

THE ALAMANCE GLEANER,

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NO. 1.

THE GLEANER

PUBLISHED WEEKLY BY
E. S. PARKER
Graham, N. C.

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GOV. JARVIS' ADDRESS.

EXECUTIVE OFFICE,
RALEIGH, February, 21st, 1880.

To the People of North Carolina:

I have to-day exercised the very responsible power vested in me by the Constitution and Laws of North Carolina, in convening the General Assembly in extra session. The purpose for which the extra session is called is to consider a proposition made by W. J. Best, J. N. Tappan, W. R. Grace and J. D. Fish for the purchase of the State's interest in and the speedy completion of the Western North Carolina Railroad. That road, as will be seen by a glance at the map, begins at Salisbury and runs west to Asheville, a distance of 148 miles, to which point it is now practically finished. At Asheville the road forks, one branch running off to the Northwest with the French Broad River to a place called Paint Rock, very close to the Tennessee line, and distant from Asheville 45 miles. The other, or main line, the one commonly known as the Ducktown line, runs from Asheville southwesterly for 135 miles through the counties of Buncombe, Haywood, Jackson, Macon, Swain, Graham and Cherokee to Murphy, the county seat of Cherokee, the extreme western county in the State. Beyond the North Carolina line, and some eighteen or twenty miles from Murphy, in the direct line to Chattanooga, the great railroad centre of the South and West, is Ducktown. It will be seen, therefore, that of this road

which private individuals propose to buy and complete, there are now 148 miles completed and 200 miles incomplete. It was not proper to do so in my Proclamation, but I deem it due to myself now and to you, that I should detail to you my connection with the proposition for the sale of your property, the proposition itself, and the character and standing of the parties making it, and my reasons for my course.

My connection with the matter in brief, is as follows.

HISTORY OF THE NEGOTIATION.

On the eighth day of January last, Mr. W. J. Best, of the city of New York, came to Raleigh, and submitted to the Board of Directors of the Western North Carolina Railroad, then in session, a proposition to purchase the State's interest in said Road, and to complete the same. I was not present at any of the sessions of the Board, but was informed, by a copy of a resolution sent to me immediately after their adjournment, that they had declined to entertain the proposition. On Saturday evening, January the tenth, Mr. Best submitted to me for my consideration, in the presence of the State Treasurer and of the Secretary of State, a proposition of the same general import as the one previously submitted to the Board of Directors, but differing from the former, as is stated, in that he then proposed to give the State \$150,000 of the first mortgage bonds of the new corporation, instead of the \$550,000 of stock offered to the Board of Directors. I stated to him that the \$150,000 would not cover the expenditures made by the State on the road since its purchase and suggested several other changes, all of which I regarded to the advantage of the State. The proposition, with these changes inserted, was re-written and, together with Mr. Best's letter, placed on file in the Executive Office. Believing the matter to be of such importance as to require my immediate, patient and earnest investigation, I at once addressed myself to its consideration.

At the same time that the proposition was filed, Mr. Best placed with me also letters from the Senators and members of Congress of North Carolina, approving in general terms his offer. On the 13th day of January, after I had considered well the proposition, I wrote Mr. Best a letter, saying that the amount of first mortgage bonds must be \$550,000, and suggested certain other important amendments, looking to a better protection of

the State's interest and better guarantees for the certain completion of the road. To this letter Mr. Best replied on the 19th day of January, assenting to all the proposed changes except one. On the 29th day of January he returned to the city of Raleigh, and on the next day in the presence of Dr. J. M. Worth, State Treasurer, Col. Wm. L. Saunders, Secretary of State, R. H. Battle, Jr., Esq., and Col. Junius I. Scales, of the Board of Directors, and C. M. Cooke, Esq., of the Board of Internal Improvements, he went over his whole proposition with me. Several additional amendments were then insisted upon and were accepted by him. He then left the city to visit the line of the railroad, and while at Salisbury had a corrected copy of the proposition sent to me by mail. As our members of Congress had written to me in general terms approving the sale of the road, I thought it but courteous and fair to them, and due to myself, that before taking any decisive action I should submit to them the proposition as amended, and take their opinions as to whether it was such an one as to authorize me to call a special session of the Legislature for its consideration. It was for this purpose and no other that I went to Washington.

