared no more to roam,
For every thought was love.

Till driven from my happy nest,
By death's relentless dart,
A crimson rose was next my rest—
I dwelt within its heart.

A few brief days of peace,
Then the rose drooped and died;
And can I never, never cease
From wandering? I cried.

A voice then seemed to say to me
Thy wanderings soon are o'er;
Another form yet waits for thee,
And then thou roamest no more.

And then I found I was to live
Again in human frame,
And God eternal rest would give
To me through His dear name.

Reminiscence.

THE SCHOOL TEACHER.

As I recall the old-time school, I cannot but think that, if its discipline was somewhat more brutal than the school discipline of to-day, its course of study was far less so. Children did not often die of the severity of the old masters, though many perished from the hard requirements of the modern system.

To a nervous child, the old discipline was, indeed, terrible. The long beech switches hanging on hooks against the wall, haunted me night and day from the time I entered one of the old schools. And whenever there came an outbreak between master and pupil, the thoughtless child often got the beating that should have fallen upon the malicious mischief-maker. As the master was always quick to fly into a passion, the fun-loving boys were always happy to stir him up. It was an exciting sport, like bull-baiting, or like poking sticks through the fence at a cross dog. Sometimes the ferocious master showed an ability on his part to get some fun out of the conflict, as when on one occasion in a school in Ohio, the boys were forbidden to attend a circus. Five or six of them went, in spite of the prohibition. The next morning the school master called them out and addressed them:

"So you went to the circus, did you?"

"Yes, sir."

"Well, the others did not get a chance to see the circus. I want you boys to show what it looked like, and how the horses galloped around the ring. You will jolt your hands in a circus about this way. Now start."

With that he began whipping them as they trotted around and around the stove.

It was fine sport for the more daring boys to plant a handful of coffee nuts in the ashes just before the master's entrance. It is the nature of these coffee nuts to lie quietly in the ashes for about half an hour and then to explode with a sharp report, scattering the live ashes in an inspiring way. Nothing could be funnier than the impatient wrath of the school master, as he went poking in the embers to find the remaining nuts, which generally eluded his search and popped away like torpedoes under his very nose.

The teaching in these schools was often absurd. I was made to go through Webster's spelling book five times before I was thought fit to begin to read, and my mother, twenty years earlier, spelled it through nine times before she was allowed to begin Lindley Murray's "English Reader." It was by mere chance of the survival of some of the tougher old masters that I knew the old school in its glory. The change for the better was already beginning thirty or forty years ago. The old masters taught their pupils to "do sums," the new ones had already begun to teach arithmetic. In one of the schools in the generation before me, was one Jim Garner. He must be an old man now, if he is yet living, and he will pardon my laughing at the boy of fifty years ago. One day he sat for a long time tapping his slate with a pencil.

"Jeems," cried the master, "what are you doing?"

"I'm a-tryin' to think and I can't," said Jim, "if you take three from one how many there is left."

It was in the same old Bethel school house, about the same time that the master, one Bunefiel, called out the spelling-class of which my mother, then a little girl, was usually at the head. The word given out, was "onion." I suppose the scholars at the head of the class had not recognized the word by its spelling, in studying their lessons. They all missed it

widely, spelling it in the most ingeniously incorrect fashions. Near the foot of the class stood a boy who had never been able to climb up toward the head. But of the few words he did know how to spell one was "onion." When the word was missed at the head, he became greatly excited, twisting himself into the most ludicrous contortions as it came nearer and nearer to him. At length the one just above the eager boy missed the master said "next," whereupon he exultingly swung his hand over his head, and came out with: "O-n, un, i-o-n, yun, ing-un—I'm head by gosh!" and he marched to the head, while the master hit him across the shoulders for swearing.

The beginning of "educational reform" in my childhood took on a curious form. We had our grown man in Benefiel's school who got his tuition free of charge in consideration of his teaching the master and some of the older pupils geography by the new method of singing it, which he had learned somewhere. At the noon recess he and the master, with others would sit with Smith's atlas before them, singing away in the most earnest and sentimental song-recesses as this, pointing to the state capital while they sang:

"Maine, Au-gusta! Maine, Au-gusta! New Hampshire, Concord, New Hampshire, Concord."

And so on down to the newly annexed State of Texas.

The earliest female teachers that I remember, with one exception, were the thrifty wives of New England settlers, who knew how to mind their children and turn an honest dollar by teaching the children of their neighbors.

While the good Presbyterian minister was teaching in our village, he was waked up one winter morning, by a poor bound boy, who had ridden a farm horse many miles to get the "master" to show him how "to do a sum" that puzzled him. The fellow was trying to educate himself, but was required to be back at home in time to begin his day's work as usual. The good master, chafing his hands to keep them warm, sat down by the boy and expounded the "sum" to him so that he understood it. Then the poor boy straightened himself up, and thrusting his hand into the pocket of his blue jeans trousers, pulled out a quarter of a dollar, explaining with a blush, that it was all he could pay, for it was all he had. Of course the master made him put it back, and told him to come whenever he wanted any help. Remember the buskiness of the minister's voice when he told us about it in school that morning.

When I recall how eagerly the poor people sought for opportunities of education, I am not surprised to hear that Indiana, of all the States, has today one of the largest, if not the largest school fund.

A school mistress, Mrs. Dumont, deserves immortality. She knew nothing of systems but she went unerringly to the goal, by pure force of native genius. In all her early life she taught because she was poor, but after her husband's increasing property relieved her from necessity, she still taught school for love of it. When she was past 60 years old, a school-room was built for her alongside her residence, which was one of the best in town. It was here that I first knew her, after she had already taught two generations in the place. The "graduated" schools had been newly introduced, and no man was found who could either in acquirements or ability, take precedence of the venerable school mistress; so the high school was given to her.

There was a rack for hats and cloaks, so arranged as to cut off a portion of the school from the teacher's sight. Some of the larger girls who occupied this space took advantage of their concealed position to do a great deal of talking and tittering which did not escape Mrs. Dumont's watchfulness. But in the extreme corner of the room was the seat of the excellent Drusilla H—, who had never violated a rule of the school. To reprimand the others while accepting her, would have excited jealousy and complaints. The girls who sat in that part of the room were detained after school and treated to one of Mrs. Dumont's tender but caustic lectures on the dishonourableness of secret ill-doings. Drusilla bore silently her share of the reproof. But at last the schoolmistress said:

"Now, my dears, it may be that there is some one among you not guilty of misconduct. If there is I know I can trust you to tell me who is not to blame."

"Drusilla never talks," they all said at once, while Drusilla, girl-like fell to crying.

But the most remarkable illustration of Mrs. Dumont's skill in matter of discipline was shown in a case in which all the boys of the school were involved, and were, for a short time thrown into the care of a teacher whose ascendancy over them had been complete.

Mrs. Dumont was the ideal of a teacher, because she succeeded in forming character. She gave her pupils unstinted praise, not hypocritically, but because she lovingly saw the best in every one. We worked in the sunshine. A dull but industrious pupil was praised for diligence, a bright pupil for ability, a good one for general excellence. The dullards

got more than their share, for knowing how easily such a one is disheartened, Mrs. Dumont went out of her way to praise the first show of success in a slow scholar. She treated no one alike. She was full of all sorts of knack and tact, a person of infinite resource for calling out the human spirit. She could be incredibly severe when it was needful and no overgrown boy whose meanness had once been analyzed by Mrs. Dumont, ever forgot it.

I remember one boy with whom she had taken some pains. One day he wrote an insulting word about one of the girls of the school, on the door of a deserted house. Two of us were deputized by the other boys to defend the girl by complaining of him. Mrs. Dumont took her seat, and began to talk to him before the whole school. The talking was all there was of it, but I think I never pitied any human being more than I did that boy, as she showed him his vulgarity and his meanness, and, at last, in the climax of her indignation, she called him a "miserable hawbuck." At another time, when she had picked a piece of paper from the floor with a bit of profanity written on it, she talked about it until the whole school detected the author by the beads of perspiration on his forehead.

We were playing "tomball" on the common a long distance from the school room. Either because the wind was blowing adversely, or because the play was more than commonly interesting, we failed to hear the ringing of Mrs. Dumont's school bell at 1 o'clock. The afternoon wore on until more than an hour of school time had passed when some one suddenly bethought himself. We dropped the game and started, pell mell for the school room. We would at that moment have preferred to face an angry schoolmistress with his beseeching rod than to have offended one whom we revered so much. The girls all sat in their places; the teacher was sitting silent and awful in the rocking chair; in the hour and a half no lessons had been recited. We all shuffled into our seats and awaited the storm. It was the high school, and the boys were mostly fifteen or sixteen years of age, but the schoolmistress had never a rod in the room. Such weapons are for people of fewer resources than she. Very quietly she talked to us, but with great emphasis. She gave no chance for explanation or apology. She was hopelessly hurt and affronted. We had humiliated her before the whole town she said. She should take away from us the morning and afternoon recess for a week. She would demand an explanation from us tomorrow.

It was not possible that a company of boys could be kept for half an hour in such a moral sweat-box as that to which she treated us without growing angry. When school was dismissed we held a running indignation meeting as we walked toward home. Of course we all spoke at once. But after a while the more moderate saw that the teacher had some reason. Nevertheless, one boy was appointed to draft a written reply that should set forth our injured feelings. I remember in what perplexity that committee found himself. With every hour he felt more and more that the teacher was right and the boys wrong, and that by next morning the reviving affection of the scholars for the beloved and venerated school mistress would cause them to appreciate this. So that the address which was presented for their signatures did not breathe much indignation. I can almost recall every word of that pompous but very sincere petition. It was about as follows:

"Honored Madam: In regard to our offence of yesterday, we beg that you will do us the justice to believe that it was not intentional. We do not ask you to remit the punishment you have inflicted by taking away our recess, but we do ask you to remit the heavier penalty we have incurred—your own displeasure."

The boys all willingly signed this except one, who was, perhaps, the only conscious offender of the party. He confessed that he had observed that the sun was "getting a little slanting" while we were at play, but his side "had the paddles," he did not say anything until they were put out. The unwilling boy wanted more indignation in the address, and he wanted the recess back. But when all the others had signed, he did not dare leave his name off, but put it at the bottom of the list.

With trembling hands we gave the paper to the schoolmistress. How some teachers would have used such a paper as a means of further humiliation to the offenders! How few could have used it as she did! The morning wore on without recess. As the noon hour drew near, Mrs. Dumont rose from her chair and went into the library. We all felt that something was going to happen. She came out with a copy of Shakespeare, which she opened at the fourth scene of the fourth act, of the second part of "King Henry IV." Giving the book to my next neighbor and myself she bade us read the scene, alternating with the change of speaker. You remember the famous dialogue in that scene between the dying King and the Prince, who has prematurely taken the crown from the bedside of the sleeping King. It was all wonderfully fresh to us and our schoolmates,

whose interest was divided between the scene and a curiosity as to the use the teacher meant to make of it. At length the reader who took the king's part read:

"O my son! Heaven put it in thy mind to take it hence, that thou might'st win the more by father's love, Pleading so wisely in excuse of it."

