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NO EXEMPTION

FROM TAXATION ON THE BRANCH LINES OF THE W. & W. R. R.

The Supreme court has filed its decision in the matter of the taxation of the Wilmington and Weldon railway. The case was brought by injunction against the sheriff of Halifax county to restrain the collection of taxes on the branch railroads. The court holds that the exemption of taxation in the original charter does not extend to the branch roads. The charter, as originally granted, was for the construction of a railroad from Wilmington to Raleigh, a distance somewhat over 100 miles, with a capital stock of \$800,000; an act passed in 1835 authorized a change of terminus to "some point on Roanoke river" and an increase of the capital stock to \$1,500,000, and the road was accordingly built to Halifax, 154 miles and thence by the acquisition of the Halifax and Weldon railroad to Weldon. The decision says: "We do not think section 22 (of the charter) extends to the branch roads the exemption which is conferred upon the main line from Wilmington to Raleigh, which is granted by section 13, for several reasons" which are enumerated.

1. The object of the bounty was to secure a railroad from the capital of the State to its principal seaport, Wilmington.

2. The branch roads now exceed the main line in length, being nearly 250 miles, as against 154 in the line from Wilmington to Halifax and far exceed the \$200,000 of branch roads contemplated by the act of 1835. Had the State intended to exempt the branch roads, it is apparent from the limitation in section 21 of the capital stock for the purpose of \$200,000, that it was not intended to authorize an unlimited number of miles of branch roads, and the consequent exemption of an unlimited quantity of capital from bearing its due share of maintaining the burdens of civil government.

3. An act passed in 1867 authorized the plaintiff to open books for subscriptions to build branch roads to the amount of \$25,000 per mile. This might be deemed an extension of the right to build branch lines, but this act contains no exemption from taxation of the branch lines or of the additional capital thereby authorized and they would not be exempted if built thereunder.

4. The act of 1833, section 33, provides: "If the company shall not have completed the main road from Wilmington to Raleigh in twelve years thereafter then the company shall forfeit so much of the rights and privileges hereby created as confer upon the said company the power of extending the point at which it shall then be constructed; but they shall not forfeit their property and privileges in any manner as to so much of the road as they have completed." None of the branch roads were either begun or finished within said twelve years. One of 16 miles in length was built in 1850, and others since the adoption of the constitution of 1868, which forbids the grant of exemption from taxation by requiring that taxation shall be uniform and equal. If the branches were an integral part of the main line, their construction was not authorized after the lapse of twelve years. If they do not fall under the limitation it is questionable whether the right to build them was not lost under the general act by "non user" for two years after the completion of the main line. The branch roads of the plaintiff are not only not exempt from taxation but it is not clear that their construction has been under warrant of law. The failure of the State to collect taxes cannot be taken as an abandonment of its right. No such presumption exists against the sovereign.

The act of 1833 must be limited by the Constitution of the State, then in force, which contains a provision forbidding "any monopolies and privileges." The construction placed by State courts upon the constitution and laws are held binding by the Federal courts. Whether this provision has reference solely to the prohibition of restrictions upon alienation, or whether viewed in the light of the history of its adoption and judged by the text it is meant, as has been suggested, to prohibit the grant by the legislature of perpetual and exclusive privileges, is a matter which is not now before us and which cannot be brought before us in this collateral manner.

The case was that of the W. & W. R. R. v. the sheriff, appellant, vs. B. I. A. b. o., sheriff.

FAST TIME.

DESCRIPTION OF THE PROPOSED WEDGED-NOSED ELECTRIC CARS.

Electrical World.

The standard schedule time of all through cars on the proposed Chicago and St. Louis electrical railroad will be 100 miles per hour. The trip from St. Louis to Chicago can, therefore, be made in from two and a half to three hours. It will be unnecessary to travel at night; therefore no through passenger cars will be run after 9 o'clock p. m., the tracks being reserved at night for high-class freight, express and mail.

The car is long, low, compact, light, but strong, having two pairs of driving wheels, each of which are driven by a separate and distinct electric motor. The whole weight of the car, with its passengers and the two electric motors, comes upon these two pairs of driving wheels, and is, therefore, all available for traction or adhesion between the rails and the wheels, through the agency of which the car is propelled. The top of the car stands only nine feet from the rail, which is three feet lower than the ordinary street car. This brings the centre of gravity very low and near to the track, which decreases immensely the danger of jumping the track.