Before leaving Raleigh I carefully read the proposition sent me by Mr. Best from Salisbury, and I saw two other changes that could be made therein to the further advantage of the State. I thereupon at once telegraphed Maj. Wilson, the President of the Western N. C. Railroad, at Morganton, to Jura Mr. Best back from Asheville, and requested them both to meet me at Greensboro, prepared to go on with me to Washington. They met me as requested, and on the way I called Mr. Best's attention to the amendments I desired. One of these amendments requires him to commence paying interest on the \$550,000 first mortgage bonds on the day that the General Assembly shall adopt his offer, instead of on the first day of May, as set forth in his proposition. If the contract should be agreed upon about the middle of March, this amendment would make a difference of over \$7,000 in favor of the State. The other change required an additional guarantee for the completion of the main line to Ducktown. After some hesitation, Mr. Best yielded his assent to these changes.

I arrived in Washington on Thursday, and on that night the North Carolina delegation in Congress, accompanied by Gen. James Madison Leach, and Col. F. E. Shoher (one of the Board of Directors) had a consultation with me at the Metropolitan Hotel, at which Mr. Best and President Wilson were present. The proposition was read over and discussed, making more explicit a portion that some of the delegation thought indefinite. The conference ended at a late hour with the understanding that I was to have these changes properly made and inserted, and that another session would be held on the next night. I was engaged during the greater part of the next day (Friday) in drawing out with great care these proposed changes and in transposing some of the sections so as to make the proposition as explicit as possible.

On Friday night these gentlemen again met me in conference, read over the proposition carefully, and addressed me letters approving it and recommending the convening of the Legislature in extra session to pass upon it. Before I left for Washington, I had requested Maj. Wilson to call together the Board of Directors of the W. N. C. R. R. to meet in the city of Raleigh on the 10th February, and I had called a meeting of the Board of Internal Improvements at the same time and place.

On the assembling of the Board of Directors, all being present except Col. Shoher, I submitted to them for their consideration the proposition as now perfected. On the next day I was informed by a letter from the Secretary of the Board that six of its members were opposed to calling an extra session of the Legislature to consider and pass upon the proposition, and that five members favored such a call. On the same afternoon I submitted the proposition to the Board of Internal Improvements, which body was equally divided upon the subject. Among those on both Boards opposing the assembling of the Legislature are some of the best men of the State, for whose opinions upon that or any other subject I have the very highest regard. But my duty was to me so plain that I could not let this vital matter rest there. On the 12th day of February I addressed a communication to Dr. J. M. Worth, the State Treasurer, giving him the names of all the gentlemen who were parties to the proposition (which names Mr. Best had furnished me), and requested him to proceed to New York at once to investigate their financial and moral stand-

ing, and to report the same to me by letter as early as possible. At Dr. Worth's request, I telegraphed to Hon. Jos. J. Davis to accompany him to New York and assist him in the investigation. I also requested Col. W. E. Anderson, President of the Citizens National Bank of this place, to make similar inquiries for me, which he did through his correspondents in New York.

Dr. Worth reports that he is perfectly satisfied that Mr. Best and his associates [W. R. Grace, J. N. Tappan and J. D. Fish] possess the financial ability to fulfill the contract submitted to you by them, and that their personal character and standing is such as to give positive assurance that they honestly intend to carry out any contract they may enter into.

Mr. Davis reports that Messrs. James D. Fish, W. R. Grace and J. N. Tappan, "are gentlemen of large means, and all of them gentlemen of high character, commanding the confidence of business men."

Col Anderson reports that the sources from which he derived his information are varied and of the very highest respectability in New York City, and they all agree that these are men who would not intentionally enter upon any undertaking which would involve their good names, or which they might not be able to carry out.

I thereupon at once submitted the proposition, my letter books, and the reports made to me by the gentlemen above named, to the Council of State, and asked their advice as to whether the General Assembly ought to be convened in extra-session. I am informed by the Council of State that they are unanimous in advising an extra session of the General Assembly to consider the proposition for the purchase of the Railroad, and in accordance with this advice I have issued my proclamation as the Law directs.

I have exercised all the intelligence, patience and care that I possess, in conducting the negotiations, and in throwing all possible safeguards around the interests of the State. I felt obliged, in justice to the parties contemplating the purchase, while the negotiation was in progress, not to make it public; but now that I have reached the conclusion, so far as I am concerned I desire that the speediest, greatest and most detailed publicity be given to it. For this purpose I have caused a thousand copies of the proposition to be printed and sent out—one to each member of the General Assembly, Sheriff, Register of Deeds and Clerk of the Superior Court and to every newspaper in the State. Any information that I have on this important subject will be freely given to any citizen of North Carolina who shall desire it, and my letter books are open for inspection.

THE PROPOSITION.

