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No

CALL FOR EXTRA SESSION OF THE LEGISLATURE

Governor Glenn has called an extra session of the Grand Assembly to convene at Raleigh January 21st.

The proclamation of the Governor to the Legislature follows:

"By and with advice of Council of State, and attorneys employed to represent the State of North Carolina, I R. B. Glenn, Governor of the State of North Carolina, in the exercise of powers conferred upon me by article III, section 9 of the constitution do issue this, my proclamation, convening the General Assembly in extra session on Tuesday the 21st day of January 1908, on which day, at 11 o'clock, all Senators and members of the House of Representatives, are hereby notified and requested to meet in their respective halls in the Capitol, in the City of Raleigh, to consider the following specific purpose:

"First: To amend, modify, strengthen, charge or repeal chapter 216, laws 1907, prescribing maximum charges railroad companies may make for transporting passengers in North Carolina and chapter 217, laws of 1907, preventing unjust discriminations in freight rates and to fix maximum charges therefor. For information of members of the Legislature, all papers are requested to make notice of this proclamation.

TO THE PEOPLE.

The Governor at the same time issued the following to the people of North Carolina.

"In another place will be seen my proclamation proclaiming the General Assembly of the State to meet January 21st, but I deem it best to issue this statement to the public explaining at length why at this time an extra session of the General Assembly is deemed necessary.

"The specific and only purpose for which the Legislature is convened is to consider terms of agreement offered by me to various railroads and accepted by all of them save one, which one accepts all of it except the proposition of the inter-State rate, concerning which it states it has no power to act, but doubtless circumstances will regulate the rate as requested.

"The terms are as follows: The Legislature will be asked to increase the flat rate of 2 1/4 cents now in force to a flat rate of 2 1/2 cents; to allow a charge of 15 cents per person board a train without a ticket when such ticket could have been procured at the station, also to repeal the present law with penalties etc. If this is done, railroads agree on their part to flat, flat rate of 2 1/2 cents per mile for inter-State passenger travel, with extra charge of 15 cents each against persons boarding train without ticket except at stations where there are no agents.

Second, two thousand-mile books, intra-State and interchangeable with such of solvent roads of State as will consent, limited to one individual at 2 cents per mile and good only in hands of the purchaser, name of purchaser to be furnished at the time of purchase of book and entered thereon.

Third, one thousand mile books intra-State and interchangeable with such of solvent roads of State as will consent, limited to one individual at 2 cents per mile and good only in hands of the purchaser, name of purchaser to be furnished at the time of purchase of book and entered thereon.

"Fourth, five-hundred mile book at 2 1/4 cents per mile, good for heads of families, and dependent members thereof, intra-State, and non interchangeable, names of families to be furnished at time of purchase and entered thereon.

"Fifth, all of above mentioned rates, except five-hundred mile book, to apply also to inter-State travel to points on lines of these companies in States of Tennessee, Virginia, North Carolina, South Carolina, Georgia and Alabama, and to points on such of other lines in these States as will consent thereto.

"All of those mileage books, whether intra-State, or inter-State to be limited to one year from date of purchase, and

redeemable, charging for part used at 2 1/2 cents per mile.

"In my judgment it would be better for the State to adopt these rates, which give mileage books and an inter-State rate, than to let the flat rate of 2 1/4 cents remain in force.

"It is further agreed that these rates are to be tried for one year and then if found objectionable, application to be made for modification of same to corporation commission with powers in latter to modify same, subject so appeal as at present.

"In my judgment and in the judgment of all whom I have consulted, terms made are just and equitable, and I sincerely trust the Legislature, when it assembles, will ratify what has been done.

"I tried to get family mileage books fixed at 2 cents, but the railroads contended, with some force, that this would virtually put a rate of 2 cents in vogue in this State, which was too small, so the State agreed to a 2 1/4-cent rate on railroads on their part agreeing to pay \$17,000 towards liquidating the expenses of the State in convening the Legislature, and for court costs.