Then she took the book and closed it. The application was evident to all, but she made us a touching little speech full of affection, and afterward restored the recess. She detained the girls when we had gone, to read to them the address, that she might "show to them what noble brothers they had." Without doubt she made much of our nobleness. But no one knew better than Mrs. Dumont that the rarest way of evoking the best in man or boy is to make the most of the earliest symptoms of it. From that hour our schoolmistress had our whole hearts; we loved her and revered her.—Scribner.

Miscellaneous.

Recent Post-Office Rules.

Feather beds are not mailable. Eggs must be sent when new. A pair of onions will go for two cents. Ink bottles must be corked when sent by mail. Over three pounds of real estate are not mailable. Parties are compelled to lick their own postage stamps and envelopes; the postmaster cannot be compelled to do this. An arrangement has been perfected by which letters without postage will be immediately forwarded—to the dead letter office. Parties are earnestly requested not to send postal cards with money orders inclosed, as large sums are frequently lost in that way. Nitro-glycerine must be forwarded at risk of sender. If it should blow up in the postmaster's hands he cannot be held responsible. When letters are received bearing no direction, the parties for whom they are intended will please signify the fact to the postmaster, that he may at once forward. A stamp of the foot is not sufficient to carry a letter. As all postmasters are expert linguists, the address can be written in Chinese, Choctaw, or any other language. Spring chickens that are old enough to vote, when sent by mail, should be enclosed in iron-bound boxes to save their tender bodies from injury. It is unsafe to mail apple or fruit trees with the fruit on them, as some of the clerks have a weakness for such things. It is earnestly requested that lovers writing to their girls, will please confine their gushing rhapsodies to the inside of the envelope. Ducks cannot be sent through the mails when alive. Their quacking would disturb the slumbers of the clerks on the postal cars. This rule, however, does not apply to a "duck" of a bonnet. When watches are sent through the mails if the sender will put a notice on the outside the Postmasters will wind up and keep in running order. Poems on Spring and Beautiful Snow are rigidly excluded from the mails. This will be joyful news to the editors of this land. Old mails are unmailable. John Smith gets his mail from 674,279 Post offices, hence a letter directed to John Smith, United States will reach him. When candy is sent through the mails it is earnestly requested that both ends of the package be left open so that the employees of the Post office may test its quality. Babies can be sent as third class matter provided sucking bottles accompany them. When eggs are sent through the mails and chickens are hatched out on the journey the chickens become the property of the Government. When you enclose a money order in a letter always write full and explicit directions in the same letter so that any person getting the letter can draw the money. Alligators over ten feet in length are not allowed to be transmitted by mail. Young ladies who desire to send their Saratoga trunks by mail to watering places during the coming summer should notify the Postmaster General at once. They must not be over 7 feet long by thirteen feet high. Cologne of delicate orders like asafetida is not mailable. When you enclose money to any of the parties on the list of official frauds please say a little prayer. Letter carriers are required to have penetration enough to know when letters should be delivered to jealous wives hence if he delivers a letter from your girl to your wife you can have him discharged. The placing of stamps upside down on letters is prohibited. Several postmasters have recently been seriously injured while trying to stand on their heads to cancel stamps placed in this manner.

—Buy clothing made by Edwin Barz & Co., the largest manufacturers of Southern clothing in New York. —Adv. 24.1y

Analyses of Fertilizers for 1880.

The following analyses have been completed at the Experiment Station of this seasons samples. Others will follow at the rate of ten each week until all are done. State papers will please copy for the benefit of their readers:

NAVASSA AMMONIATED SOLUBLE PHOSPHATE.
Water 212 deg. F., 13.94 per cent.
Sand 1.35 per cent.
Soluble phosphoric acid 2.34 per cent.
Equiv. to bone phosphate 5.10 per cent.
Insoluble phosphoric acid 1.28 per cent.
Equiv. to bone phosphate 9.84 per cent.
Reverted phosphoric acid 7.19 per cent.
Equiv. to bone phosphate 15.54 per cent.
Nitrogen 2.06 per cent.
Equiv. to ammonia 2.50 per cent.
Commercial val. pr ton (2,000lb) \$31.15.

ACIDULATED PHOSPHATE.
Water 212 deg. F., 14.16 per cent.
Sand 6.92 per cent.
Soluble phosphoric acid 7.35 per cent.
Equiv. to bone phosphate 16.92 per cent.
Insoluble phosphoric acid 1.33 per cent.
Equiv. to bone phosphate 7.33 per cent.
Reverted phosphoric acid 6.27 per cent.
Equiv. to bone phosphate 13.70 per cent.
Commercial val. pr ton (2,000lb) \$32.68.

ETWAN DISSOLVED BONE.
Water 212 deg. F., 15.21 per cent.
Sand 11.48 per cent.
Soluble phosphoric acid 10.47 per cent.
Equiv. to bone phosphate 22.85 per cent.
Insoluble phosphoric acid 0.86 per cent.
Equiv. to bone phosphate 1.87 per cent.
Reverted phosphoric acid 3.45 per cent.
Equiv. to bone phosphate 7.54 per cent.
Commercial val. pr ton (2,000lb) \$33.04.

PACIFIC GUANO COMPANY'S ACID PHOSPHATE OF LIME.
Water 212 deg. F., 12.77 per cent.
Sand 10.67 per cent.
Soluble phosphoric acid 10.73 per cent.
Equiv. to bone phosphate 23.42 per cent.
Insoluble phosphoric acid 1.72 per cent.
Equiv. to bone phosphate 3.75 per cent.
Reverted phosphoric acid 1.40 per cent.
Equiv. to bone phosphate 3.61 per cent.
Commercial val. pr ton (2,000lb) \$36.12.

SEA FOWL GUANO.
Water 212 deg. F., 14.41 per cent.
Sand 4.94 per cent.
Soluble phosphoric acid 7.88 per cent.
Equiv. to bone phosphate 17.20 per cent.
Insoluble phosphoric acid 1.44 per cent.
Equiv. to bone phosphate 3.14 per cent.
Reverted phosphoric acid 3.22 per cent.
Equiv. to bone phosphate 7.72 per cent.
Nitrogen 2.69 per cent.
Equiv. to ammonia 3.26 per cent.
Commercial val. pr ton (2,000lb) \$37.40.
A. R. LEDOUX, Chemist.

Noah's Carpenters.

"Henry," asked the elder of the younger brother, "do you know what became of Noah's carpenters?"

"Noah's carpenters," exclaimed Henry; "I didn't know that Noah had any carpenters."

"Certainly there must have been many ship-carpenters at work for a long time to have constructed such a vessel. What became of them, think you, when all the fountains of the great deep were broken up and the windows of heaven were opened?"

Though Noah's carpenters were all drowned there are great many of the same stock now alive; of those who contribute to promote the spiritual good of others, and aid in the upbuilding of the Redeemer's kingdom, but personally neglect the great salvation.

Sabbath school children, who gather in the poor, or contribute their money to send tracts and books to the destitute, or to aid in the work of missions, and remain unconverted are like Noah's carpenters.

Teachers of Bible classes and Sabbath schools who point their pupils to the Lamb of God, but do not lead the way, are like guideboards that tell the road, but are not travelers on it, or like Noah's carpenters, who built the ark, and were overwhelmed in the waters that bore it aloft its safety.

Careless parents, who instruct their children and servants, as every parent should, in the great doctrines of the Gospel, yet fail to illustrate these doctrines in their lives, and seek not a personal interest in the blood of Christ, are like Noah's carpenters and must expect their doom.

Wealthy and liberal, but unconvinced men, who help build the churches and sustain the institutions of the Gospel, but who "will not come unto Christ, that they may have life," are heaving the timbers and driving the nails of the ark which they are too proud or too careless to enter.

Moralists who attend church and support the ministry, but who do not receive into their hearts the gospel they thus sustain, are like Noah's carpenters.

COVERING THE FIRE.—Little Kate B., who is of an inquiring turn of mind, was watching her father cover the fire with ashes one night last winter. She looked at him intently a few minutes, and then asked why he did it; to which he jokingly replied: "To stop the rapid combustion." A short time after she ran to tell her mamma what she had seen, and ended by saying, "The fire was covered up to keep the rabbit from busting."

—June is the most debilitating month of the twelve, on horses and cattle, because of the sudden approach of the heat of summer. Where impure blood exists in animals, disease will surely prostrate them. Especially horses; they become wind-broken and surfeited, and the result is lung fever. 25 or 50 cents expended for Foutz's Horse and Cattle powders will prevent this, by purifying the system and save the owner all trouble and loss.

JOB PRINTING
POSTERS, HAND-BILLS, CIRCULARS, LETTER-HEADS, BILL-HEADS, PROGRAMMES.
And in fact, everything in the printing line, executed with rapidity, neatness, and at very lowest prices. PATRICK WOOD & SONS.

Humorous.

PINS AND WHISKY.—Mr. Gough, in one of his addresses, spoke of some thing that "save life by not being swallowed."

They tell us that alcohol gives strength and nourishment. No, it does not; it gives stimulus. You sit down on a hornet's nest, and it may be quickening, but is not nourishing.

A man once said to a friend of mine: "You are fighting whisky. Whisky has done a great deal of good. Whisky has saved a great many lives."

"What do you mean?" said he. "Whisky has saved a great many lives."

"You remind me," said my friend, "of a boy who was told to write an essay about a pin, and in his boyish way, he said, 'A pin is a very queer sort of a thing. It has a round head and a sharp point, and if you stick them into you, they hurt, and women use them for cuffs and collars, and men use them when their buttons are off. If you swallow them, they kill you. For 5 cents you get a packet of them, and the have saved thousands of lives.'"

"The teacher said: 'What on earth do you mean? How have they saved thousands of lives?'"

"By people not swallowing them," answered the boy.

THE COLONEL'S ADVICE.—In reference to anecdotes of the war, a story is told on Col. B., of the Ninety-ninth Illinois volunteers. While that regiment was being transported down the river from St. Louis, a soldier by accident fell overboard, and as usual, everybody became excited. Above the noise could be heard Col. B.'s stentorian voice calling out to the struggling man: "Grab a root! Grab a root!"

The idea of a man grabbing hold of a root in the middle of the river to save himself from drowning, was ludicrous. The boys remembered, it, however, and at the first change of the works of Vicksburg, the Colonel received an ugly shot in the calf of his leg, which brought him to the ground. He rolled over several times in pain, while the balls from the works were cutting the dust around him, he cried out, "Cease firing! Cease firing! You are drawing the fire from the enemy on a wounded man!"

