

The High Point Enterprise.

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No. 50

Prominent Citizens Discuss Proposed Bond Issue

Mr. Editor:

I was pleased to read in Saturday's Enterprise your timely note of warning regarding the proposed railroad bond election as now being advertised. This is the most important question the taxpayers of High Point will have to decide for probably years to come and nothing should be left unsaid to bring the matter clearly before the people.

It will be readily conceded by practically every thoughtful business man of the community that there is absolutely no argument against High Point having a real live competing line of railroad such as the Seaboard Air Line or some other standard trunk line, not allied with the Southern Railway. Every property owner and voter of the city should gladly respond to the proposition and do all in his power to aid in bringing about this much desired result; but extreme caution should be exercised in the matter in order to know beyond the possibility of doubt that we are securing our money's worth when the transaction is completed.

In my humble opinion, the call for this \$100,000 bond election, issued by the Mayor and Board of Aldermen, as now being advertised, is entirely unwarranted and is not at all in accordance with the understanding of the citizens who signed the petitions for this road, circulated some weeks ago. The bond issue as proposed not only appears to be extravagant in the extreme, but does not guarantee to High Point the long sought for attainment—an active competing line of railroad. In delivering our bonds to the promoters of or builders of this road we have no guarantee whatsoever that a competing line will be maintained for any given time; but on the other hand the road may be sold out to the Southern Railway the very next day after the builders get possession of our bonds. The taxpayers will not endorse this proposition which in plain figures means this:

\$100,000 thirty year bonds, \$100,000. Premium from sale of same (minimum) \$5,000.

6 per cent. interest, thirty years, \$180,000.

Total, \$285,000.

Is not this quite a neat sum to pay for the privilege of learning that there are others smarter than we?

Why this haste in calling an election at this time to authorize the issuance of \$100,000 worth of 6 per cent. bonds, when by waiting for the legislature to meet in January we can secure a bill authorizing the issue at 4 per cent? If the promoters of the road are working in good faith and have the financial backing claimed why should High Point be called upon to burden the taxpayers with an enormous debt, with no assurance of profit except to a few? These questions must be satisfactorily answered before any bond issue can be voted.

A better proposition and one eminently fair to the city and the builders of the road alike, and as understood by the citizens who attended the mass meetings some weeks ago, would be about as follows: Secure a bill from the next legislature authorizing the city of High Point to vote an issue of \$100,000 thirty year 4 per cent. bonds. Deliver these bonds to the builders of the road when actual competitive connection is made at Wadesboro with the Seaboard Air Line and the Atlantic Coast Line and then only in exchange for \$100,000 worth of first mortgage bonds on the road, together with proper articles of agreement, providing that in the event this road should at any time in the future cease to be operated as a road as a real competing line, by reason of failure to operate the road at all, or by reason of being sold to, operated or controlled by, the Southern Railway, then in such event our bonds shall be returned to the city of High Point together with all interest paid by the city on same, upon surrender of course of the first mortgage bond held by the city. What would be the result? We would simply have the absolute guarantee of a satisfactory competing line for all time to come.

bonds and the satisfaction of knowing that we were far-sighted enough to properly protect the interests of our taxpayers.

This question is worthy of free and open discussion and the citizens have a right to be kept thoroughly posted on this and other important matters being handled by the city at this time.

Exclusive franchises are being granted probably without due consideration or legal advice and without profit or money consideration to the city. High Point is too good a town to give away valuable franchises and other such privileges and the future welfare of our city depends largely upon eminent legal investigation and advice relating to all important industrial movements, wherein taxpayers' interests are at stake. Let us have more light.

Yours truly,
Fred N. Tate.

\$322,000 in the Bond Proposition.