"South Carolina, Georgia, Alabama, Tennessee and probably Virginia, will have the same rates, thus giving a uniform system throughout the entire South, which thing is very much to be desired.

"I have given these facts to the public so the latter will thoroughly understand my object in convening the Legislature."

FIRE AT GUILFORD COLLEGE.

King Hall, Containing Class Rooms, Society Halls and Library, Destroyed by Blaze of Unknown Origin.

One of the buildings of Guilford College, King Hall, was destroyed by fire between 5 and 7 o'clock Monday morning. This building contained the library, two society halls and six class rooms. By the time the fire was discovered it was too late to save the building. By the heroic efforts of several professors and students a portion of the library was saved and most of the furniture in the halls belonging to the Henry Clay and the Websterian Literary Societies.

About 7,000 volumes were destroyed in the library, valued at \$10,000. This was probably the most valuable library in the State.

Fortunately New Garden Hall has just been completed, and in it were arranged two good class rooms, ready to occupy. With these and the use of two rooms in Founder's Hall and the more constant use of two rooms in Memorial Hall and one in the Y. M. C. A. Hall, the regular work has gone on with the exception of the recitation and lecture periods at 8:30.

The origin of the fire is unknown.

NEWS NOTES.

The Rhodes Opera House, Boyertown, Pa., was destroyed by fire Monday night. 425 people were assembled at the time the fire occurred, to witness the production of "The Scottish Reformation," by local talent. During the panic that followed the explosion of a can of coal oil, 167 persons lost their lives.

The big Hippodrome of the Jamestown Exposition has been purchased by a company at Greensboro and the building will be moved to that city. It will seat between 12,000 and 15,000 people.

The new cruiser "North Carolina" which failed to meet the requirements of the contract with the government, has been returned to the navy yard at Newport News, where slight alterations will be made.

Collector E. C. Duncan, of the Eastern District Internal Revenue, has been appointed receiver for the S. A. L. He will resign the collectorship.

It is estimated that the strawberry crop in Eastern North Carolina this year will be between 2,000 and 2,500 car loads.

The board of trustees of Guilford College have decided to rebuild King Hall at a cost of \$30,000.

It is reported that the Iola Mine is producing more than \$400 in gold every day.

Salisbury will vote on prohibition in March.

Thomasville has organized a commercial club.

BURDENS OF GOVERNMENT SHOULD BE BORNE BY CITIZENS EQUALLY.

By B. F. DIXON, Auditor for the State of North Carolina.

Written for THE COURIER.

No one will dispute the proposition that the burdens of government should be borne by each citizen in the ratio of his ability to bear them. In the matter of taxation, this means that each should pay taxes in proportion to his ability to pay. Every tax system should be so framed as to produce this equality.

No system of taxation has ever been devised which has realized this purpose fully and perfectly. Probably no such system can be devised. It is certain, that the system now in use in North Carolina does not produce equality in taxation. The theory of the constitution is that tax-paying ability is reached by the taxation of all property, by a uniform rule, "according to its true value in money." The clear intent and purpose of the constitution is to effect equality and justice. And yet the greatest injustice and the most glaring inequalities are the result in many instances in the administration of the law. It can be safely asserted that no single class of property in the State of North Carolina with the possible exception of State and National banks, is taxed today in compliance with the constitutional rule.

In the administration of the revenue law there should be a constant effort to see that all corporations of the same class should be subject to the same tax, that whatever burdens fall upon any member should fall

character and equal value, but the basis of assessment may be entirely different, the result of which is to list property in one county at 40 per cent of its value, while in the other the property is listed for taxation at 80 per cent of its value. So that one man pays double the amount of tax on his property that the first named citizen pays upon property of equal value. This is manifestly unjust and should be remedied. My plan is to put all the property in North Carolina of whatever kind or character on the tax books at its true value in money, as is now required by law, and then reduce the tax rate. If all property were placed on the books at its true value there would then be no place for "tax dodgers" to hide, and North Carolina would get credit abroad for the property which she actually owns through her citizenship, and also for a low rate of taxation, both of which would be greatly to our advantage. People looking for investments do not ask how much taxes you pay, but what is the rate of taxation. If the property of corporations was placed at its true value we would have over one billion dollars of taxable assets. Instead of 450 millions as it now stands, and the State tax rate could be made 10 cents on the one hundred dollars worth of property instead of 25c, as it now stands. Then all men would bear equally the burdens of taxation.