The boys saw their chance, and the whole regiment, with shouts of laughter yelled, "Grab a root, Colonel, grab a root!"

A LONG HILL.—A house-keeper at Rossville, Ind., was aroused one night by an antiquated old drifter, who sat over the front wheels of an open lumber wagon, and who was evidently disturbed about something.

"I say, mister," said the rustic, scratching his head with the butt of his whip, "this here's the road to Frankfort, ain't it?"

"Certainly," said old man, what have you done with your hind wheels?"

"Great Scott!" exclaimed the old party rubbing his specs and looking behind him, "if I ain't gone and lost them wheels. That explains the whole thing, though stranger; seemed like I'd been going up such an all-fired long hill, I was beginning to think I had lost the way."

FOOLING A PARSON.—The other evening, when the snow was on the ground, Rev. Charles Haas, who lives at No. 253 Brush street, received a call in the shape of two pilgrims who wished to tread together the rosy path of wedded bliss. The husband was a rather rough looking customer, and the girl a clumsy looking maiden, who, from shame-facedness or some other reason did not nod her head. The parson was asked the usual questions, the female answering in a constrained voice, and then the ceremony was proceeded with and finished. The bridegroom pulled out a \$20 bill, and the reverend gentleman not having the change, sent out and got it, handed \$15 back, and the newly married couple departed. A few minutes afterwards Mrs. Haas gave a sudden sniff and said, "Did you see that woman's feet?" Mr. Haas acknowledged that he had not taken any particular notice. Mrs. Haas's mind was working like Tennyson's Princess when she conned over the visit of her disguised suitor and his companions, and finally said they were like men; and then, a new light breaking in, she added, "Why—these are men!" So Mrs. Haas, by the same train of feminine induction, said, "That woman was a man. I saw her—his feet. Let's look at them in the snow." Sure enough the tracks to the gate looked like the foot prints of two men. And next day as it to make confirmation doubly sure, the \$20 bill was discovered to be counterfeit, and Mr. Haas is out \$15, besides being fooled in an atrocious manner by a couple of swindlers.—Detroit News.

THE WAGER.—A young pastor, who has recently had a son born to him, notices a brother pastor as follows: "Unto us a child is born, unto us a son is given—Is 9: 6." It was written on a postal-card. The receiver showed the message to a sister in his church. "Ah, yes," says the woman, after reading it. "It weighed nine pounds, six ounces."

We do all kinds of printing.

THE MONROE ENQUIRER.

[CONTINUED FROM SUPPLEMENT.]

TREASURER WORTH'S REPORT.

STATE OF NORTH CAROLINA.
TREASURY DEPARTMENT.
Raleigh, March 11, 1880.
To His Excellency, Thos. J. Jarvis,
Governor.

Sir: In response to your enquiry as to what amount will be needed to carry on the State government, and to pay the necessary appropriations, until the meeting of the next General Assembly, and the amount in the Treasury, and to be received, with which to meet these demands, I submit the following:

The estimated expenses for the year 1880, from the 1st of March and certain special appropriation, are—
Extra session of the General Assembly, \$12,000
Executive Department, 17,725
Judiciary, 37,500
Public Printing, contingencies, and unavoidable expenses, 28,550
Conveying Convicts to the Penitentiary, 8,000
Insane Asylum, 45,000
Western Insane Asylum, 20,000
Oxford Orphan Asylum, 3,000
Institution Deaf and Dumb and the Blind, 32,500
Penitentiary, 75,000
Interest on Mortgage Bonds of Western N. C. Railroad, 59,500

Total amount, \$339,775
The fund in the Treasury, and estimated receipts for the year, applicable to this, amount to \$243,099.72, showing a deficiency of \$96,675.28. The moneys in the Treasury and estimated receipts do not include the funds set apart for the payment on the public debt, or the funds of the Agricultural Department.

The appropriations and estimate of expenses do not, as you perceive include the appropriation of \$70,000 for the Western North Carolina Railroad; and in the \$75,000 for the Penitentiary are included the \$41,000 for the support of convicts on the Western North Carolina Railroad.
In the event of a sale of this road on the terms already proposed, the reduction in these estimates and appropriations will be \$75,708.33, exclusive, as you will see, of the \$70,000 appropriated for the road, leaving a deficiency of \$20,966.95, to which add \$50,000 for the Cape Fear and Yadkin Valley Railroad, and the deficiency will be \$70,966.95. If a sale of the road is not made, the deficiency, according to the appropriations, as they now exist, will be \$216,675.28, and deducting the \$70,000 appropriation to the Western North Carolina Railroad, the deficiency will be \$146,675.28, requiring a per centage of at least 10 cents on property to provide for it.

In response to your second inquiry, I state the cause of the deficiency.
On the 30th of September, 1876, there was a balance in the Treasury of \$180,087.07. This the General Assembly regarded as surplus funds, as shown by the large appropriations made at the session of 1876-77, which are as follows:

Penitentiary, in excess of its special tax, \$100,000
Western N. C. Railroad, 70,000
Western Insane Asylum, 30,000
Colored Insane Asylum, 20,000

Total appropriations, \$220,000
At the same session the time for the settlement of taxes by Sheriffs, was for the future postponed until January, which made it necessary to provide for fifteen months, instead of twelve, out of the receipts of the year 1877, and this absorbed the whole of the \$180,000 of supposed surplus, before these special appropriations were made.

The General Assembly of 1879 made appropriations from the general fund as follows:
Western Insane Asylum, \$25,000
Western N. C. Railroad, 70,000
Colored Insane Asylum, 20,000
Cape Fear and Yadkin Valley Railroad, 50,000
Oxford Orphan Asylum, 3,000

Total amount, \$168,000
These appropriations by the two General Assemblies amounted to \$388,000, for the payment of which no additional taxation was provided.
It may be proper to add that, since I took charge of the Treasury, the following sums have been paid out of the public fund for which there was no specific tax:

Western N. C. Railroad, \$150,173.43
Western Insane Asylum, 90,000.00
Penitentiary, and conveying convicts, 136,000.00
Colored Insane Asylum, 40,000.00
Oxford Orphan Asylum, 3,000.00
Interest on Certificate of Indebtedness to the Univ., 22,500.00
Interest on Mortgage Bonds of the Western North Carolina Railroad, 176,925.00

Total, \$618,698.43
As these appropriations were made, and expenses paid, from time to time, they have had the effect of increasing the deficiency each year since 1877 inclusive.

Another cause exists in the reduction of five and two-thirds cents in the rates of taxation on property. This was done upon the supposition that the re-assessment in the year 1879 would largely increase the valuation of property. But the increase of about \$18,000,000, by the re-assessment, was over-balanced by the reduction of the per centage of tax, as the receipts from the revenue act of 1879 are \$54,000 less than the amount raised by the revenue act of the previous year.

Again, the General Assembly of 1879, greatly to its credit as I believe, provided for a compromise of the just debt of State, and appropriated the tax on incomes, merchants and three-fourths of the taxes on purchases of

liquors, to pay the interest on the new debt. These taxes for the years 1879 and 1880, collected and estimated, will amount to about \$99,000, and will have to be taken from the public fund.
With these statements of facts, you can readily perceive why the Treasury is unable to pay large and repeated appropriations, without an increase of taxation.

As already stated, the deficiency for the present year, in the event of the sale of the Western North Carolina Railroad, upon the proposed terms, will be \$70,966.95. If no provision is made for this deficiency, the appropriations of \$50,000 to the Cape Fear and Yadkin Valley Railroad, and \$20,000 to the Western Insane Asylum, will necessarily be unpaid, as it is shown that the entire funds of the Treasury will be needed to support the charitable and penal institutions, and meet the unavoidable expenses of the government.

I would be glad, however, if this deficiency could be provided for, so that these two appropriations could be paid as soon as possible. The debt on the Cape Fear and Yadkin Valley Railroad creates a lien on the road that greatly embarrasses the authorities in negotiating a mortgage, which the payment of the appropriation would entirely relieve.

A special reference to the Penitentiary may be advisable.
The cost of the Penitentiary to the State since its establishment, in the year 1870 is—
The same taxes for the same time on its account amount to \$12,613.93

Excess of cost over special taxes, paid from the public fund, \$240,192.40
Add to this the expenses for the same time in conveying convicts to the Penitentiary \$8,573.27

Total expenses on account of the Penitentiary and transportation of convicts, paid from public fund, without special tax, \$328,765.67
Finding it necessary, in explanation of the deficiencies and the unusually large payments from the public fund, to refer to the Penitentiary, I called on Mr. Wm. J. Hicks, Architect and Surveyor, for information concerning that institution, the nature of which is explained in his reply herewith transmitted as a part of this communication.

It is but just to say that I frequently visited the Penitentiary and have found the work progressing rapidly, and, as far as I could perceive, very satisfactory.
NORTH CAROLINA STATE PENITENTIARY, Raleigh, N. C. March 11, 1880.

DEAR SIR: In compliance with your request, I beg leave to submit the following statement:

To complete the prison buildings (except administration buildings) will cost in cash, about eighty-one thousand five hundred and eighty seven dollars and ninety-nine cents (\$81,587.99). In this statement the value of convict labor and support of same are not considered.
To complete the administration building would cost, in cash, about twenty-five thousand eight hundred and seventy-three dollars, (\$25,873.00) which would make a total cost of \$107,460.99, and would require about three years to complete the entire work.

There have been expended for building purposes, since the commencement of the prison, to January 1st, 1880, the following sums:

For temporary buildings, stockade, penitentiary site, &c, \$97,885.02
For permanent prison buildings, 197,985.51
For exterior wall, 43,800.19

From this statement it will be seen that the temporary building department has cost nearly one-half as much as has been expended on permanent buildings. Many of those temporary buildings are now decaying very rapidly and will soon have to be replaced with others, unless the permanent buildings are completed so that they may be occupied. Therefore I do most respectfully but earnestly recommend that such an appropriation be made as will enable an economical and vigorous prosecution of this great work to an early completion, and then the convicts may very soon be made to support themselves, so that the honest industry of the State may be relieved from the great burden of taxation they now have to bear on account of their criminal population.

Yours very respectfully,
W. J. HICKS,
Architect and Warden.

As a further reference to the new debt, I am gratified to say that, under the compromise act of the last General Assembly \$5,671,745.00 of the old bonds have been surrendered, and \$1,630,606.25 of the new four per cent. bonds issued in exchange. I feel confident that all of the \$12,000,000 provided for in the act will be exchanged during the present year.

On account of deficiencies in former appropriations, although there may be a sale of the Western North Carolina Railroad, the rates of taxation in the present revenue act cannot be reduced; and in the event of a sale, the interest on the new debt can be paid without an increase of taxation.