High Point needs another railroad and needs it badly. We are working under a handicap by having no competing line, but the proposition at present before us has in it no assurance of competition, but contains stupendous possibilities for graft. There is, I say, not even a promise of competition in the proposition. The promoters would have a perfect right to turn the road over to the Southern Railway the day it was completed, or as to that matter, they could begin negotiations with the Southern Railway the day the bonds are voted. Was not the Asheboro Railway given to the Southern Railway Company after our people had built it? Now, if Mr. Dee Allen and his associates are not willing and able to build a railway to Wadesboro, I want to know what assurance we have that they are willing or able to buck the Southern Railway Company if we put up \$322,000 as a nucleus for them to borrow money upon. They may then speculate, for we are putting up the dough and they would not have the incentive to be so watchful and cautious of the future of the road as they would be if they put up the nucleus or starting fund. With \$322,000 from the pockets of the taxpayers of High Point and other amounts secured along the line and invested in the worthless stock of the railroad it ought to be an easy matter to sell bonds and turn the road over to the Southern at a handsome sum for holders of preferred stocks, who would be Dee Allen and his associates most likely, for they would scarcely give High Point any preferred stock when they have not even proposed it. We would get common stock most likely, and it would, in all probability, be mightly common—indeed worth less than 5 cents on the dollar. Think of it, \$322,000 of our good money going for only \$5,000 in worthless stock. If the banks who want to handle these funds have one bit of confidence in this stock, let them show their faith by buying Carolina, Glenn Anna and Pee Dee Railway Company's common stock at 100 cents on the dollar. Or, perhaps Mr. "Taxpayer," who, in the Enterprise last Saturday, was urging us to vote for the subscription, could secure some of this common stock if he offers 100 cents on the dollar. If he is honest in his belief that it will soon be worth par let him show his faith by his individual cash going into that stock. It ought to be a good thing for lumber dealers, this new road, and it ought to look good to bankers who may handle the funds, but how any other citizen can favor the giving away of \$322,000 I can't see. I say \$322,000 for this reason: High Point bonds, bearing 6 per cent. ought easily to bring 115 and \$100,000 would bring \$115,000. N. C. 6's are today worth about \$180,000.

Bonds.....	\$100,000.00
In'est. 30 years at 6 p. c.....	180,000.00
Premium on bonds.....	15,000.00
In'est on prem. 30 yrs. 6 p.c.	27,000.00
Total val. of bonds to Rwy	\$322,000.00
Probable value of the Ry. stock for which we turn over the \$322,000.....	\$ 5,000.00

That may look good to lumber men and bankers, but what do you think of it, Taxpayer, if you get no graft? Taxpayer Who Gets no Graft. "Taxpayer" Also Speaks on Matter.

Mr. Editor: The people of High Point were surprised to read the order of the Mayor and Board of Aldermen of the City of High Point, calling an election to put the yoke of bondage on the necks of the people, when our city has already all the debts she can stand and it takes all the income from taxes to pay the interest on debts already contracted.

It is proposed to build a competing railroad to Wadesboro, but there is no guarantee that this road would be operated for even forty-eight hours as a competing line.

Another remarkable event in connection with this call was an article in last Saturday's Enterprise, from some one advising the people to vote in favor of this proposition, and in his explanation suggested 8 per cent. bonds instead of six per cent. The party writing this article surely is not a taxpayer. If so, why should he recommend so foolish a proposition? Our people should seriously consider this matter. There is danger ahead and unless the promoters will enter into an agreement with the city and furnish good and sufficient security, that the proposed road will be maintained as an independent and competing line for not less than 25 years—or better, until the maturity of the down the proposition. Let the Board of Aldermen rescind the call and save the people from unnecessary expense and bother of an election.

The people of High Point have too much good sense to assume a debt of \$100,000 with interest for thirty years amounting to \$280,000 and get nothing in return. We had better use such money in improving our streets and extending sewer lines to those who are now paying taxes and getting no benefits. "A Taxpayer."