It has a wedged-shaped nose or front for cutting the air, which has the effect of decreasing the air resistance (a most important factor in high-speed locomotion) and of helping to keep the car down on the track. The motor man stands immediately back of this wedged-shaped front and between his department and the rear wheels is the compartment for the accommodation of the passengers. In the rear of this is a separate compartment for mail and high class express.

The driving wheels are six feet in diameter and are capable of making five hundred revolutions in one minute. The weight of the entire car with its motors is but ten tons.

WITHOUT CEREMONY.

A good story is related of the Hon. B. Lawless, a former member of the Louisville bar, and who came to this City from Glasgow, Ky., says the Chicago Press. He was a "long-winded" talker, and when he arose to make an argument he didn't know when to stop. On one occasion he was making a speech before Judge Ballard, in the United States court. He had spoken several hours, and the Judge and everybody else were thoroughly tired out, though they were helpless. At last Judge Ballard beckoned his brother, Jack Ballard, to him, and implored him to stop Lawless if he could.

"Oh, that's easy enough," replied the brother. "I'll stop him inside of three minutes." There was a good deal of curiosity to see how this could be accomplished, as the orator seemed to be nowhere near the end of his speech. Jack Ballard took a pencil and a sheet of paper and wrote:

"My Dear Colonel: As soon as you finish your magnificent argument I would like you to join me in the clerk's office in a bumper of fine old bourbon." The note was handed to the orator, who paused at the end of a soaring period, drew his glasses from his pocket and read the note. He put it in his pocket and said:

"And, now, if it please your honor, and gentlemen of the jury, I leave the case with you."

He picked up his hat and was in the clerk's office in about a minute.

Shiloh's Consumption Cure

This is beyond question, the most successful Cough Medicine we have ever sold, a few doses invariably cure the worst cases of Cough, Croup and Bronchitis, while its wonderful success in the cure of Consumption is without a parallel in the history of medicine. Since its first discovery it has been sold on a positive guarantee, a test which no other medicine can stand. If you have a cough we earnestly ask you to try it. Price 10c., 50c. and \$1. If your lungs are sore, chest, or back lame, use Shiloh's Pectoral Plaster. Sold by W. M. Cohen.

FLUSTERED POLICEMAN.

THE MAN WITH A THERMOMETER TALKED HIMSELF OUT OF PERIL.

At 11 o'clock the other night a patrolman on Jefferson avenue found a man seated on the stairs in a public hallway, and he at once called upon him to come down and out, says the Detroit Free Press.

"Did you wish to see me?" blandly inquired the man.

"Certainly I did. It's against the law to roost in there."

"Roost? Roost? You are mistaken, sir. I was not roosting in there."

"If you can't pay for a bed why don't you go to the central station and get a ticket to the lodging house," continued the officer.

"My dear sir, who or what do you take me for?"

"For an old vag trying to find a place to sleep," was the blunt reply.

"Ah, I see. Well, you were never more mistaken in your life. I am no vag, and neither must I seek my bed in a hallway. Do you see this?"

"Yes—it's a thermometer," replied the officer as he examined the article, which was a common 15-cent instrument.

"Can you tell how the mercury stands?"

"It's 6 degrees below freezing," said the officer as he turned it to the light.

"Exactly. I've made a failure of it. You see, sir, there is a man in a basement down here when I am going to give the awful 'faking a human being ever got in all his born days. I wanted to do it to-night. I always fight at 13 above freezing point. I sat down on the stairs in there with the thermometer next to my hide. It registered 6 degrees below; that's a difference of 18 degrees against me. I can't get up to the temperature, and therefore I can't fight. Got to put it off until a south wind raises the temperature."

"What are you giving me?" demanded the officer, as the man began to walk off.

"The straight thing, sir. Every man knows himself best. At 13 degrees above I can fight a whole mountain and come out on top. At 6 degrees below I should be a licked man in fifteen seconds. Therefore it's off for to-night. Tra la, old man! See me again—after a thaw has set in!"

A NATURAL SPHINX.

