

The Daily Tobacco Plant

OL. II--NO. 85.

DURHAM, N. C., TUESDAY, APRIL 9, 1889.

\$5.00 PER ANNUM.

SUMMARY.

The storm of last Saturday was the severest ever known in the Virginia Peninsula. Several houses were blown down at York. The Maryland Methodist Protestant Conference has determined by a vote of 15 to 1 to support absolute prohibition. It is reported that M. Boulanger has been ordered by the Belgian government to leave his country. He is going to England. A coal barge foundered in the Bay, Saturday night; the captain, wife and two children were drowned. A man had a fight in a small boat on the river at St. Louis, yesterday; one fell overboard and the other rowed to land, allowing his antagonist to drown. The bill to prohibit the sale of tobacco to minors has passed its third reading in the Michigan Legislature and will probably become a law. A fire at Smithfield, N. C., Sunday, destroyed a large building. The house at Guiney, Va., in which Gen. T. J. Jackson died, is offered for sale by the owner, Mr. W. B. Vaughn. The property is offered to the Jackson Memorial Association at a trifling price.

EDITORIAL BRIEFS.

Work on the new railroad stopped this morning about as suddenly as it began.

When rival railroads fall out and begin fighting, freight rates generally come down.

AGGIE MITCHELL, the well known dress, has just secured a decree of divorce from her husband, Henry T. Block, in a New Jersey court.

Read the letter of Mr. Frederick in the *Manufacturers' Record*, run in to-day's paper. It will run through three issues of THE PLANT.

Every town in the State seems to be on a boom. Most of them are building solid foundations of mills, factories and other such good material.

Let's have Main street for the use of the Lynchburg railroad. It should be a line of track—a double one if preferred, running from Mr. J. S. Lockwood to Main Street Church.

Those who are interested in preparing Peabody street from being a dead end had better keep their eyes open along that street in the dead hours of the night to-night.

AMES B. GUILD, of New York city, proposes to raise sufficient money to erect the New York centennial to a handsome monument to Mrs. Washington, whose grave is in a very dilapidated condition.

It is said in Washington that Mr. Lincoln has snubbed Robert T. Lincoln. This can hardly be true. Mr. Lincoln is very politic and Mr. Lincoln represents this government in the most important foreign mission.

The flight of M. Boulanger has probably saved France from another bloody civil war. Had he faced the execution and been condemned to imprisonment by the Senate, there is hard-ly a prison in France that would have held him.

Look to your window and door fastenings. Wilmington and Charlotte have been suffering for some time from repeated burglaries, and we hear of them in Raleigh. Durham may look out for them next. Your shot guns ready.

Efforts are still being made to obtain a pardon for Oscar Neebe, the market anarchist who was sentenced to fifteen years' imprisonment. The prosecuting attorney and the judge who sentenced him are to sign the application.

Mr. BOULANGER explains his reasons for leaving Paris between suns by saying that as the leader of the National Republican party in France it was his duty to preserve a whole carcass and as his life was in danger in France he owed it to his party to seek a safe retreat. We have heard of such talk before, but never from a real brave man.

WHY not allow the railroads to run tracks all about town so that merchants can have their freight unloaded from the box cars right at their doors? This would save the expense of drayage, and it would add to the looks of the town to have steam engines puffing and blowing up and down all the business streets. The various colored box cars standing before the doors of the business houses all over town would add a variety to the scene that would be striking and pleasing to the eye.

THE *News & Observer* says: "The farmers are duly warned by the jute-bagging trust as follows: 'We propose to make the farmers pay us \$3,000,000 this year for bagging in excess of what they paid last year, and we could levy twice as much if we wanted it.' That is what they say. They are bold, to say the least, or, rather, the best of them. They give notice a year ahead. Last year they stole a march on the farmers. This year they come with loud sound of war. They should find no farmer napping. Forewarned is forearmed."

TOWN TALK.

—Sometimes it don't pay to be too smart.

—A railroad on every street. How will that do?

—What street and what night in the week will next be appropriated to the railroads?

—Regular meeting of Alma Lodge, No. 5, Daughters of Rebekah, to-night, at 8 o'clock.

—Durham beats the world wronging its own worthy citizens to benefit some one else.

—From blizzards and Saturday night meetings of City Aldermen, "Good Lord deliver us!"

—Let every business man in Durham become a member of the Chamber of Commerce and Industry.

—The Durham Board of Trade will go to Henderson Monday, April 15th, via the "Moonshine."

—THE PLANT is for Durham against all railroads and all combinations. Durham first, if you please, gentlemen.

—Have private citizens any rights that railroads and City Aldermen are bound to respect? That's the question.

