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## SOME PHASES OF THE EXTRA SESSION

Was Governor Glenn wise in calling an extra session of the Legislature? This question has been answered both affirmatively and negatively by the legislative body. It may be said that the nature of the answer depends largely on the attitude of the individual member to railroads and corporations in general. The radicals have but little confidence in the sincerity and good intentions of the railroads. It is therefore difficult for them to see that any new *modus vivendi* will be any better or worse than any previously established. They say that railroads have ever been haughty, defiant truce-breakers. Why give them fresh opportunity for further sinning, especially when the opportunity is born of consideration and concession on the part of the State? This is the view and the plea of the radical member who is much in evidence. The conservative has more confidence in railroads. While believing that these powerful agencies have at times over-riden their legitimate privileges and the inalienable rights of the State, he nevertheless yields large hospitality to the view that there is a place for good intentions in the mind even of a railroad, and that good morals and good business sense demand that due regard should be shown to such good intentions. As a rule, the rankest enemy of the railroad is the member who denounces most vigorously the action of the Governor in calling an extra session. As a rule, the calm, unbiased member who is most afraid of injustice either to the railroads or the State, feels that the extra session was necessary. Of course, there are exceptions to these two rules, but those exceptions are rare. We think that it will take at least five years for the various opinions to crystallize in one unbroken sentiment, and that the crystallized sentiment will be one of commendation for Governor Glenn and his counsellors in calling this extra session.

This page goes to press on Saturday before the Wednesday on which the Advocate is issued. Hence it is impossible for us to discuss the outcome of legislative action on the railroad question. The reader may, doubtless, see an outline of the outcome on the second editorial page which is to be filled later. A majority in the Senate is decidedly in favor of carrying out the Governor's recommendation. At the present writing, they seem to be at sea in the House as to what action to take. There is a manifest desire on the part of a large number to pass a bill, which while granting a two and one-half cent rate, will so hedge in and restrict the railroads as to keep them subdued and cowed and forestall the treading of any path which leads in the direction of the Federal Court. There are some men, chief among whom is the able Speaker, who will never forgive the Southern Railroad for carrying their case into a Federal Court, a refuge to which they had an inalienable right to flee. As we see it, the leading spirits in the House would be willing to swap high rates—even the former fares—for a high impregnable fence between the railroad and a Federal Judge.

Those newspapers which are insinuating that

ex-Governor Jarvis gave that strong pronouncement for State Prohibition because he is attorney for the Atlantic Coast Line and wished to divert the attention of the Legislature from a serious consideration of the railroad rate question, are doing one of the cruelest and most unworthy things known in our North Carolina journalism. The picture of that grand old statesman, standing in the light of life's sunset, and raising his eloquent voice in behalf of God and humanity, and silently and bravely receiving the shafts of bitterness and abuse from those who hate the cause which he represents, is one which should stir the heart of every good man. Shame on you, men of the Press!

Why are the temperance people of North Carolina rejoicing at present? Simply because they have received from the present Legislature a gift in the shape of an opportunity to go to the polls on May 26th and bury the saloon in North Carolina so deep as to preclude the slightest possibility of a resurrection. A majority of the members of the Legislature are temperance men, and we extend to that majority a vote of thanks. Why did the Legislature refuse to pass a bill placing the whole State at once under prohibition? Simply because it was deemed politically inexpedient. There surely was no political principle involved in the casting of the legislative votes. Some, it is true, argued that it is not right to deprive the dear people of the privilege of expressing their choice at the polls. There were few, however, who were really controlled by this consideration, for there must be in the mind of all the fresh memory of how in the passage of the Watts law a few years ago, the people in the rural sections were deprived of the privilege of expressing their choice at the polls. It was political expediency that passed the Watts Act. It was political expediency that chose to give us this time an election in May rather than immediate prohibition. The typical North Carolina Legislature is still subservient to politics. We are not charmed with the fact, yet we rejoice that the Legislature was willing to give us a chance to vote.

The Pine Level dispensary was abolished. This fact to many people in the State is not specially significant. They will look upon its abolition as one of the minor phases of legislative work. But to those who know how the Pine Level dispensary has been utterly debauching the prohibition towns and sections for forty miles around, the announcement that it has been put out of business forever means much, and there is great rejoicing in many a heart.

The personnel of the Legislature, while not above the average in ability, nevertheless compares with the dignity and standing of the State. There is proportionately a larger number of real leaders in the Senate than in the House. Consequently it may be said that there is a freer and more independent expression of views in the former body. Perhaps the most unique personality in either chamber is Moses Harshaw, the member

from Caldwell. Being a Republican, he is a "free lance," and his vivid and picturesque speeches never fail to crowd the chamber. He never says anything mean or vindictive, and he is very popular both among the Democrats and Republicans.

### EPWORTH ERA EDITORIALETTES.

The grippe has a strong hold upon the throats of the American people. It is the grip of a bold, bad spirit.

The death rate amongst infant children is said to be decreasing each year. So much have Christianity and science done for the race.

The little brown jug has found friends in unexpected places. Like the bigger devils, this little brown demon knows that he has but a little time.

The subsidized whiskey newspapers' jests at prohibition are pitiable, but they are indicative of the triumphs of enlightened public sentiment.

Nothing can be more fatal to one's usefulness than the feeling that the place in which duty or providence has placed him is too small for his talents. The surest way to advancement is to magnify the task in hand.

A prominent Pittsburg minister declares that the hod-carrier's wages have increased in recent years more than those of preachers. Low salaries are declared to be the chief cause of a dearth in the ministerial supply. Here is room for a laymen's "movement."

Our Government finds that it has to take up more cloth in finishing the Panama Canal. It will require two hundred millions for the work instead of one hundred and forty millions, as at first estimated. Very well, provided the money is honestly expended. It will be well spent.

The exacting laws being enacted by the different States on the matter of marriage and divorce indicate a rising tide of public sentiment. The marriage relation is at the bottom, and also at the top, of society. When that is weakened as an institution, the whole social fabric is weakened.

It is declared that the automobile craze has been about the worst that has struck America. It has bankrupted very many families of small means and large notions; it has demoralized the street traffic in large cities, and produced a kind of disease described as the "automobile heart," a species of nervousness caused by over-driving.

No one who can do so should fail to travel. Not globe-trotting is meant; but travel for the sake of study and self-development. For successful travel some preparation is needed. One should never visit for purposes of pleasure or mental profit any city, district, or country without first getting in mind a good understanding of what is to be seen.

A dispatch from Birmingham, Ala., gives information on interesting and important phases of the prohibition administration of that city. Criminal cases have fallen off nearly 75 per cent. The recorder's court is idle, the chain-gang has been decimated, and the few boot-leggers detected have been fined to the limit. These reports speak more loudly on the question as to whether or not prohibition prohibits than do columns of mouthings on personal rights, hypocrisy, and legislated virtue. These laws were meant to prohibit, and the people will see that they do.

That is a real friend who stands by you when all the world would forsake and despise.