I remark, in conclusion, that the representatives in the last two General Assemblies have shown a disposition to cut the State loose from all connection with railroads, and an equally strong disposition to make the Penitentiary self-sustaining as far as possible. I fully sympathize with

this feeling, and am satisfied that it will receive the endorsement of the people of the State. Nearly all of States of the Union have disposed of their property interest in railroads, and in nearly all, the penitentiaries are self-sustaining. North Carolina can do the same.

I have shown in a recent communication to you, advising the extra session of the General Assembly, the great financial losses sustained by the State in railroads and other public works. In this communication I have shown the cost of the Penitentiary and support of convicts from its commencement. The facts then and now presented commend themselves to the attention of the representatives of the people.

Very respectfully,
J. M. WORTH,
State Treasurer.

Monroe Enquirer.

W. M. C. WOLFE,
EDITOR AND PROPRIETOR.

The Signs of the Times Down at the State Capital.

From a long letter written by a Staff Correspondent of the Charlotte Observer we learn that it is pretty well settled that just so much general legislation will be gone into as can be gotten rid of before the committee of twenty-five makes its report on the Railroad question. Of course it is impossible, as yet, to determine when the committee will make its report, but very few are disposed to doubt what that report will be, when it is made, unless there are some very important developments in relation to the proposed contract with Mr. Best within the next few days. Most of the members of the committee, and indeed most of the members of the Legislature, had made up their minds on the railroad question before they arrived in Raleigh. It is believed by some that a minority report will be made by Mr. Dorch and his friends, and it is possible that the Republican members of the committee will vote with the minority.

"I asked a leading Republican of the House, Dr. Norment of Robeson, if the Republican members would vote as a party against the sale. He said that he did not think they would, or at least no such determination had been arrived at yet.

"In conclusion after spending three days with the Legislature, the time allotted for my stay in Raleigh, I feel no hesitation in predicting that the Western North Carolina Railroad will be sold, and to Mr. Best, but there will be no hasty action, and the interest of the State will be as zealously guarded as circumstances will permit."

The N. C. Legislature.

The Legislature assembled in extra session, on the call of the Governor, on Monday last, March 15th, for the purpose of considering propositions to purchase the State's interest in the Western N. C. Railroad, and complete said Railroad from Asheville to Paint Rock and Ducktown.

After the organization of each branch of the Legislature, a Committee of 15 on the part of the House and 10 on the part of the Senate was appointed to take into consideration all propositions concerning the sale of the said Western N. C. Road. The following compose the Committee: On the part of the Senate—Leach of Davidson, Davidson of Buncombe, Erwin of McDowell, Dorch of Wayne, Graham of Lincoln, Mebane of Caswell, Bryan of Pender, Graham of Montgomery, Everett of Forsyth, White of Perquimans. On the part of the House—Carter of Buncombe, Cook of Franklin, Brown of Mecklenburg, Cobb of Lincoln, Covington of Union, Bryson of Swain, Lockhart of Anson, Richardson of Columbus, Vanhook of Alleghany, Bennett of Pitt, Davis of Onslow, Clark of Craven, Davis of Madison, Ellison of Wake, Scott of New Hanover.

The Governor, in a special Message, which we publish in supplement, explained the whole matter to the Legislature; and the State Treasurer, in his report, which we also publish in another column, showed that there is no more money that can be used for building the Western N. C. Road, or for any other purpose outside of the necessary expense of carrying on the State Government. With the strictest economy, the State Treasury will be deficient to the amount of about \$200,000 to pay all the legitimate demands upon it. Therefore the importance of relieving the State from the expense of carrying on works of Internal Improvement.

A new Bill for sale of the Western N. C. Road was presented by Gov. Jarvis, drawn by Hon. Geo. Davis of Wilmington, and Thomas Ruffin, Esq., of Orange county, which, it is said, protects the State's interest in every way, and which was referred to the committee of 25 for consideration. It is yet uncertain whether the Legislature will go into general business or not, but several measures have been introduced for consideration, the most important of which are the following:

On Tuesday, in the Senate, Mr. Everett of Forsyth, introduced a resolution relative to an amendment to the Constitution, which is to allow the Legislature to exempt from taxation capital invested, or that may be invested in manufacturing interests. Placed on the calendar.

Mr. Davidson of Buncombe, introduced a bill to amend chapter 82, laws of 1879, entitled "an act to provide for keeping in repair the public roads of this State." Placed on the calendar.

Mr. Williamson of Caswell, a bill to repeal chapter 142, laws of 1879, which purported to abolish private seals, and to provide a form of deed. This bill was read at length, and after some discussion was, under suspension of the rules, put upon its second and third readings and passed.

The resolution introduced by the Senator from Forsyth, in relation to an investigation of the reasons of the failure of the school bill (passed at the last session) being signed by the Speakers of both Houses, was taken up and discussed at considerable length by Messrs. Everett, Davidson, Leach, and President Robinson; Mr. Graham of Lincoln, in the chair. Mr. Everett demanded the ayes and nays, and it passed its second reading, ayes 43, nays 4; and was sent to the House. [It is understood that the presiding officers want the matter investigated.]

House Bill to repeal chapter 83, laws of 1879, being an act in relation to the public roads in Mecklenburg county, was taken up, and opposed by Mr. Alexander, and upon his motion, was indefinitely postponed.

In the House—Mr. McCorkle of Iredell, introduced a bill in reference to bastardy cases.

Mr. Brown of Mecklenburg, introduced a resolution for the repeal of the road law as applicable to Mecklenburg and Stokes counties. Read three times, ordered to be engrossed and sent to the Senate. [Indefinitely postponed in the Senate on motion of Mr. Alexander.]

Wednesday's proceedings were not of general interest.

In the House on Thursday the Bill in regard to the surplus funds of Union County was taken up and Mr. Covington addressed the House on the subject. The Bill then passed the second and third reading.

(This refers to the surplus fund arising from R. R. tax.)

An act in regard to the killing of live stock on railroads (renders the engineer indictable) was taken up and placed on second reading. An amendment by Mr. Brown, to include all railroads in the State, was adopted. Various amendments were offered, and the bill was ably discussed by Messrs. Cooke, Covington and others, and was still being discussed when, at 1.45 the House adjourned.

State Rights All Over Again.

The political cases decided by the Supreme Court of the United States recently will be likely to furnish some provender for the coming campaign. They cover such important and really fundamental principles that it is most unfortunate that the Court divided on a partisan line. Two or three cases decided presented new phases of the old question of State sovereignty vs. Federal sovereignty, and of course the victory lies with the advocates of the latter theory. In the West Virginia case it was held that a State statute which excludes colored men from the jury box is in conflict with the Constitution of the United States, and that a removal of the case to the Federal Court is, therefore, proper. In the Tennessee case a Deputy Collector of Internal Revenue being indicted in a State court for murder, applied for a removal on the ground that the killing was done in self-defense while he was in discharge of his duties as a Federal officer. The Supreme Court sustained the removal on the broad ground that the matter is one in which the United States is concerned and that the power of removal under the statute is as ample in criminal as in civil cases. In the Virginia cases it was decided that, while no man has a right to demand a mixed jury, a State Judge is subject to indictment in the United States Court if he shall deliberately exclude colored men from the jury-box. The Judges, in making up their minds on these several cases, did not confine themselves very strictly to their merits, and Justice Strong on one hand and Justice Field on the other presented most elaborate treatises on the question of State sovereignty. Two sample sentences present the position of each in a nutshell: "The United States," says Justice Strong in the Tennessee case, "is a government with authority extending over the whole territory of the Union, acting upon the States and the people of the States. While it is limited in the number of its powers, so far as its sovereignty extends it is supreme." To which Justice Field replies in one of the Virginia cases: "Those who regard the independence of the States in all their reserved powers as essential to successful maintenance of our form of government, cannot fail to view with the gravest apprehension for the future the indictment in a court of the United States of a judicial officer of a State for the manner in which he has discharged his duties under her laws, and of which she makes no complaint. The proceedings are a gross offense to the State, and is an attack upon her sovereignty in matters over which she has never surrendered her jurisdiction."

Thus, after many years of talking and some of fighting, do we begin at the very beginning in reading the Constitution of United States and find the learned in the law as wide apart as ever in their ways of construing it.

—Dennis Kearney, the disgusting California communist and foul mouthed agitator, has been sentenced by the police Judge of San Francisco, to six months in the house of correction and to pay a fine of \$1,000. It took the fellow and his friends completely by surprise. The charge against him was the uttering of revengful threats and indulging publicly in profane and obscene language. He will appear to the Supreme Court.

Address.

At a meeting of the State Executive Committee of the Democratic Conservative party held on 3d day of March, it was resolved to hold a State Convention of the party at Raleigh on the 17th day of June next. The Central Executive Committee in pursuance thereof now call upon the Committees to perfect their organization and to take the usual steps to have delegates appointed to represent their respective counties in said Convention; and they further request District Committees to call District Conventions for the purpose of selecting two (2) delegates and their alternates to attend the National Convention which will be held in Cincinnati on the 22d day of June. In these preliminary meetings we cordially invite and urge all good citizens who are desirous of advancing the best interests of the people to participate.

S. A. ASHE, Chairman.
J. J. LINTHROP, Sec.
Raleigh March 12, 1880.

HEALTHFULNESS.—A distinguished physician says: "After a careful examination of Dr. Price's Cream Baking Powder, I am satisfied that it is a wholesome preparation. I have introduced it among my patients, and have yet to learn where a convalescent patient could not indulge in warm biscuits made with it, and feel the better for it."

ARISE TO SAY
"COMMON-SENSE ROCKER"
We all want it. They suit all sizes, from the two-year-old baby to the champion wrestler of the Fat Men's Club.

My Reading and Writing Table
Is adjustable to nearly all kinds of ARMS-CHAIRS. Is a great convenience in reading or writing; makes a good cutting or lap board for ladies, or dining-table for invalids.

My Easy-Chairs.
The frames are hard wood, carefully selected and thoroughly seasoned. The seats are double cane or ash splints, split from young, tough timber; are made by experienced workmen, under my own supervision. Any chair bearing my stamp is warranted, and if it fails in any part by fair usage, the price will be refunded or another chair furnished free of expense. I do not make the cheap chair in the market, but I do claim it to be the best in every respect. Rockers and chairs to order, any size or height desired. Send stamp for illustrated price-list. Before purchasing, send the chair has my address stamped on frame. Knocked down in packages of half-dozen for shipping. For export, Nos. 1, 2, 4, 5, 6, 8, 13 and 15, made knock down, in wood. Boxed one dozen in a box. No charge for box. Every chair made upon honor and warranted perfect. Prices range from 75 cents to \$2.00 each. Special discount to clergymen. Send for catalogue. Manufactured by F. A. SINCLAIR, Motville, N. Y.

Special rates of freight on nearly all R. R.