—Elder J. S. Dameron will preach in the Primitive Baptist church to-morrow night, at 7:45 o'clock. The public is cordially invited.

—The Durham & Northern tried to split the town wide open. It hasn't succeeded yet, but there is no telling what a night may bring forth.

—An interesting programme is in preparation for the monthly meeting of the Young Men's Christian Association, on Friday night. Further particulars to-morrow.

—THE PLANT will christen the Durham & Northern the "Moonshine" railroad, since daylight is found not good enough to operate by. Look out for the eclipse.

—The Durham & Northern was late getting in, but when she came she brought a regular blizzard, and captured the town. Yes, sir, at last we are here, with both feet, and don't you forget it.

—Why didn't the City Aldermen take out of the custody of Constable Davis, this morning, the parties under arrest for building the "Moonshine" railroad, according to their permit? It seems to us if they had the boldness to grant the right of way they ought to have had the courage to protect their friends.

Funeral of William Halliburton.

The remains of William Halliburton will arrive on the noon train to-morrow, and the funeral will take place to-morrow afternoon at 3 o'clock, from Trinity Church. The community invited to attend.

False Pretense.

A warrant was issued to-day for B. Price to answer the charge of obtaining money under false pretense. It is said that Price passed an advertising bill in imitation of a \$100 bill of money, upon the clerk at Vickers' bar, at Hickstown, and obtained therefor one pint of liquor and ninety-nine dollars and seventy-five cents in good money. Price had not been found at our latest advice.

Assignment.

We were surprised to learn this morning that Messrs. Bowers & Arndell, dealers in dry goods, had made an assignment. Mr. B. W. Matthews is the assignee. The preferred credits amount to over five thousand dollars. Twenty-five hundred dollars of this amount is for balance due Mr. Matthews upon real estate of three thousand dollars value, recently purchased by the firm, upon which five hundred dollars has been paid. Mr. Bowers recently returned from the North, where he went to purchase a spring and summer stock.

\$25,000 Lost in a Blizzard.

We have heard it stated that Mr. Robinson said on last Thursday, standing on Peabody street looking westward: "I would give \$25,000 for the privilege of running my railroad up this street." This was Thursday evening. Saturday night brought a severe blizzard, and five of our reputable City Aldermen met and voted the franchise worth, according to Mr. Robinson's own statement, \$25,000, free gratis and for nothing, besides enforcing damages amounting to thousands of dollars upon the property of some of our best citizens. Our advice is to resist the innovation until the "judiciary is exhausted."

How Is It?

If a man locates in Durham and makes "our people his people," and spends his money developing our resources, why is it that there are to be found those of us willing to take what a Durhamite native, and to the manor born, accumulates and divide it out to strangers, and that too, without giving the Durhamite a chance? Fie, for shame! Keep on, gentlemen, and you will find these persons you treat so rudely, looking elsewhere for investments. You may form Chambers of Commerce and Industry every day of the week, but when it comes to this, that a citizen, when he lies down to peaceful slumbers, after a day of honest toil, is not certain but that to-morrow's sun will show him property damaged by the *hasty action* of the powers that be, rest assured that those persons who can, will think of the field before investing their money, where they are not consulted about when it is to be damaged.

The Proposition Has One Merit, to Say the Least of It.

Suppose now, right of way be voted the Lynchburg & Durham Railroad to run up Ramseur street to Dillard, thence up Dillard to Main, thence up Main. We know not what a stormy Saturday night may bring forth these days, but we do know that the above proposition has at least one merit that last Saturday night's proceedings are wholly destitute of, to wit: The owners of property along the supposed route have a chance to say whether or not they will be damaged, and whether or not they will consent to it. Bill Arp said, during the war: "Take all my relations and put them in the front, fight to the last man and the last ditch, but don't force me to go."

The liberal spirit that Bill manifested toward his kinsfolk seems to have permeated the breast and actuated the voting of our worthy City Aldermen, Saturday night last, when they exhibited such wonderful liberality with other people's rights and property. Our idea has been heretofore that our Board of Aldermen were the custodians of our rights and privileges, even to the humblest of our citizens.

Business Men in Council.

We are gratified to be able to report that the meeting held yesterday afternoon, for the purpose of organizing our business men into an association for the promotion of Durham's welfare, was a success. A large number of representative business men assembled at the appointed time, and it was evident from the deep earnestness manifested that they had come together to work for the upbuilding of Durham.

Mr. W. E. Foster was called to the chair, and Mr. J. J. Mackay was requested to act as secretary.

On motion of Mr. J. S. Carr, a committee of five was appointed on permanent organization.

The chair appointed Messrs. J. S. Carr, R. D. Blacknall, S. F. Tomlinson, J. S. Manning and Leo D. Heatt as said committee.