In Surry county, North Carolina, there is a mountain whose outline displays a startling likeness to the Sphinx of Egypt. It is in the northwestern part of the State, just east of the blue Ridge range, and lies prone upon the Piedmont plains. At a distance of ten miles the figure is the exact counterpart of that of a gigantic lion, its body at right angles to the precipitous ridge, and with head reared aloft as if in the act of rising. The head and neck are of solid rock, several hundred feet in height, the shoulders and breast which support them being finely rounded off by nature, and seeming half-buried in the grass of the surrounding meadows. When looking at the figure, although removed twenty-five miles distant from it, the thought haunts one that it must be a thing of life and intelligence.

The Governor of North Carolina, State of North Carolina, Executive Department, Raleigh, Feb. 8th, 1892.

JAS. H. WEBB, Sec'y, 1495 N. Y. Ave., Washington, D. C. Dear Sir:—In reply to yours of the 5th, I have to say that I have used your Elettropoise occasionally, and have always found relief from its use. I have not had an opportunity to use it as I would like to have done, as I was so situated that I could only use it occasionally. At those times, however, I have always had good results. Very truly yours, Thos. M. Holt, Governor.

FOR DYSPEPSIA, Indigestion, and stomach disorders, use BROWN'S IRON BITTERS. All dealers keep it, or bottle. Genuine has trade-mark and crossed red lines on wrapper.

THE CANNING INDUSTRY.

OF SPECIAL INTEREST TO TRUCKERS—A GOOD THING, TOO, FOR OTHER FARMERS.

Mr. S. M. Sindall, of Baltimore, has sent out a valuable article on the canning industry, in which he shows that there are now 20,000 factories in operation in forty-one States, and giving employment to 1,000,000 persons during the canning season, while those directly and indirectly concerned number about 4,000,000. The concluding portion of Mr. Sindall's paper will be read with special interest in the South. He says:

"In no part of the country has this industry brighter prospects than in the South. Of all sections which I would look to for great success the South is the one. The climate is altogether suitable, your labor is cheap, and not a single case of canned goods should be manufactured in the North and brought to you for consumption. The North has lived for years on the blindness of the South in this particular. I want to see your product put in hermetically sealed packages by your own people, and at your own canneries. It is time that the business men of the South awakened to the importance of a broad spirit of encouragement to all enterprises that look to Southern advancement. As great as has been the work of the Southern people as a whole in the marvellous development that has been going on for five or six years, too many have stood idly by and waited, hoping that others would come in and lead such enterprises and let them grow rich out of it.

"Most of the developments which are making the South prominent as an industrial field have been the result of plucky Southern effort. Let them keep up the motion. I am like others who are at all conversant with Southern affairs, a strong believer in the Southern States as a field for progress and development and wealth-making in the near future. Investments such as I speak of pay handsome profits, besides being of much benefit to the city or county where the factory is located. The capital required for conducting this business is small, the cost of the machinery being so moderate that in our own State many farmers operate their own canning factory in connection with their other duties.

"The statements as to the percentage of profit in some cases would be incredible if they were not authenticated by unquestionable testimony and amply substantiated by ascertained facts. With sufficient capital and proper management, there is probably no other business known combining such large profits and so high a degree of safety. Take the entire pack, throughout the entire canning districts of the whole country, of the last season, so small is the stock of canned goods on hand that the holders can well afford, if they desire, to wait until Spring to dispose of them. The demand for consumption increases disproportionately to the supply. This country is large; facilities for distribution are increasing, and the trade for canned goods is growing. In every household it is a portion of the daily rations. It is cheap, ready for use, and in all respects is desirable. Without it there are portions of our country that would be forced to subsist on salt meat and bread. To the camp, the mine and the mariner it is now indispensable. Take the country at large, and I venture to assert that the pack last year does not exceed three fifths of an average one, and that, too, in face of little or nothing being carried over from the former season."

Answer this Question.

Why do so many people we see around us seem to prefer to suffer and be made miserable by Indigestion, Constipation, Dizziness, Loss of Appetite, Coming up of the food, Yellow skin, when for 75c. we will sell them Shiloh's Vitalizer, guaranteed to cure them. Sold by W. M. Cohen.