HON. B. F. DIXON, Raleigh, N. C.

upon all those who are similarly situated. If it were possible to help the unfortunate burden upon the citizen, for a State, even to possess its necessary and legitimate objects, to have the amount of property so which it is entitled to such a measure as requires a citizen to pay more than his just share of tax, requires a tax that to which it has no right. It does what, if done by a citizen in defiance of law is called robbery, if under color of law is called fraud, but which in a government that makes law, is confiscation.

B. F. Dixon, Auditor.

SMALLPOX NEAR RAMSEUR.

Believed to Have Originated in High Point—Patients Quarantined.

Dr. S. A. Henry, County Superintendent of Health, reports three cases of smallpox near Ramseur. It is believed to have been brought from High Point. It appears that a Mr. Williams, who was working at High Point, became sick, and returned to his home near Ramseur. The physician treated him for fever for several days before it was discovered to be smallpox. The two other patients are persons who had visited the Williams home.

Dr. Henry does not think the disease will spread.

The High Point Organ factory turns out 300 instruments weekly.

BATTLE AT FT. FISHER.

Story of Bombardment as Recalled by W. M. Stevenson.

The Courier is in receipt of the following account of an interesting battle during the Civil War, by one of the Courier readers.

Wm. M. Stevenson, the author was a member of Company I, 36 the Regiment N. C. Infantry.

BATTLE AT FT. FISHER.

On Friday, January 13, 1865, the Yankee fleet anchored off Fort Fisher at 2 o'clock in the morning, and immediately opened fire. The shells continued to fall all day and all night, continuing Saturday and Saturday night, on Sunday, 15, the battle raged with terrific force, the shells falling on the fort of thirty mounted cannon, which steadily returned fire.

Then there was a brief cessation, but at 10 a. m. it was renewed on both sides, and for two hours the battle raged like Napoleon at Waterloo. It was light or die. At 12 a. m. the land force of the Federals attacked the land force of the Confederates with great havoc.

Company I had 199 men to begin with when the battle was over only 56 survived, and of all the Confederate forces that participated in the battle 1,600 were left dead on the battlefield when the fort surrendered. The surrender occurred at 4 p. m. on the 15th of January 43 years ago.

This battle is as vivid on my mind today as if it were fought yesterday. It was one among the most memorable of all the bombardments during the Civil War. At times during the bombardment cannon shot fell upon Fort Fisher at the rate of 5 a minute, or 300 a hour. The roar was continuous, and it was impossible to hear or understand a command while the fighting was in progress.

Three days after the surrender the Confederates who came out of the battle alive were taken as prisoners of war to Elmira, N. Y.

I shipped on the steamer, together with Gen. Lyon and 501 others, and after a boisterous sea voyage we arrived at New York on the 27th of January, 1865. Two days later we left New York for Elmira, where we found 9,000 Confederates.

Full many a tale I might now tell of the horrors of prison life, but I will close.

NOTE—Mr. Stevenson is a well known citizen of Randolph, and though 78 years old can call from memory all the states of the Union, their capitals, the principle rivers, mountains, etc. He has never used tobacco or any intoxicants. He is now hale and hearty. In 1870 the Editor of The Courier was a pupil in a school taught by Mr. Stevenson at Broser's Church.

FIDDLERS' CONVENTION.

Big Stringed-Instrument Event to Be Putted Off in Ashboro.