E. A. ARMFIELD
INQUIRES IF EVERYBODY KNOWS
I think he is daily receiving additional supplies of
NEW GOODS
To his already ATTRACTIVE STOCK. Enquires if the ladies don't want some Nice
PRINTS, CLOAKS, NOTIONS, PRINTS, CLOAKS, NOTIONS.
BLEACHINGS DRESS GOODS
Enquires if the men don't want
Coats, Pants, VESTS, HATS,
Boots and Shoes.
Enquires if Everybody don't want
COFFEE, SUGAR, BACON, FLOUR, LARD, MOLASSES.

And tell them I've got some to spare. Inquires about
AXES, HAND AND CROSS-CUT
SAWS,
HAMMERS, AUGERS, CHISELS, HAMMERS, AUGERS, CHISELS,
—AND—
HARDWARE GENERALLY.

I can spare some things in this line. Inquire if people don't want
GOOD GOODS AT SMALL PROFITS.
Tell them I have them. Inquires who has
Cotton, Wool, Feathers,
HIDES and COUNTRY PRODUCE for sale. Tell them I buy all such things. And, whether anybody inquires or not, tell all that they have my sincere thanks for their past kindness and patronage, and I hope to so soon and deal with them in the future, as to merit its continuance.
E. A. ARMFIELD,
17th Co. Public Square and Depots:

MONUMENTS, GRAVE-STONES.
FIRST-CLASS WORK! LOWEST PRICES!
DESIGNS AND PRICES SENT BY MAIL.
S. B. BUIE, MONROE, N. C.

\$77 month and expenses guaranteed, \$77 Outfit free. SHAW & CO., Augusta, Maine.

RUPTURE CURED!

By DR. J. A. SHERMAN'S SUPPORT AND CURATIVE, without the injury and suffering of trusses, or hindrance from labor. Book, with likeness of bad cases, before and after cure, sent free. Office, 251 Broadway, N. Y. Patients receive treatment and leave for home next day.

BEST AND CHEAPEST!

TO THE PLANTERS OF NORTH AND SOUTH CAROLINA.

IN OFFERING TO YOU THE Wilcox, Gibbs & Co.'s Manipulated Guano, for another sea on we do so with the most perfect confidence that you will find it the very

BEST AND CHEAPEST Fertilizer in Use!

It is no new article requiring experiments to establish its value, but has been used for years with unbounded success, gaining in favor from year to year, until it is now accepted "THE STANDARD FERTILIZER."

It has been our study not to make it "equal" to others but "superior," and for our success in these efforts, we refer you to any and every one of the thousands who have used it, and whose names can be obtained from any agent.
We will have only a moderate supply for sale, and would request planters to make their orders early. Our Agents are authorized to sell the MANIPULATED on very favorable terms, payable in Cotton next Fall.

WILCOX GIBBS & CO.
T. C. LINGLE, Agent at Monroe, N. C.
Who can be found at the store of Messrs. Marsh & Lee, two doors south of the Corner Drug Store.

Soluble
AMMONIATED
Navassa
Guano,
NAVASSA
Acid Phosphate.
THE ABOVE WELL KNOWN FERTILIZER, which has been profitably used on all kinds of crops and soils during the past ten years, may be obtained of our agents throughout the Southern States, or by application to us.
NAVASSA GUANO CO.,
Wilmington, N. C.
H. B. SHUTE, Agent,
MONROE, N. C.

BENSON'S CAPCINE POROUS PLASTER
BACKACHE IS AT ONCE CURED BY
BENSON'S CAPCINE POROUS PLASTER
IT IS THE ONLY KNOWN REMEDY THAT NEVER FAILS.
Over 2,000 Druggists have signed a paper stating that
Physicians say they or in every way Superior to the ordinary
slow-acting Porous Plasters used for this purpose.
SEABURY & JOHNSON, Pharmaceutical Chemists, New York.

Miles' Patent Safety Pin.
Made from the best brass spring wire, with a complete and perfect protection for the point, in the shape of a round shield, formed from sheet brass, the whole being Nickel Plated and handsomely finished.
This Pin is a perfect one and the best in the market.
We also control the sale of COLE'S PATENT HAT AND COAT HOOK.—These Hooks are made from the best Swedish Iron Wire, flattened, with points beveled. They are easily driven and give excellent satisfaction where they are in use. We are the exclusive manufacturers of the above-named Pin and Hat and Coat Hook. Correspondence solicited.
DOUBLE POINTED TACK CO.,
108 CHAMBERS ST., New York City.

E. A. ARMFIELD
INQUIRES IF EVERYBODY KNOWS
I think he is daily receiving additional supplies of
NEW GOODS
To his already ATTRACTIVE STOCK. Enquires if the ladies don't want some Nice
PRINTS, CLOAKS, NOTIONS, PRINTS, CLOAKS, NOTIONS.
BLEACHINGS DRESS GOODS
Enquires if the men don't want
Coats, Pants, VESTS, HATS,
Boots and Shoes.
Enquires if Everybody don't want
COFFEE, SUGAR, BACON, FLOUR, LARD, MOLASSES.


BARGAINS FOR ALL!!
WE ARE DAILY RECEIVING NEW additions to our Large and Varied Stock of FALL and WINTER GOODS, and are well prepared to give our customers unparalleled bargains by selling them first-class goods at very lowest prices.
Our stock embraces a full variety of GENERAL MERCHANDISE, and we can fill the wants of any customer all around—having in store one of the
LARGEST STOCKS
EVER BROUGHT TO MONROE.
DON'T FAIL TO COME AND SEE US BEFORE BUYING ELSEWHERE.
Stevens Bro. & English.
Nov. 12, 1879, 324t

Self-Regulating Running Shoes
Send for Circular of the NEW AMERICAN Sewing Machine, the Best in the World.
Agents Wanted
Address: AMERICAN SEWING MACHINE CO., 64 N. CHURCH ST., BALTIMORE, MD.
JOHN D. STEWART, Agent.

A. T. LATTI
HARMONIC TENSORS
HAS ON SALE IN MR. JNO. C. BLAKLEY'S store in Monroe, N. C. at 50 cents to \$5; Testaments at 10 to 30 cents; Abbott's ILLUSTRATED TESTAMENT, with notes; Hyman Books—Baptist and Methodist; Life and Epistles of St. Paul; Gill & Carson's Works; Moody's Sermons, Lectures and Prayers; Life of Frederic the Great and Charles XII; McCabe's Histories of N. C. and United States; Moore's Histories of N. C.; Maps of the World and U. S.; Charts and other Histories. Orders taken for the Complete Home, or other books, and supplied on short notice. Dutton's Vegetable Discovery TRY IT.

GOLD GLOSS for Cleaning and Polishing.
No Mixing. No Dirt. Always Ready for Use. No Trouble. No Waste.
ONE BOX will clean more than One Dollar's worth of Soap or any Powder in use for general cleaning purposes. By the use of GOLD GLOSS you have all things NEW.
THE BEST POLISH IN THE WORLD
Office, 606 St. John Street, Philadelphia
DO YOU WANT A BETTER POLISH?
QUAKER CITY POLISHING CO. Philadelphia, Pa.

NY ONE DESIRING TO PURCHASE
 A new or second-hand two-horse wagons,
 (with or without beds) willdo well to call on
 undersigned before purchasing elsewhere
 so, for sale, two Buggies, one 3-seat Jer-
 ry, one Sulk. A few good work Horses
 and Mules still on hand for sale.
 Any of the above will be sold very low for
 CASH. N. S. OGBURN.
 Feb 13, 1890 7.34t

State of North Carolina,
UNION COUNTY.
A SUPERIOR COURT.
ORDER OF PUBLICATION.
N. Simpson, Adm'r de bonis non,
of Thomas Richardson, dec'd,
VS.
William Nesbit, et alvs.
THE FOREGOING CAUSE, IT APPEARING upon affidavit, and to the satisfaction of the Court, that Jonas Pyley, and de Sarah Pyley, Henry Thompson and wife Martha Thompson, et alvs., Nathan, five of the non-resident defendants of the above entitled cause are non-residents of the State of North Carolina, that they are proper and necessary parties defendant in said action, and that no personal service of the summons and writ upon them can be had, it is therefore upon motion of James Vann, attorneys for the Plaintiff, ordered by the Court, that advertisement be made for six successive weeks, in the Monroe Engineer, a newspaper published weekly in the town of Monroe, Union County, N. C., notifying said non-resident defendants of the pendency of the action, and that unless they appear before me at my office in the Court-house in Monroe, N. C., on the 31st day of March, and settle of the estate of the said Richardson, dec'd, and that unless they appear before me at my office in the Court-house in Monroe, N. C., on the 27th day of April, and answer or demur to the petition which is to be thereafter filed in this cause, the same will be taken pro confesso and heard ex parte as to them.
Done at office in the Court-house in Monroe, N. C., on this 31st day of February, 1880, as is evidenced by my signature and the seal of the Court.
JAMES C. HUEY, C. S. C. & J. P.
33-61
State of North Carolina,
UNION COUNTY.
IN THE SUPERIOR COURT.
ORDER FOR SERVICE BY PUBLICATION.
James Cook, Plaintiff,
VS.
William Moore, et alvs.
THIS IS AN ACTION FOR THE FORECLOSURE of Mortgage on land of the Plaintiff in Union county made to the Plaintiff, by one Alfred R. Moore, dec'd. It appearing to the satisfaction of the Court upon affidavit, that William Moore, June Funnell, Daniel Sullivan, and Cornelia E. Moore have interest in the lands sought to be sold; and it further appearing that they are non-residents of this State, and reside in the State of South Carolina, and that ordinary service of the summons cannot be had on them according to law. It is therefore, upon motion of the Plaintiff, and C. M. T. McCanley, attorneys for Plaintiff, ordered by the Court, that publication be made in the Monroe Engineer, a newspaper published in the town of Monroe, N. C., for six consecutive weeks, notifying the said William Moore, June Funnell, Daniel Sullivan, and wife, Lou Sullivan and Cornelia E. Moore, to appear at the next term of the Superior Court to be held for Union county, at the Court-house in Monroe, N. C., on the 2nd Monday after the 4th Monday of March, 1880, and answer or demur to the complaint of Plaintiff, which is filed in said action; and that unless they appear at the time so confesso and heard ex parte as to them.
In witness whereof I, James C. HUEY, Clerk of Superior Court for Union County, have hereunto set my hand, and the seal of said Court, this 25th day of February, 1880.
35-61
JAMES C. HUEY, C. S. C.