The Chamber of Commerce and Industry was adopted as the name of the organization.

The membership is to be composed of white persons, of good moral standing over twenty years of age.

The membership fee was fixed at 50 cents.

About forty persons enrolled their names and paid the entrance fee. The following officers were chosen for the first term:

President—W. E. Foster.
1st Vice President—L. W. Wise.
2d Vice President—J. W. Jones.
Secretary and Treasurer—H. E. Seeman.

Executive Committee—J. S. Carr, S. F. Tomlinson, J. T. French, A. E. Lloyd, E. J. Parrish, G. C. Farthing, R. I. Rogers, C. C. Taylor.

The Executive Committee was requested to draft constitution and by-laws and report at the next meeting, to be held on Tuesday of next week.

The Visit to Raleigh.

The Durham Knights of Pythias went down to Raleigh yesterday evening, leaving here about 6:30, on a fraternal visit to Centre Lodge. The party was thirty-six in number, as follows:

J. H. Southgate, G. W. Watts, T. H. Martin, R. B. Boone, Albert Kramer, C. A. Jordan, R. W. B. Happer, J. P. Monroe, A. E. Lloyd, E. G. Lineberry, J. C. Burch, R. F. Whitehurst, C. E. Henry, J. C. Bowers, J. W. Markham, J. S. Burch, W. E. Foster, W. H. McCabe, R. E. Lyon, T. J. Lambe, W. L. Walker, W. R. Israel, L. D. Heatt, J. M. Manning, C. H. Norton, W. B. Allen, W. M. Yearby, J. H. Sneed, W. J. Exum, W. H. Belvin, J. D. Pridgen, P. H. Dalton, F. M. Carlton, T. J. Muse, W. A. Slater and T. J. Crews.

The Knights returned this morning, on the early train, and are loud in their praise of the hospitality of their Raleigh brethren. The *News & Observer* of this morning, gives the following account of the interesting occasion:

"Last night was an important occasion with the Knights of Pythias of Centre Lodge of this city and the Lodge of Durham. At 5 o'clock yesterday afternoon the Richmond and Danville railroad sent a special train to Durham, which brought to this city the members of the Jean Nicot Lodge of Durham, the party consisting of between forty and fifty members, with Chancellor Commander J. H. Southgate in charge.

"The visiting Lodge was received at the depot by a special committee of Centre Lodge of this city and escorted to the Castle Hall in the Bagley building, where speeches of welcome were made by Supreme Representatives E. G. Harrell, W. G. Separk, C. C.; C. W. Lambeth and other members of Centre Lodge. Responses were made by Messrs. Southgate and other members of the Durham Lodge.

"The special work of the evening was conferring the Amplified Knight's Rank of the Order, after which the visiting brethren were duly installed as Princess of the Grand Orient with all the imposing forms and ceremonies.

"The party was then escorted to Moseley's dining hall where a sumptuous lunch was served, after which the exercises of the evening were ended and the party returned home by their special train, having spent a most delightful evening."

Plant Photographs.

Mr. Thos. Devereux, of Raleigh, passed down the road to day.

Col. H. P. Jones, of Hillsboro, came down on the noon train to-day.

Mr. and Mrs. P. B. Cheek have two children quite sick, we are sorry to hear.

Hon. John Robinson, Commissioner of Agriculture, was on the east-bound train to-day.

Mr. John R. Morris, a very clever member of the grip sack fraternity, is in town this afternoon.

Col. E. J. Parrish went Pigeon River last night and will return with the remains of Mr. William Halliburton to-morrow.

Mr. Geo. Green, of New Berne, who has been spending a few days in town, returning from the North, left for home to-day.

Rev. W. B. Oliver, pastor of the Blackwell Baptist Church, left yesterday afternoon to assist in a protracted meeting at Hillsboro.

Mr. D. C. Parks and Maj. H. P. Jones, of Hillsboro, are in town to-day looking at our "Moonshine" railroad and smiling.

Mrs. Perkinson, of Richmond, Va., nee Miss Langhorne, of Lynchburg, Va., is visiting the family of our esteemed citizen, Mr. J. B. Cobb.

That Meeting.

Not only is the action of the Commissioners in the right of way matter condemned, but many of our people think the way was not right in which it was done. They are at a loss to understand the secrecy with which the meeting was guarded and the hasty action which transpired. "Public office is a public trust" and it occurs to us that the people have a right to know when the commissioners, who should be servants and not masters of the people, will meet and to attend those meetings if they see proper.