Last week the Courier announced the appearance of the Fiddlers' Convention in Ashboro, February 17th, under the auspices of the Woman's Betterment Association. It is the purpose of the promoters to appropriate the receipts to benefit the grounds around the new graded School Building.

Committees have been appointed and are actively perfecting arrangements for the event.

Entries will be open for fiddlers, mandolin, guitar and banjo players and cash prizes will be arranged for each. The contests are open to everybody both in and out of the county, and assurances are being received of a full and interesting program.

There will be lots of old time fiddle music, and duets, besides musical stunts that will prove rare treats.

All who will enter the contest for prizes should write Prof. E. J. Coltrane, manager, at once, that he can provide free entertainment for them.

Salisbury's First Train.

Fifty-three years ago on the 4th day of January, the first locomotive that ever went into Salisbury pulled up at the station of the North Carolina Railroad, where the present station stands. That was a great day, too, in the history of the town. All the inhabitants turned out to see a train, but a very great number, a reliable chronicler tells us, fled precipitately when the locomotive whistle sounded.

THE SEABOARD AIR LINE RECEIVERSHIP

It would appear from the history of the Seaboard Air Line Railroad, which has just gone into the hands of receivers, that existing financial conditions have had little to do with its bankruptcy. Among other things it is complained that the road has suffered from State laws fixing the maximum passenger rates, which is not an adequate cause in presence of business methods which would have bankrupted the company had these laws never been enacted.

The Seaboard Air Line arose from a combination of a number of small roads in the Southern States which gave it a length of upward of 2000 miles. So many and so varied were the interests of these little roads in different states that the system when formed had, in the estimation of cool-headed men of affairs, small chance of success from the outset. But in the extraordinary development of the South the road promised to become quite profitable sooner or later but for the conflict of rival interests.

When Thomas F. Ryan obtained control he organized (with the skillful aid of astute railroad lawyers) what is called a holding company for all the shares of the combination, after the approved method by which more than one great financial operation has been completely wrecked. After the change of control the road could not obtain credit, in the prevailing scarcity of money, for the most necessary improvements, and could not meet the obligations falling due on January 1. Nothing remained, then, but to go into the hands of receivers and at the same time put Ryan out of the management as an essential condition of its rehabilitation. In this the strong minority, who have remonstrated for some time against the Ryan methods, have partially attained their end. Under the receivership there will be no interruption of the operation of the line. With the resumption of prosperity it is probable that the road will soon be restored to its owners. Its temporary insolvency is due to financial processes that would have driven into bankruptcy a much stronger company.

MRS. BLAIR'S SECOND TRIAL.

Case Will Be Called February 17th at Columbia.

The second trial of Mrs. Ethel Blair, for the murder of her husband, will be called at Columbia, S. C., February 17th. In the former trial the jury returned a verdict of manslaughter. A new trial was granted on the ground that the jury-men spent the night at a hotel in separate rooms.

Mrs. Blair gave bond in the sum of \$2000. Mrs. Blair as executrix of her husband's estate has failed so far to collect an apportionment by her husband in the Metropolitan Insurance Company.

RECEIVER APPOINTED.

J. A. Spence, of Ashboro, to Wind up Chair Company Business.

The Millboro Chair Company was placed in the hands of a receiver last week. J. A. Spence, of Ashboro, is named as receiver. The receiver was appointed upon application of Braishaw & Sherrod, attorneys of Greensboro, representing certain creditors. The assets of the company will aggregate \$6,000; liabilities unknown. The company suspended operation recently for lack of funds.

Lee-Albright.

Mr. Robert E. Lee, of Roanoke, Va., son of the late Capt. Roland Lee, of Va., and Miss May Albright, the accomplished daughter of J. E. Albright, of Moffitt, N. C., were happily married on the first day of January, 1908. Immediately after the ceremony they left for Virginia where they will make their future home. May they have joy and peace in this life and eternal life in the great eternity.

Secure your magazines from the Courier, and then tell your friends about them.