FREE TO ALL
Illustrated Descriptive Catalogue of Catalogues of Bibles, Bibles, Bibles, etc., containing useful information, and a list of the names of the publishers of Bibles, Bibles, Bibles, etc., for Catalogues. Good guarantees. Address: JAMES C. HUEY, C. S. C. & J. P., 33-61, Monroe, N. C.
5000 GOOD AGENTS WANTED TO SELL
MEDICAL ADVISER
This Standard Family Medical Work offers Greater inducements to good Agents than any other book of the kind. It is a complete and reliable work, and is published by a reliable physician. Needed in every family. Address: JAMES C. HUEY, C. S. C. & J. P., 33-61, Monroe, N. C.
THE SORGO HANDBOOK
Treatise on Sorgho and Impure Sorgho, for the Missouri and Early Amber Sorgho. This Edition For 1880 is now ready, and will be sent free on application. We can send you a copy of the book, and a copy of the Sorgho Handbook, for the price of the book. Address: JAMES C. HUEY, C. S. C. & J. P., 33-61, Monroe, N. C.
SALESMEN WANTED
GOOD MEN TO SELL
CIGARS TO DEALERS.
\$105 Samples Free.
Cut this Notice Out.
Address: JAMES C. HUEY, C. S. C. & J. P., 33-61, Monroe, N. C.
State of North Carolina,
UNION COUNTY.
SUPERIOR COURT.
D. Wolfe, Adm'r of Rachel Wolfe,
vs.
Geo. D. Wolfe and Others.
ORDER OF PUBLICATION.
IT APPEARING UPON AFFIDAVIT and to the satisfaction of the Court that Jonathan G. Wolfe and Jacob D. Wolfe, two of the non-resident defendants of the above entitled cause, are non-residents of the State of North Carolina; that they cannot, after due diligence has been used, be found within said State of North Carolina; that personal service of the summons and writ upon them cannot be had upon them; it is therefore ordered by the Court, that publication of the above entitled action, which is instituted for a final settlement of the estate of the said Rachel Wolfe, dec'd, be made upon the motion of Payne & Vann, attorneys for the Plaintiff, ordered by the Court, that publication be made for six successive weeks, in the Monroe Engineer, a weekly newspaper published in Monroe, N. C., notifying said non-resident Defendants of the pendency of the action, and that unless they appear before me at my office in the Court-house in Monroe, N. C., on the 27th day of April, and answer or demur to the Petition in this cause, the same will be heard ex parte and judgment pro confesso rendered as to them.
Done at office in the Court-house in Monroe, N. C., on this 12th day of March, 1880, as is evidenced by my signature and the seal of the Court.
JAMES C. HUEY, C. S. C.
WAGONS, &C.
ANY ONE DESIRING TO PURCHASE a new or second-hand two-horse wagons, with or without bells, would well to call on the undersigned, who has a large stock of wagons, for sale, two Buggies, one 3-seat Jerry, one Sulky. A few good horse-drawn Mules still on hand for sale.
Any of the above will be sold very low for cash.
JAMES S. OGBURN.
734tf

THE MONROE ENQUIRER--SUPPLEMENT.

THE GOVERNOR'S MESSAGE.

STATE OF NORTH CAROLINA,
EXECUTIVE DEPARTMENT,
Raleigh, March, 15th, 1880.
Gentlemen of the Senate and House of Representatives:

I have convened you in Extra Session to-day to consider a proposition made by W. J. Best, J. N. Tappan, W. R. Grace and J. D. Fish, of the city of New York, for the purchase of the State's interest in the Western North Carolina Railroad, and for its completion, and to consider any other proposition having same end in view, and I have done so because you are the representatives of the real owners of the property proposed to be purchased.

To have refused to submit such an important proposition to you would, in my opinion, have been in effect, a gross usurpation of a power nowhere in the Constitution conferred to me by the people of North Carolina. Reading that Constitution by the light of true Democracy, the authority given to the Governor "on extraordinary occasions, by and with the advice of the Council of State, to convene the General Assembly in extra session" seems in no sense a restriction upon the right of the people to consider and determine their own affairs, but, on the contrary, a solemn enactment in furtherance of that right. Provision was first made in the Constitution for the people to be heard at regular stated periods through their representatives in General Assembly, and then in view of the possibility that emergencies at other periods might arise, in which it would be equally important for the voice of the people to be heard, machinery for that purpose also was provided. In a word, it was to enable the people to make known their will, and not to clothe the Governor with a veto power on that will, that authority was given to him to convene the General Assembly in extra session; to give the people voice and not silence them in matters of their own concern. The people of North Carolina have steadily refused, from the organization of the State government in December, 1776, to the present time, to confer upon their Governor a veto power, or any power in the nature of a veto power. Not proposing, therefore, to usurp a prerogative that rightfully belongs to you as the representatives of the people, I have deemed it my plain duty to call you together and submit the proposition to you.

In view of the importance of the subject matter which you are to consider, it is my duty to put you in possession of all the information I have concerning both the proposition and the property to which it relates.

On the 10th day of January, of this year, Mr. William J. Best, of New York city, submitted to me, for himself and others, a proposition to purchase the State's interest in the Western North Carolina Railroad and for the speedy completion of the entire line of road, both to Paint Rock and to Duck Town. After considerable correspondence, and several interviews with Mr. Best, and after assurances of the financial and personal character of himself and his associates, and of their connection with him, the proposition was so shaped as in my opinion to possess sufficient merit to require its submission to you. This proposition was at first submitted to the Board of Directors of the Company and then to the Board of Internal Improvements, with requests for their advice, suggestions and action. These Boards were, in point of fact, as I was informed, divided in their opinions.

On February 3rd, I received a letter, dated February 2d, from Messrs. A. J. DeRosset, Donald McLean and D. R. Marchison, in behalf of themselves and other leading citizens of Wilmington, enquiring if a proposition had been submitted for the purchase of the State's interest in the Western North Carolina Railroad, and what the terms of the proposition were, and stating that there was an arrangement being perfected in Wilmington to raise a company to purchase the property. I replied to these gentlemen on the 3rd, the same day I received their letter, stating that a proposition had been made giving them as accurately as I could (it then not being in my possession) its terms, and stating that I would submit it to the Board of Directors on the 10th, then to the Board of Internal Improvements, and finally to the Council of State. I assured them "that our friends in Wilmington would have the amplest opportunity to oppose the proposition of Mr. Best, or to make one of their own," and expressed the hope that they would "find themselves prepared to make an offer for such purchase," with the assurance that "as between our own people and all other people, my sympathies were with our own." I then laid the proposition, together with my correspondence, letter book, and all the information I had, before the Council of State, made by the Constitution my advisers, and asked their advice as to the propriety of convening the General Assembly in Extra Session, to consider the same. I was officially informed that the Council was unanimous and earnest in opinion that I ought to call together the General Assembly in Extra Session at as early a day as practicable to consider the proposition. In accordance with that advice I issued my Proclamation on the 21st day of February calling you together in Extra Session to-day.

Immediately after issuing my proclamation I caused the proposition of Mr. Best and his associates to be printed and circulated throughout the State, so that the people might know what it was and you might learn their will concerning it before you were required to act.

There has been much discussion on

the merits of the proposition, the language in which it was written; and the propriety of a sale of the property on any terms, which I take it will aid you in coming to your conclusions. When I published the proposition, though I thought its main features sufficiently set forth to be submitted to the General Assembly, it was not claimed by myself or by the Council of State, so far as I am informed, that it was absolutely perfect either in form or in substance, and such amendments as mature deliberation might show to be necessary I confidently relied upon your wisdom to make and to this end, as I said in my recent address to the people of the State I desired that "the speediest, greatest and most detailed publicity" be given to the proposition. And to aid you in this work of perfecting the proposition in its details as far as I could, (the Attorney General being constantly engaged in official duties connected with the Supreme Court,) I availed myself of the services of Hon. George Davis, of Wilmington, and Hon. Thomas Ruffin of Hillsboro, whose rare legal attainments and whose unsullied personal integrity you know full well. At my request these gentlemen, after a careful study of the proposition, and after full conference with Mr. Best and the attorney of his associates, and with their full concurrence, made a redraft of the entire proposition, which, together with the draft as first printed, I transmit herewith. I am sure, if you desire the property to be sold on the terms proposed you will have but little trouble in framing a bill that will protect the interest of the State and be acceptable to the parties who desire to become the purchasers.

The history of this road naturally divides itself into three periods. First, its management from the date of its charter to the date of its sale under execution in 1875. Second, its management from its purchase by the State at the sale in 1875 to its reorganization in April 1877. Third, its management from its reorganization to the present time. The charter for this road from Salisbury to Duck Town and to Paint Rock was granted by the General Assembly at its session in 1854-'55 and work under it was begun soon thereafter. From that day to this there has seldom been in the State a political campaign in which this road has not in some way or other been a topic of discussion. Pledges for its speedy and early completion have been freely made by all parties that have had an existence in the State. Hopes have been excited, deferred, destroyed and renewed until the people have well-nigh despaired of its completion.

The State issued bonds for four millions of dollars for this work prior to 1868. During the same period one million and three hundred thousand dollars were paid in money or labor by counties and individuals along the line of the road. The company also issued its mortgage bonds to the extent of near a million and a half dollars to aid in the work. I think that I can safely say that not less than seven millions of dollars in actual cash, from time to time, including that derived from the sale of the six millions six hundred and forty thousand dollars of so-called Special tax bonds, went into the hands of the officers of the two divisions of this Company, during the first period, with which to build and equip this great work, and yet not a rail was laid beyond Old Fort in McDowell county. From causes not now necessary to discuss, the whole property was, in 1875, put up and sold at public auction to the highest bidder, and bought by the State.

The amount bid for this property, by the State, was eight hundred and fifty thousand dollars, which she paid by executing a mortgage for that amount upon the property itself, and issuing through the Commissioners appointed to make the purchase, mortgage bonds for that amount to be due in 1890, and bearing seven per cent. interest. The interest on these bonds, the State guaranteed by making the coupons receivable for taxes due the State; but she did not bind herself to pay the principal.

Three Commissioners were then appointed by the State, who took possession of the property, and managed it until the organization of the present company, in April, 1877. Of this management it is sufficient to say, generally, that it had a small convict force, and completed the road to Henry, and did considerable grading on the mountain section.

In the great campaign of 1876, pledges for the completion of this road were again given by both parties, and in the General Assembly of 1876-'77 both parties participated in the legislation under which the present Company was organized, and under which the present appropriations have been made and expended. Under the management of the present Company the State has furnished a convict force, averaging about five hundred, which has been clothed, fed and quartered at her expense. She has supplied the rails and material necessary to lay the track, and has paid for the same, and the iron laid by the Commissioners, with money drawn from the treasury and raised by taxation. In the same way she has paid all the interest on the eight hundred and fifty thousand dollars First Mortgage Bonds up to the present time. The amounts thus paid out up to March 1, 1880, are:

For iron, &c., \$150,173.43
Interest, 266,175.00
Support of convicts, 140,031.00
Total, \$556,379.43

Under this management, twenty-six miles of track have been laid, a part of the grading for which had been done by prior managements, and to-day, the terminus of the road is at Gudge-

er's Ford, six miles East of Asheville.