Many Persons are broken down from overwork or household cares. Brown's Iron Bitters rebuilds the system, aids digestion, removes excess of acid, and cures malaria. Get the genuine.

ABOUT STATE RAILROADS

FACTS FROM THE ANNUAL REPORT OF THE RAILROAD COMMISSION.

There are 67 railroads in the State, with a total mileage of 3,432 miles every county in the State being penetrated by one or more roads, save Alleghany, Ashe, Clay, Dare, Graham, Hyde, Pamlico, Transylvania, Tyrrell, Watauga, Yadkin and Yancey, 12 counties. The taxable property of the railroads was assessed in 1890 at \$12,321,704, and in 1891 at \$18,423,298; showing an increase of \$6,101,594. An interesting feature of the admirably complete report, which contains 630 pages, is a summary of the capital stock, earnings, etc., of the roads. This shows that the capital stock is \$36,911,313 in North Carolina. The funded debt in North Carolina is \$38,584,974. The current liabilities are \$3,879,476. The gross earnings in North Carolina in 1891, year ending June 30, were \$8,651,625, and the operating expenses in this State for the same period were \$5,532,841. The report covers the canals. These are the Albemarle & Chesapeake, 15 1/2 miles in Currituck; the Fairfield in Hyde; the Norfolk and North Carolina (Dismal Swamp); the Clubfoot and Harlowe, in Craven and Currituck. There are tables showing the total value of the 3,432 miles of railway track, which is \$16,467,270, of rolling stock, \$1,682,921; other property, \$524,756. No valuation per mile is given officially for the Seaboard & Roanoke, Raleigh & Gaston and Wilmington and Weldon; in a foot note \$10,000 per mile is set down as the value per mile. The report gives a remarkably complete history of each railway, showing also its organization, officers, property operated, capital stock, funded debt, assets and liabilities, income account, earnings from operations, general balance sheet, mileage, terminal points, surpluses and salaries, freight traffic, accidents, etc.

COME ON.

I think we may overthrow the severe sectarianism and bigotry in our hearts, and in the Church also, by realizing that all the denominations of Christians have yielded noble institutions and noble men. There is nothing that so stirs my soul as this thought. One denomination yielded a Robert Hall and an Adoniram Judson; another yielded a Latimer and a Melville; another yielded John Wesley and the blessed Summerfield, while another denomination yielded John Knox and the Alexanders—men of whom the world was not worthy. Now, I say, if we are honest and fair-minded men, when we come up in the presence of such Churches and such denominations, although they may be different from our own, we ought to admire them and we ought to love and honor them. Churches which can produce such men, and such magnificent martyrdom, ought to win our affection—at any rate, our respect. So come on, ye five hundred thousand Episcopals in this country, and ye nine hundred thousand Presbyterians, and ye two and a half million Baptists, and ye nearly four million Methodists—come on! Shoulder to shoulder we will march for the world's conquest; for all nations are to be saved, and God demands that you and I help do it. Forward, the whole line!—Dr. Talmage in N. Y. Observer.

HEADACHE, Indigestion, Bilioussness, DYSPEPSIA, And all Stomach Troubles are cured by

P. P. P. (Prickly Ash, Poke Root and Potassium) Rheumatism is cured by P. P. P. Pains and aches in the back, shoulders, knees, ankles and wrists are all attacked and conquered by P. P. P. This great medicine, by its blood cleansing properties builds up and strengthens the whole body.

Nothing is so efficacious as P. P. P. at this season, and for toning up, invigorating, and as a strengthener and appetizer take P. P. P. It throws off the malaria and puts you in good condition. Abbott's East Indian Corn Plaster cures all Corns, Warts and Bunions. For sale by W. M. Cohen, Drugist, Weldon, N. C.

ADVERTISEMENTS.

How's Your Liver?

Is the Oriental salutation, knowing that good health cannot exist without a healthy Liver. When the Liver is torpid the Bowels are sluggish and constipated, the food lies in the stomach undigested, poisoning the blood; frequent headache ensues; a feeling of lassitude, despondency and nervousness indicate how the whole system is deranged. Sumner's Liver Regulator has been the means of restoring more people to health and happiness by giving them a healthy Liver than any agency known on earth. It acts with extraordinary power and efficacy.

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