The proposition of Mr. Best and his associates as perfected, briefly stated, is this: The State, through its proper commissioners, is to make a deed, without any warranty of title, to Mr. Best and his associates for the State's interest in the Western North Carolina Railroad. This deed is not to be delivered to the purchasers until the railroad is completed both to Ducktown and Paint Rock, nor until all other stipulations of their contract are performed; but until then it is to be held in trust by the United States Trust Company of New York, upon the following conditions:

If the road is completed as agreed upon in the contract and all the other conditions therein stipulated are faithfully performed, the deed is to be delivered to the purchasers; but if they fail in any one the grant becomes void, the property reverts to the State, the United States Trust Company is to re-deliver to the State the deed and all papers pertaining thereto, and the State re-enters at once into the possession, control and ownership of the entire property.

Before the delivery of this deed to the United States Trust Company, the purchasers are to enter into a contract, binding themselves, their executors, administrators and assigns, to build the Branch Railroad to Paint Rock by July 1st, 1881 the Ducktown line as far as Pigeon river, by the same time, and to complete the Ducktown line by January 1st, 1885. From the day the act authorizing the sale is ratified, the purchasers are to pay all the interest on the \$550,000 mortgage bonds which the State is now paying, and are in due time to take up and cancel the said bonds.

The purchasers are to have the right to mortgage any mile of the said W. N. C. R. R. that has been completed and is in operation, to the extent of \$15,000 per mile, but the aggregate amount of these mortgage bonds shall include the \$550,000 heretofore issued, until these later bonds shall be cancelled. Of these bonds issued by the purchasers they are to deliver to the State Treasury \$550,000 to reimburse the State for its expenditures made since the purchase of the road in 1875. The mortgage to be made by the purchasers is to contain a condition that it cannot be foreclosed until the railroad is completed both to Paint Rock and to Murphy, in Cherokee county, and this condition is to be explicitly stated in the body of all the mortgage bonds, so that no defalcation in the payment of interest or anything else can work a sale of the railroad until it is completed. If the parties shall fail their contract, the remedy is two fold. First, the State has legal right and the ability to enforce its performance.

But if from any cause it shall become impracticable or inexpedient to enforce its performance, the railroad again becomes the property of the State, which takes that part from Salisbury to Paint Rock with all the rolling stock and equipment free and discharge of all mortgage lien or encumbrance, of any and every kind, in favor of the purchasers or of any other person or corporation, except the \$550,000 now on it, and the actual expenditures made by the purchasers in the construction, repair and equipment of the said road, and not to exceed in the aggregate \$850,000. But this lien or indebtedness shall not be due, or in any manner collectible, until the completion of the Ducktown line to Murphy.

So that whatever money the purchasers shall have expended upon the work will be absolutely forfeited unless the road shall be completed both to Murphy and to Paint Rock. If, therefore, the purchasers build the Paint Rock branch and stop there, the State will take possession of the railroad, which is reasonably estimated to be worth \$3,000,000. The only encumbrance upon it will be the \$850,000 which is now a lien upon it, and which will be due in 1890, and the amount expended, not to exceed \$850,000 which latter amount will not be due until the Ducktown line is completed to Murphy, and if the road shall never be completed to Murphy this amount will never be due. It will be seen, therefore, that unless the purchasers build the road to Ducktown, the State will get a completed road, said to be worth \$3,000,000 cash, for \$850,000.

The proposition also contains a provision that the said purchasers, in the matter of transportation, shall not discriminate against any North Carolina city or town, or against any one North Carolina city or town over another. The State is to hire to the purchasers—not give them—five hundred convicts, for which they are to pay to the State \$125 each per year, amounting in the aggregate to \$62,500 annually for five years, or \$312,500 in all.

REASON FOR THE CALLED SESSION.

The reasons that have influenced me to convene the General Assembly in extra session, are—

First. The Western North Carolina Railroad belongs to the people of North Carolina. It has been built up to its present condition by your money, it is slowly progressing towards completion by the aid you give it, and surely you will have the right to say whether you will sell it to those who will complete it, or will continue to be taxed for its construction.

Second. Under the existing laws, the appropriations for the building of the road, to be paid in cash out of the State Treasury annually, are: for interest on the first mortgage bonds \$59,500; for the purchase of iron and material \$70,000; and for the support of convicts, about \$45,000—making in all \$174,500. To collect this money and place it in the Treasury the Sheriff gets 3 per cent commission, amounting to \$8,725 which added to \$174,500, the amount collected, makes 183,000, in money collected out of your property every year.

Third. The taxable property of the State is \$157,967, 481. To raise \$183,000, therefore, out of this property, requires a tax of 12 cents on every \$100 worth of property. It is a simple matter of calculation for each tax-payer to know the exact sum he pays annually, and will continue to pay, if you decline to sell the road and decide to go on with the work yourselves.