What was the situation in this instance? No public notice is given of the meeting and it is held on a dark, dreary Saturday night, with the wind howling almost a hurricane, and the sleet driving into the faces of pedestrians—a night when nothing short of urgent business should have induced a person to brave the elements of one of the most disagreeable nights in our history. We say we are at a loss to understand why it was of such vast importance that the Board should be suddenly called together at such a time and final action taken upon this matter that will tend to damage the property of our citizens thousands of dollars, and these same citizens utterly ignorant of what was going on.

There were present at this notable meeting, Mayor W. J. Christian, Commissioners, R. G. Lea, W. Duke, W. J. Corbett, J. W. Carleton and M. C. Herndon.

Commissioners T. D. Jones and S. F. Mangum were absent.

There were also present Messrs. W. W. Fuller and John Devereux, Jr., counsel for the Durham & Northern railroad and Mr. W. J. Exum, town attorney.

All of the Commissioners present voted for the resolutions, except Commissioner R. G. Lea, who wanted to postpone action in order to have time to give the matter due consideration. We understand now, however, that Mr. Lea approves the action.

Such is a brief synopsis of the blizzard meeting, at which franchise was given away to a railroad company to ruin one of our thoroughfares and entail great damage upon some of our citizens.

Another Stunner.

Verily do we live in a time of surprises. Yesterday there was commotion and astonishment over the action of the Board of Town Commissioners in so hastily granting the use of Peabody street, one of our principal thoroughfares, to the Durham & Northern railroad for the extension of their track. This morning the state of astonishment was intensified when it was found that the construction corps came, "like a thief in the night," and between the hours of midnight and daybreak had covered about half the distance of the right of way with cross ties and rails, and was still hard at work trying to cover the entire distance be-

fore legal action could be taken to call a halt. It seems that they "bit off more than they could chew," and about 9:30 this morning, Superintendent Bridgers, of the Richmond & Danville road, had secured a warrant for trespass, when a number of the workmen were put under arrest and the work stopped.

The force of sixty hands and six two-horse teams was put at work at 12 o'clock last night. There was no grading done, the track following the grade of the street, up and down hill, with very short curves in one or two places. Oh, it's a daisy! The mere sight of it is enough to shock any citizen who cares for the beauty and utility of our streets. When the work was stopped, rails had been laid nearly to Corcoran street and there were cross ties placed a short distance beyond this.

The warrant for trespass was made returnable before Esquire Angier at 2:30 o'clock, this afternoon. The case was called about that time, when counsel for the Durham & Northern stated that a civil action would most likely ensue and objected to the case being tried before Esquire Angier, as he was a director of the North Carolina railroad and would of necessity be a party to the action.

The Squire stated that if the matter would result in a civil suit he preferred not to try it, whereupon he withdrew and Justices W. T. Redmond and W. H. Wilkins were appointed to sit upon the case. The trial was in progress, at the court-house, when we closed our columns. Maj. W. A. Guthrie appears for the Richmond & Danville railroad and Mr. R. B. Boone for the Durham & Northern.

Views of Property Owners.

We interviewed a number of the property owners along the line of moonshine railroad and give below the substance of answers to our questions:

MR. S. R. CARRINGTON.
I own property on Peabody street. I had no intimation whatever that application would be made by the Durham & Northern for right of way. I knew nothing about it until I came down this morning and saw the track. I am decidedly of the opinion that property on the street is considerably damaged by the track. The street is ruined. Don't know what the Commissioners were thinking about. If I had been on the Board I would not have dared to vote for the franchise without consulting with the property-owners.

MR. S. R. MANGUM.
I am a member of the Board of Town Commissioners. Received notice Saturday afternoon of a called meeting of the Board for Saturday night. I did not go. Wish now I had gone. My father, Mr. W. Mangum, and myself own property on Peabody street, which, I think, is damaged by laying this track. I think it will keep people with teams from trading on this street. I think the street is damaged.

MR. S. F. TOMLINSON.
I am Secretary and Treasurer of the R. F. Morris & Son Manufacturing Co. Have not consulted with the Company and prefer not to express an opinion as to damage to property. I think the street is damaged. I was approached upon the subject on Saturday by Mr. John Devereux, Jr., attorney for the Durham & Northern. I told him we would not consent to the track being laid. I had no idea that immediate action was contemplated.

MR. V. BALLARD.
I am agent for Messrs. Blackwell & Carr, who own the Hotel Claiborn property. I am satisfied this property is damaged thousands of dollars. The damage to the street is very great.

MR. LUCIUS GREEN.
I can't tell what effect the action will have upon property. There is no doubt that it will injure the street.

ANOTHER GENTLEMAN
who is one of our leading business men and a capitalist, pointed to some property along the line of the track and remarked that he had thought of buying some of that property but he didn't want it with that track along side of it.