It gives me pleasure to say that I believe the affairs of the Company have been well conducted by the present management, and that a great deal of work of a very different character has been done under it with but small means.

Any proposition to sell the State's interest in the road must, to a very great extent, be a business matter, and should be considered upon business principles. If an offer were made to one of you for the purchase of your own property, you would, after hearing the terms of the offer, be influenced in its acceptance or rejection, by the condition and value of the property, and your supposed advantage in keeping or selling it. Presuming you would act in this way with the people's property, in the exercise of your responsible duties, I requested the President of the Company of the Western North Carolina Railroad to prepare a report, to be submitted to you, showing the condition and value of the property. This report I herewith transmit, and commend to your careful attention. From it, you will see the completed part of the road by no means in good condition. The road-bed and an important east-west bridge need repairs; the iron is worn, and much of it needs replacing with new; the rolling-stock is insufficient, and much of it old and needing repairs. He estimates, as you will see from his report, that the sum of \$220,000 will be needed in the next two years to put the road from Salisbury to Asheville in fair condition. From Asheville to Paint Rock is 45 miles, and the sum of \$650,000, according to his estimate, will be needed to build and equip this part of the road. From Asheville to Ducktown he reports, is one hundred and thirty-five miles, and to build and equip this line the sum of \$5,330,000 will be required. The time required to build and equip these two lines, under existing laws, he estimates to be thirty years; and this estimate supposes that every dollar of the annual appropriation be paid by the State and used for that purpose. The gross earnings of the Company were last year, \$82,422.37, and the net earnings, \$22,157.60, which were used to aid in the construction and more speedily completion of the road to Asheville. Had the net earnings been used for the purpose of keeping up the old part of the road, they would have been wholly insufficient for that purpose. In fact, they would have been insufficient to have paid off the floating debt of the Company, which has been permitted to remain unpaid in the hands of the directors, officers and employees of the Company, to reach Asheville as early as possible. The gross earnings for the next two years, if applied wholly to that purpose, would not be sufficient to repair and equip that part of the road already built, unless they should be greatly increased. So the managers of the property, if the State continues to own it, will have to look elsewhere for the means actually necessary to keep the road in proper running order.

The place to which they naturally would look is the State treasury, for the funds there are the property of the State equally with the road. With this view I have called upon the State Treasurer for a report, which I herewith transmit, and likewise commend to your careful consideration. From this report you will see there is not a dollar in the treasury that can be used for any such purpose, and will not be next year, unless you increase the rate of taxation. In fact, you will see that not a dollar of the annual appropriation for iron can be paid. So that unless other means be devised or taxation shall be increased, the further construction of the road must practically be stopped. It is a rule with the Treasurer in the administration of the affairs of his office, to first pay the expenses of the State government proper, including the support of the charitable and penal institutions, and then the appropriations of money for specific purposes according to their priority. Acting upon this rule, he has not yet been able to pay off the liens on the Cape Fear & Yadkin Valley Railroad, and still acting upon this rule, he will be unable this year to pay anything to the Western North Carolina Railroad.

What to do, then, with this property becomes a very grave question for you to determine. Ought the State to keep the road or ought the State to sell the road? If you decide to keep it, how do you propose to complete it? There are, so far as I can see, but three ways in which this may be attempted: To issue more State bonds, which to me seems perfectly inadmissible; I do not desire ever to see another State bond issued to build this or any other road. To still further mortgage the property which in my opinion will inevitably lead to another foreclosure and sale and to its purchase by parties who will build and use the road when and how as to them may seem best, or who, it may be, will never build it at all. Lastly, by moneys derived from increased taxation. To increase the taxes already laid upon the people, without an absolute necessity therefor, I am persuaded you will not do. Governments are necessary, and their machinery is necessarily costly, but the moment a government exacts a dollar from the people more than the requirements of its existence may demand, that moment it becomes an oppressor. As I said to you in my inaugural address: "Government has its blessings and its burdens. Good laws properly administered constitute its blessings; the taxative necessary to its support, its burdens. How to make its blessings as great and its burdens as small as possible, should be the earnest, constant study of all to whom the people have committed their interests, either as makers or ministers of the law." What I said then I repeat now. Nor

am I to be deterred from pointing out to my fellow-citizens how they may lighten their burden of taxation by the fear of having it said that such a course is an appeal to the sordid passions of the people, and having it characterized as the act of a demagogue. Such an opportunity now presents itself and I do not for a moment hesitate to pursue the course that patriotism and duty so plainly mark out for me. In my opinion, further taxation for the completion of the Western North Carolina Railroad is entirely unnecessary, even at existing rates, for the simple reason that by a sale of the road upon the terms offered, it can be completed as originally designed without one dollar of additional cost to the State, and not another dollar ought to be so spent. The State in its expenditures for works of internal improvement has never sought dividends, or any profit indeed, other than inseparable from the greater conveniences of the people and the necessary increase in values sure to be caused by such works. But whether she sought such dividends from such expenditures or not, her sad experience in investments in other public works forbids the hope of any return to the State Treasury of any money expended on the Western N. C. Railroad so long as she may own and operate it.

But there is a still higher consideration involved in the acceptance or rejection of the proposition now before you. North Carolina should do equal and exact justice to each and every portion of her people and territory, and only by so doing can she do the greatest good to the whole State, and only by so doing can she make her citizens everywhere proud to be called North Carolinians. Daily and hourly may be witnessed in various sections the increased means of travel, trade and intercourse which have so greatly added to the general wealth of the State. There are, however, a few sections of the State still unprovided for, and of these, notably, is that whole section of the State west of the Blue Ridge. The only means of transportation for person or produce in all that section is to-day as it was a century ago, while during the whole period from that day to this, these people have responded with their lives and their scant means to every call of the State. In the proposition now before you I believe the State has an opportunity, without laying further burdens upon the other sections, of speedily giving to those people what they have so long hoped for and so patiently waited for. I do not hesitate to avow my confidence in the honesty, integrity and ability of the gentlemen proposing this purchase, and my firm belief that if they make the purchase, they will carry out in good faith and in good time any contract they may enter into with you.

The sale of the road is the only security of the people against taxation. Simply to repeal the legislation of 1875-'77 will not give relief. The only additional tax to be placed upon the people by that legislation was for the purchase of iron which in 1877 amounted to \$34,000, in 1878 to \$48,000, and in 1879 to \$69,000, and in no one year exceeded \$70,000. The reason the amount paid for iron in 1879 so greatly exceeded that paid for it in either of the preceding years was because I bought in the fall of that year, anticipating a rise in the price of iron, 650 tons at \$42 per ton, nearly enough to iron the road to Asheville, and which could not be bought now for \$80 per ton. This appropriation for iron is the only part of the burden which can be lopped off. You cannot if you would and you would not if you could repeal the act which binds the State to pay the interest on the \$850,000 first mortgage bonds of the Road. The State has pledged her faith to this by making the coupons of these bonds receivable for taxes and her faith must be kept inviolate. The amount of interest thus to be paid is \$93,500 per annum, and must so continue for ten years, when these bonds mature. It costs the State \$50,000 per annum to take care of 500 convicts. She cannot and will not refuse to provide for these. It is true she may work them elsewhere, but that will not get clear of or lessen the cost of maintenance. There is no place to put these convicts at work at the cost of private parties. The Oxford and Henderson and the Chapel Hill roads are the only enterprises that have made offers to the Penitentiary authorities to hire convicts and both of these roads have been supplied. So that these \$110,000 of the burden that must still remain in any event if you refuse to sell this property. And just here I beg to call your attention to another fact in the report of Treasurer Worth, to which I have not yet alluded. He states that there will be a deficiency in the Treasury under existing laws at the meeting of next General Assembly of \$216,675.28. If the appropriation of \$70,000.00 for iron be omitted—and as I have shown is the only item that can be repealed—then there will be a deficiency of \$146,675.28 if you refuse to sell the road and the State meets her obligations. There is but one way to supply this deficiency and that is by increase of taxation, and the increase necessary for that purpose will be ten cents on each hundred dollars worth of property.

The State should never, as I have said, issue another bond to aid any public work in any section. She can, though do much in the way of aid for all sections that choose to avail themselves of it with her convict labor. Our experience has shown it to be the best labor ever employed in this State on works of improvement. A force of one hundred and twenty-five convicts has nearly graded, since last October, the most of the line from Oxford to Henderson, for which the State receives compensation in cash sufficient to cover all expenses. Another force now nearly one hundred is at work on the road running to the State University, and it is expected will complete the grading by the first of the Fall. This force is likewise paid for in cash. The force on the Cape Fear and Yadkin Valley Road will complete the grading of that road to Greensboro by the last of the summer, and then can be placed west of Greensboro, and well organized as it is, will, if kept at work, push quite rapidly up the Northwestern section of the State through and into a section rich in mineral and agricultural resources, and much in need of railroad facilities. This force is paid for in the first mortgage bonds of the company which is the same sort of security that those who pay for the iron and superstructure are to take for their money. This much the State can do, and should do for other sections, and it can better be done by leaving it with the penitentiary authorities than by legislative enactments. In this way, I think many projects which have been much talked of and discussed in our more eastern counties, may be greatly aided without any additional burden to the people. In fact, I think at the same time the State is giving this aid she may, by proper legislation, lessen the burdens in the counties for I am prepared to advise that the criminals who are now an expense to the counties, be taken out of jail and put to work on these roads. If men will commit crime, I believe in making them work for the public to pay for it. If the state continues this work on the Western N. C. Railroad for twenty or thirty years longer it will cut her off for long years to come from doing anything with this labor for other sections.

The introduction into the State of the amount of money and energy necessary to the completion of this great work by foreign capitalists, is in my opinion, worthy to be considered and if you believe in the good faith of the parties proposing such completion, should have its influence on your action. The speedy development of the large section of the State beyond Asheville, consequent upon the completion of this road, and the investments there by other capitalists from abroad, will become a reality and no longer be a prophecy.

And now, gentlemen, having given you all the information in my possession, and for further details placing my later book containing all my correspondence on the subject at your disposal, I leave the matter in your hands, confidently believing that your action in this crisis, so fraught with good or evil to the people of the West and of the whole State, will be taken with an eye single to the good of those whom you represent.

In conclusion, gentlemen, I beg leave to say that I know of no other subject for your consideration which may not be postponed till the regular Session of the General Assembly next winter, and I trust that I am not infringing upon your prerogatives, in earnestly advising you not to enter upon general legislation.

Respectfully,
THOS. J. JARVIS.

PRESIDENT WILSON'S REPORT.

MORGANTON, March 8, 1880.

To His Excellency, Thos. J. Jarvis, the Governor.