The Enterprise was among the first to advocate the new railroad to Wadesboro and we would be highly pleased to see the conditions brought about that are needed here—competitive railroad rates. We are in favor of a bond issue, but we cannot support a measure for \$100,000, which gives not the slightest guarantee that these conditions that we are paying so handsomely to obtain will remain so. This is no new position for the Enterprise, because every man who was at the meetings held at the opera house will recall that the editor of the Enterprise called Mr. Dee Allen's attention to this proviso, and upon our motion the special committee was appointed to whom Mr. Dee Allen was to divulge his movements. We understand that other than giving the objective point of the terminal and other minor matters, no other guarantee was given. The Enterprise feels that it would be doing the town an injustice if it did not call the attention of the people to this important matter before the election on these bonds. We hope that the committee may be able to get the guarantee from the promoters before the election on these bonds. If there is not a guarantee such as first mortgage bonds for the \$100,000 we fear the proposition will fall at the polls. There is just this about it. The promoters of the railroad in case the competitive rates for which High Point is to give \$100,000 are ever done away with by a sale to the Southern with by a sale to the Southern then give us our money back and this arrangement can only be made satisfactorily in our opinion by first mortgage bonds.

Many a one who seems to us ordinary or commonplace is bearing heart breaking burdens with a heroism that would fill us with wonder and reverence if we could but get a glimpse into his inner life."

Fin's Cheer Plan to Proclaim Constitutional Assembly. VIBORG Finland, July 22.—Special.—Members of Douma who came here for the purpose of continuing their session following dissolution of Douma should take up the Carr's challenge by proclaiming that that country must have a constitutional assembly and regular election plan. The suggestion was received with cheers from all and was at once taken up for serious consideration. The Douma has asked for advice of Finland members on the question.

PEACE COMMISSION AT WORK.

Six Members of the Late Russian Douma Present. LONDON, July 22.—Special.—The 14th meeting of the inter-parliamentary peace commission was opened this morning in Westminster Hall of the House of Lords. Conference will continue in session three days. There are 650 representatives attending the conference from most of the world's parliaments, including six deputies of the Russian Douma.

Awful Crash of Trains—20 Dead, 20 Injured—Head on Collision Near Hamlet Between Fast Passenger and Fruit Trains.

Hamlet, July 23.—One of the most horrible railroad accidents occurred one mile from the town, in a deep railroad cut, on Sunday evening at 7:30. The Seaboard passenger train and an extra freight, a fast fruit train came together in a head on collision, demolishing the coach for colored people.

Thirty-five people were killed and a score or more injured. Both passenger coaches were overturned. The baggage car and second class car were piled in a heap of splintered timbers and both locomotives were converted into scrap iron. The passenger train was going at the rate of forty miles an hour, while the freight being a fruit train was also running at a high rate of speed.

Two white men and 18 negroes were killed; 20 people were injured. Engineer T. B. Lewis, of the passenger train and his colored fireman were both killed. The engineer of the freight train saved his life by jumping, but his negro fireman was killed.

The five white people and eighteen negroes who were injured were sent to Charlotte for treatment in the hospitals of that city. We have been unable so far to learn the names of the killed and injured.

Blame for the accident is placed upon the freight train, although the whole of the facts have not yet been found out. It is also stated on the other hand that the operator at Rockingham, for some unknown reason, failed to deliver the train order to the passenger train to meet the freight.

CHARLOTTE, July 23.—The report from Hamlet near which place the freight and passenger trains collided last night is to the effect that two white men and eighteen negroes were killed and about twenty injured.

TRAIN PLUNGES INTO LAKE

Nine Men and Train Crew Drowned in Washington State.

SPOKANE, Washington, July 24.—Special.—A report has reached here to the effect that engine, express car and smoking car of the Great Northern fast train westbound, left the tracks near Camden this State, and plunged down an embankment into Diamond lake. Cars were submerged and nine men who were in the smoker, together with the train crew are reported drowned.

THE GREAT DITCH

Many Bidders, But Few Secured Any of Them.

NEW YORK, July 24.—Special.—It is announced at the treasury department that 2,970 people bid for the new Panama Canal bonds, but only 78 put off high enough to secure any of them.