Fourth. The price to be paid for the convicts, that is to say \$62,000 a year, or \$312,500 a head, payable quarterly in cash, will entirely relieve you of the burden of the maintenance of 500 convicts.

Fifth. I think you have a right to the opportunity of saying, through the Legislature, whether you will relieve yourselves entirely of this burden, or whether you will use the money to hasten the completion of the Western Insane Asylum at Morganton, so that those of our fellow beings whom God has bereft of reason may be provided for with decent comforts, instead of languishing in our common jails.

Sixth. You have a right to say whether you will continue in force the existing laws or use the money now appropriated to this purpose for fostering public schools and the education of your children, in which so much has been left undone by North Carolina.

Seventh. You have a right to say whether or not this property shall pass from your hands into those of private capitalists, who will speedily complete both lines of this important railway with-out further burden to you.

Eighth. You have a right to say whether you are willing that these capitalists shall invest \$4,000,000 of their own money in developing, in the near future, one of the grandest and most important sections of your State; a section that bids fair to be the great mining camp of the Union, and whether this investment shall be followed by others almost equally as important.

Ninth. It is for you to say, whether your fellow-citizens of the West are again to be disappointed. For nearly a half century they have appealed to

you for help. For a quarter of a century you have responded to their appeals with all the means in your possession. During that time after expending millions you have been able of three hundred and forty miles of railway which you projected nearly thirty years ago, to complete only one hundred and forty, and the track upon the part completed is almost worn out. You have in your political conventions often pledged yourselves to complete the other two hundred miles, and appropriate legislation has been participated in by both parties to redeem this pledge. Private capitalists now offer to relieve you of this obligation. Whatever may be the speculation on that subject, who can say when another offer will be made? You are entitled to have an opportunity to accept this offer or to decide to run the risk of another.

Tenth. You have a right to say that you will keep your faith. Every plan yet suggested for the State to go on with the work without further taxation looks to the abandonment of the main or Ducktown line, and the completion of the branch to Paint Rock alone. Before your pledged faith is broken, you are entitled to the opportunity of accepting, if you desire, a proposition that will enable you to keep that faith, and to strengthen rather than loosen the bonds that binds the mountains to the plains.

COST OF THE CALLED SESSION.

Twelfth. This is the first offer you have had for the purchase of the road and for its completion by private means. It may or may not be the last. But if I knew absolutely that one equally advantageous would be made to the General Assembly at its regular session next year, I would still deem it my duty to place it in your power to act now. The extra session, I find upon investigation, will cost you about \$13,000, detailed as follows:

170 members at \$4 per diem,	\$680
2 presiding officers, \$2 per diem ad-ditional,	16
7 clerks at \$3 per diem,	33
4 door-keepers at \$4 per diem,	16
4 servants at \$1.50 per diem,	6
5 pages at \$1 per diem,	5
Printing, fuel, lights, and stationery estimated at \$2 per diem (ample)	29

Total per diem, \$775

It is thought that ten days will be amply sufficient for the Legislature to pass upon this question. Then, ten days at \$775 per diem will aggregate, without mileage, \$7,750.00

To which add the mileage, taken from the Auditors book, 5,637.75

Total cost, \$13,387.75

This is less than one cent on each \$100 worth of property. To wait until next January means that the Sheriff shall collect of you for the railroad this year \$175,000; that is to say, twelve cents on the \$100 worth of property, the appropriations for the road being that amount. To act now rather than a year from now, will cost \$13,000, and save \$175,000. In other words, it will cost one cent on the \$100 worth of property, and save twelve cents. Now I think you have a right to say whether you desire to have that eleven cents collected this year or not, or what you will have done with it if collected.

Of the million and a quarter of people in your State I am the only one, on account of the position in which you have placed me, who can give you the power to answer these questions and exercise these rights for yourselves through your representatives, and to say what you will have done with this property and the money you are annually contributing to build it. After mature deliberation, I have determined, whether wisely or unwisely the future will demonstrate, to give you this opportunity. The way is now open to you, and it is for you to say what shall be done.

THOS. J. JARVIS,

Wedded Love—a True Friend.

(New Orleans Picaresque.)