DEAR SIR—I have the honor to acknowledge your favor of the 5th inst., in which you say:

"I desire to place before the Legislature, when it assembles, the fullest and most accurate information as to 'the condition of the Western N. C. R.' Road, so that the members may know all about the property with which they will have to deal. For this purpose, I herewith send you a series of questions which I wish you to answer in 'detail, and as fully as possible.'"

"Of course, through your regular quarterly report made to this office, and by actual inspection of this road 'as you know, I am already in possession of much of the information 'asked for, but it is not in a convenient shape to lay before the General Assembly, and I therefore ask for 'this special report.' I will thank you to return your answers as soon as 'convenient, together with any other 'suggestion or information you may 'have, not embraced in these questions.'"

In accordance with your request, I herewith append my answer to each of your questions, first repeating the question for convenience.

1st. What is the length of the road from Salisbury to Asheville, by actual survey?

Answer. 145 miles.

2nd. How many miles of that part of the road is completed and now in operation?

Ans. 138 miles.

3rd. How much of the track on this part of the road was laid before the war? How much since the war, and prior to 1875, and how much since 1875?

Ans. Before the war 71 miles were laid; during the war, 7 miles, with old iron; after the war and prior to 1875, 36 miles, reaching Old Fort, and since 1875, 24 miles additional, extending to the present terminus, 7 miles east of Asheville.

4th. Of that laid before the war, what amount of new rails will be necessary, in the next two years, to replace the old and worn rails?

Ans. The entire track from Morganton east, a distance of 80 miles, has been in use from 20 to 23 years, and must necessarily be greatly worn, besides being laid with the old chairs now out of use. If the company had the means it would be desirable to replace it all, but perfect safety would not require, during the next two years, an outlay for more than 20 miles.

5th. What is the condition of the

roadbed, including cross-ties, ditching, &c., and what amount will be needed in the next two years to put the same in good repair? Here state what amount of cross-ties has been put in and what amount of ditching done in the last two years on what is known as the old part of the road, with any explanations you may desire to make.

Ans. During the last two years, 95,000 cross-ties have been replaced, fully as many more are now needed. No ballasting has ever been done on the road, and for several years but little ditching, from the fact that we had no engine for this purpose, and no means to pay a ditching force, and at the same time supply tools and material for the convicts engaged on construction. From worn iron, and for want of proper ditching the road-bed is not in a condition to ensure both safety and dispatch.

6th. What amount of money, if any, would be needed for the repairs of the bridges in the next two years?

Ans. A sheet iron cover for the bridge over the Catawba at a cost of \$2,000 would be all that is absolutely required.

7th. Give the condition of the depots and buildings, and what amount will be needed, if any, in the next two years to put them in good repair, with any remarks you desire?

Ans. All in fair condition; no repairs of importance needed.

8th. Have you a sufficiency of shops and tools for the wants of the company? What is their condition, and what will be the probable cost of any addition thereto, in the next two years?

Ans. Our shops have been recently rebuilt at a considerable expense, and are ample for present purposes, but we are greatly deficient in machinery. An outlay of \$3,000 is as little as can possibly serve our immediate wants.

9th. How many locomotives have you on the road, and what is their condition and size?

Ans. We have six locomotives: one large freight engine, new; another old one with new boiler, in good condition just purchased from R. & D. Railroad, and not paid for; and four others, which have been in use about 23 years, and now requiring new boilers and other repairs amounting to about \$2,500 each.

10th. How many passenger, baggage, express and mail cars, and their condition? How many box and flat cars, and their condition?

11th. What additional locomotives and rolling stock will be necessary in the next two years for the business of the company, and the probable cost of the same?

Ans. We have three coaches, three second-class cars, two mail cars, fourteen box cars, and thirteen flats in good condition. This number was not sufficient for the business of the road, but the Richmond & Danville road kindly let us have the use of seven box cars and two flats, and the R. & Augusta Air-Line and Carolina Central allow their cars to go over our road free of charge. The immediate wants of the company require the purchase of two engines at a cost of \$18,000, and near double our present number of freight cars, at a cost of about \$12,000, to enable us to transact our business without asking favors from other corporations.

12th. What is the length of incomplete road to Asheville, and the cost of its construction?

Ans. Three miles of grading is yet to be done, the cost, with labor furnished, cannot exceed \$5,000.

13th. What is the distance, by actual survey from Asheville to Paint Rock, and what will be the cost of construction and equipping that part of the road?

Ans. The distance from Asheville to Paint Rock, is 45 miles; the original estimate on this line was \$908,000; about one-third of the grading has been done, and the estimate for engineering and contingencies was extravagant. I regard \$650,000 as a fair amount for the completion and equipping of this line.

14th. What length of time to complete the same under existing laws?

Ans. Under existing laws, \$70,000 is yearly appropriated for the purchase of iron, chairs, spikes, and superstructure; eight thousand dollars per mile will be required for this purpose at present prices, so that only 9 miles each year can be finished. The present legislation, in addition, provides that this appropriation shall be evenly divided between the Paint Rock and Ducktown lines, thereby finishing 4-1/2 miles per annum on each: the Paint Rock line (45 miles) will require ten years to complete.

15th. What is the distance by actual survey from Asheville to Ducktown, and what will be the cost of construction and equipping this part of the road?

Ans. The distance from Asheville to Ducktown is 135-1/2 miles, and the estimated cost is \$5,330,000.

16th. What length of time will it require to complete the same under existing laws?

Ans. The use of the \$70,000, divided as above, would complete the Ducktown line in 19 years. But the present Legislature ascertaining that the earnings of the road were not sufficient to employ 500 convicts, and at the same time keep in good condition the finished portion, enacted that \$20,000 of the appropriation might be applied to purposes of construction. If this provision is adopted, 15 years would be required to complete to Paint Rock, and 30 years to Ducktown.

17th. What were the gross earnings of the company for the year 1879?

Ans. \$82,422.37.

18th. What were the operating expenses for the same period?

Ans. \$60,264.87.

19th. What were the net earnings

of the company for the same period, and to what purpose were they applied?

Ans. The net earnings were \$22,157.60, and were expended for purposes of construction.

20th. What is the indebtedness of the company, if any, outside of the \$850,000 mortgage bonds, and why, for what purpose contracted?

Ans. When the present administration took charge of the road there was a floating debt of about \$20,000, made for the extension of the work. Our earnings were forced to use in the construction of the road, instead of liquidating this debt, we had also to buy two locomotives and three coaches, and to build one new coach, which is about completed, and rebuilt the shops, thereby increasing our floating debt to \$30,000, which amount is due to employees of the company for work and labor done, for the purchase of ties and other material, and to the R. & D. Railroad, for purchase of engine.

The Road having about reached Asheville, for the further progress of the work we are confronted with these facts and figures, which candor and a proper sense of public duty, require me to again refer to:

The floating debt is.....\$30,000
2 engines now required.....18,000
Rolling stock now required.....12,000
Repairing old engines.....10,000
Machinery for shops.....3,000
Covering of Catawba bridge.....2,000
100,000 cross-ties.....20,000
20 miles new iron.....160,000
50 hands ditching 2 years.....20,000

\$281,000
Less worth of old rail.....60,000
Total.....\$221,000

To meet this requirement, and to build a road estimated to cost \$5,380,000, we have yearly earnings, amounting to \$22,177 and an appropriation of 70,000 per annum. I am, however, of the opinion that our net earnings will be very greatly increased as soon as the connection is made at Paint Rock. By a mortgage upon the completed part, the line to Paint Rock could be finished, and a few miles in the direction of Ducktown, but any attempt to mortgage the right of way beyond this could result, with any increased earnings we are likely to have, only in failure and a sale of the road, with no guarantee for its completion.

My answers to your inquiries have, I believe, given all the information possessed by me, which would aid the General Assembly in determining what is best to be done in regard to the property the State holds in the W. N. C. R. Road. Should anything have been omitted, it will afford me pleasure, at any time, to furnish it.

I have the honor to be,
Very respectfully, your ob't serv't,
JAMES WILSON, Pres't.

[SEE TREASURER WORTH'S REPORT ON SECOND PAGE OF THE ENQUIRER.]

TO
COTTON PLANTERS.

A LARGE AMOUNT OF OUR FIRST shipment of that Splendid Cotton Fertilizer,

Powell's repared Chemicals, is already sold, others wanting them, will please give us their orders soon, that we may be fully prepared to meet the demand.

We take the liberty of quoting a few extracts from private letters just received, by some of our most wide-awake farmers, in answer to their enquiries concerning these Chemicals.

Dr. T. C. Robertson, wholesale and retail druggist of Rock Hill, S. C., under date of Feb. 8th, 1880, writes:

"Dear Sir—Yours of the 6th to hand. I sold 80 formulae (or 80 tons) last season, with but one complaint of the result, and I am informed that instance the grass had taken the crop. He further adds that those who used them last year, have taken twice the amount this year."

J. D. Croon, druggist, of Shoe Hill, N. C., date Feb. 7, 1880, writes:

"Dear Sir—Yours of the 6th is to hand, in regard to 'Powell's Prepared Chemicals,' I think they are decidedly the cheapest fertilizer we can use. My neighbors have been experimenting with them, and several brands of the higher priced Fertilizers, and in almost every instance they give the chemicals the preference. I think they will mostly be used in this section this year."

"Thousands of farmers living near the company have practically tested 'POWELL'S PREPARED CHEMICALS' side by side with all of the most reliable reliable Fertilizers of every brand and price, and the verdict in forty-nine out of every fifty cases is in favor of Powell's Prepared Chemicals."

For sale in Monroe by
BICKETT & GRIFFIN.
Feb 13 1880

REMOVAL.

STONE IN HIS NEW GALLERY!

In Building formerly occupied by Barney Williams as a Boarding House.

Entrance through Alley, between Marsh & Lee's and Townsend's Millinery Store.

I TAKE GREAT PLEASURE IN ANNOUNCING to the citizens of Monroe and surrounding country that I have moved into my new gallery, where I will be prepared to

Do Better Work Than Ever!

Give me a call and see for yourselves. I will also keep on hand ALBUMS, FRAMES, CHROMOS, STEREOSCOPES and VIEWS, which will be sold at Bottom Prices. Frames for Chromos and Motions made at short notice. All pictures copied and enlarged to any desired size or style, either in oil, ink, India, Crayon, or Water Colors.

With my appreciation of your flattering courtesy in the past, and trusting to merit your favorable consideration in future time, I am, Respectfully,
M. P. STONE.

AGENTS WANTED FOR THE
SUMMIT
STOVE PIPE SHELF
And Utensil Stand

The most convenient article ever offered to the Housekeeper. One Agent makes \$100.00 per month. Agents Wanted Everywhere. For Circulars, address
R. S. HARTZELL & CO.,
No. 228 South Third Street, Philadelphia, Pa.