FRIENDS YEARLY GATHERING

Guilford College Making Preparations to Take Care of a Big Crowd. Guilford College, July 24.—The Yearly Meeting of Friends, will begin here August 8. The college is making preparations to entertain a large crowd and has already put in the water pipes on the campus to accommodate the people with plenty of ice water. Bud Brown will have charge of the restaurant during the meeting.

A Card. Mr. and Mrs. Lewis Harris desire to return thanks to friends and neighbors for expressions of kindness during their recent affliction.

THE LYERLY MURDER TOLD OF.

Interesting Testimony Taken in Salisbury—The Testimony if a Mulatto Lad Will Probably Send Nease Gillespie and Accomplices to the Gallows.

The State examined witnesses in Lyerly murder case, in Salisbury Saturday. It will be remembered that on the night of the 13th inst., at Barber's, Mr. Isaac Lyerly, his wife and two children, John and Alice, were found murdered with an axe or axes. Five negroes are charged with the crime. They are now in the Charlotte jail, having been removed there to escape lynching at the hands of an excited mob. The names of these negroes are Nease Gillespie, John Gillespie, his son; Henry Lee, Nease Gillespie's stepson; George Ervin and Jack Dillingham. Besides these, old Fannie, the wife of Nease Gillespie and Henry Mayhew, small but bright mulatto boy, grandson, of Nease, are detained in jail in Salisbury as witnesses.

Solicitor Hammer and attorneys T. F. Klutz and T. C. Lynn, examined the witnesses in a preliminary hearing.

From Mr. Bryant's interesting correspondence to the Charlotte Observer we conclude that the testimony of J. G. Lyerly and Miss Addie Lyerly, and Miss Mary Lyerly and others, nothing definite could be determined except the finding of the bodies and certain threats made by Nease Gillespie against Mr. Lyerly. These threats appear to have been in consequence of a dispute over a wheat crop which both men claimed.

The little mulatto, Henry Mahew, however, tells a story which attaches the crime definitely to two of the negroes at least, Nease Gillespie and Jack Dillingham.

Following is Henry's evidence as recorded by Mr. Bryant:

After the foregoing persons had had their say a small, bright faced, curly haired boy, with blue eyes and pretty features came in. He carried a little white, soiled hat in his hand. His lips twitched nervously, and he seemed uneasy. He looks more like his Anglo-Saxon father than he does his African mother. When asked who his father was he called the name of a well known white man.

"Do you like Nease Gillespie?" some one asked.

"No he has been mean to me," was the quick reply.

Solicitor Hammer took Henry between his legs, pulled off his hat and patted him on the shoulders, saying: "Boy, we're not going to hurt you. Nobody wants to harm you. Now you must tell us all you know."

"Nease Gillespie beats me. He's my grandpa. He whipped me last Friday. Pa (meaning Nease) and John met Henry Lee and Jack at the branch, this side of Mr. Ike's, Friday night. That's what pa and John said when they came back. Pa said that he didn't care what they did with him after he had done what he wanted to do. Maw, old Fannie, asked paw where he was going and he said 'It's none of your business, but you'll know when I come back.' She said no more. Paw and John came back before day. I was in bed with maw.

"When paw and John came in they set down by the fire and maw asked paw where he had been and he said: 'G—d— it, I've been down to old Ike Lyerly's. I G—, I went down there and killed them. I told you I was going to kill the man so, by G—, I did.'

"It skeered maw nearly to death when paw said that. John didn't say nothing. Jack and paw did it. Paw said that Jack's wife held the lamp. All met at the branch. Paw took his axe with him. I saw him get it. He washed it off at the branch but there was a speck of blood left on the pole. He and John said they washed it. We saw the axe the next morning and there was blood on it. Paw said he killed Mr. Ike and Miss Gussie (Mrs. Lyerly) and Jack killed John and Alice.

"Maw never asked no more, for she was skeered.

Jack used Mr. Ike's axe. He and Mr. Ike fell out about a horse. Paw and John said they set the bed afire. "Before day paw put his old overalls with John's in a bed tick of straw and burned them. He burned his shirts too. We saw them burning them. They burned them because they had blood on them. Blood was all over the shirts and the overalls.

"I left home early that morning and told Mr. Mann Walton that paw had

THE HAMLET R. R. HORROR

Details of the Awful Catastrophe Where a Passenger and Freight Train Collided.

Details of the awful catastrophe near Hamlet, where a passenger train and a freight train collided on Sunday evening show that 20 were killed outright and two others died on the way to Charlotte. The injured number 46.

The Rockingham operator upon whom the blame was first placed claims that he received orders but they were annulled by the railroad authorities in Raleigh. The Corporation Commission are at Hamlet and will make investigation of this sad affair which appears to have been the result of criminal carelessness.

Following is a list of the dead: F. B. LEWIS, engineer of passenger train, Hamlet.

H. S. BYRD, baggage-master, Phoenix.

- THOMAS HILL, fireman, colored.
- WATT BOGGAN, porter, colored.
- REV. THOMAS JONES, colored.
- GILBERT M'FADEN, colored.
- SANDY CAPLES and wife, colored.
- GERT HARRINGTON'S baby, col.
- ESTHER DUPREE, colored.
- MARY LAND, colored.
- MARY BELL, and child, colored.
- HANNIBAL M'NAIR and child, col.
- GEORGE M'LAURIN, colored.
- JUNE RUSSELL, colored.
- BRINKER RUSSELL, colored.

Besides these there were two men unidentified.

Following are the injured: White—J. O. Bundy, engineer of freight; Judge W. B. Council, Hickory; Capt. J. D. Bowen, Wilmington; G. S. Brighton, Rockingham; George Cross, Raleigh.

Colored—George Morgan, Cicero Thomas and wife, Oscar Leak, Oscar Thomas, Berth Arrington, Rich Douglass, May Douglass, Ivor Oxen, Frank Scott, Jim Odom, Fanny Leak, Betty McFadden, Octavia Jackson, James Stewart, Henry Stomart, Carrie McNair, Percy Clark, Ed Radcliff, Jim Radcliff, Rich Morgan, Joseph Stewart, Vic Freeman, an unknown woman and an unknown child.

The fact that so many negroes were killed is due to the telescoping of the Jim Crow car.

Mrs. Highflyer—Do you care for candelabra?

Mrs. Newrich—Canned alabra? I ain't never et none.

had killed Mr. Ike and Miss Gussie." "Do you know where you would go if you were to tell a story, Henry?" asked Solicitor Hammer.

"Yes sir, to the bad place," answered Henry.

"Who made you?"

"The Lord," was the ready reply.

"Paw said they threw the lamp in the brier patch. I saw a church lamp at Jack's house the day maw and me went down there."

The boy started when Mr. Hammer called to some one in a loud voice and said: "They're not going to hurt me, are they?"

He was assured by a number of his country acquaintances that he would be all right if he told the truth.

"I saw the lamp on the mantel piece and paw said that they threw it into a brier thicket."

This little negro tells a most interesting story. His words are full of meaning and the State must rely largely on what he says to convict the negroes who are now imprisoned in the Charlotte jail. Henry is disposed to tell too much but his story yesterday tallies, in the main, with the one he told the day after the murder at the coroner's inquest. He is smart and very bright. If his story is true Nease Gillespie, John, Henry George Ervin and Jack and his wife will hang. No half grown boy ever had more responsibility resting upon him. It is a question of life or death.

From the old half crazy hag, Fannie, wife of Nease Gillespie, nothing could be learned. She says she has been ill-treated by her husband, but will tell nothing on him. She defies the law, and denies what she had already told well-known citizens about the affair. With the shrewdness of a witch, she puzzled the lawyers. Although she was lying and was caught in many instances, she could not be persuaded to tell what she knows. It is difficult to determine whether she knew of the murder before it occurred. If she did, it is open to belief that she was terrorized by her husband.