"Make the bed easy, Mr. B," said old Uncle Abe to the undertaker, who was preparing the coffin for his aged wife. "Make the bed soft and easy, for her old bones are tender and soft, and a hard bed will hurt them." He forgot for a moment—that old, gray-haired man—that she was dead; that the old bones had done aching forever. Sixty-four years had she walked by his side, a true and loving wife. Sixty-four years! Just think of it in this age of divorce. Sixty-four years had they dwelt under the same sorrows of life, together mourned over the coffin of their first born; together rejoiced in the prosperity of their sons and daughters, and now she has left him alone. No wonder he forgot. Her loving hands had so long cared for him, for he had been the scold of the two. "Until death do us part," said the marriage service that had united them so many years ago. Death had parted them, but the love still survived. Tenderly had he cared for her all these years, and now tenderly did he watch the making of the last bed of this still loved wife. He had bravely braced the storm of life with her by his side, but now that she was gone he could not live, and in a few days they laid him by her side.

A little girl being asked on the first day of school how she liked her new teacher, replied: "I do not like her; she is just as zany to me as my mother."

NEW ADVERTISEMENTS.

SUPERIOR COURT.

Alamance County.

G. D. Cobb vs. Administrator of Estate of John, dec'd.

Heirs at law of Cynthia Young, Mch'da Job, Elizabeth Johnson, Ab'l Hobbs, Samuel Hobbs, Lewis Hobbs, Susan Barton, Robert A. Caneby, Emanuel Hinkle, Susan Hinkle, Andrew Hinkle & wife Laura, Elizabeth Lamb, Heirs of Frank Thomas, Heirs of Mch'da Job, Lizzie & John, G'ram Hinkle, Heirs of Vincent Ingle, Lewis Cable, Polly Job, Hannah Whitfield, Alexander Cable, Isabella Cable, Emily Lamb, Rastus Holt, Daniel Cable, Penella Hinkle, Savannah Storr, Edna Law, Valentine Cobb, Elizabeth Cobb, Israel Cobb, Zane A. Phillips, Isabella Robertson, Melissa Robertson, William Wright, Newton Wright, Israel Cable, Blanche Cable, Jane Cable, William Cable, Catherine Cable, Sam'l Cable, Milton J. Cable, William Cable and Heirs.

This is a special proceeding to sell land, for assets by G. D. Cobb, administrator of Israel Cable and if appearing to the satisfaction of the court that the heirs of Cynthia Young, names and sexes unknown, Elizabeth Johnson, Abel Hobbs Sam'l, Hobbs and Elizabeth Lamb, heirs of Frank Thomas, names and sexes unknown, heirs of Mch'da Job, Lizzie and John, G'ram Ingle, heirs of Vincent Ingle, Daniel Cable, Savannah Storr, Newton Wright and William Cable, all all necessary parties, to said proceedings, had appeared residents of this State, it is therefore ordered: That publication be made for them in THE ALAMANCE GLEANER, a newspaper published weekly, in the town of Graham, for six consecutive weeks in lieu of personal service of summons, and that if they fail to appear and answer or demur within twenty-one days, a decree pro confesso will be entered against them, which shall be final.

Done at office of Graham on the 26th day of Jan. 30, 1880.

ALAMANCE COUNTY.

Valuable Water Power For Sale.

The undersigned has a valuable water power on Big Alamance, three miles above Alamance Factory.

There is about an acre of land connected with it, and more to be had on reasonable terms, adjoining.

This power is improved to the extent of a saw mill and a first rate grist mill, both wheat and corn.

The power is ample for a cotton factory, there being sixteen feet head, and is the best power on Big Alamance.

It is just four miles south of Gibsonville, on the N. O. R. R. and there is a good public road all the way.

Terms moderate. Address for particulars, R. W. INGLE, Company Shops, N. C. or A. B. CHASE, Gibsonville, N. C.

1.38 '80.2m

North Carolina Presbyterian.

No efforts are spared to make this organ of the North Carolina Presbyterians both attractive and useful. To do this we present each a variety of moral and religious reading as well as news of the day, and we are confident that our paper will be read by old and young, rich and poor, elegant and laity, learned and unlearned. Our special aim is to publish a live paper.

Numbers among its correspondents Rev. Drs. Drury Lacy, J. Henry Smith, J. B. Adger, and A. W. Miller; Rev. Messrs. Jos. M. Atkinson, E. H. Harding, D. E. Jordan, J. Rimple, E. R. Powell, P. H. Dalton, L. C. Voss, H. G. Hill, W. S. Lacy, W. W. Phifer, F. H. Johnston, P. T. Pritch, R. Z. Johnston, S. H. Chester, J. W. Prinnor, S. M. Smith, R. C. Reed, J. M. Whaley; Prof. J. R. Blake; Mrs. Cornelia Phillips Spence, Mrs. H. M. Irwin, and many others.

Price \$2 66 a year. Address, J. W. McLAUGHLIN, Editor and Proprietor, Wilmington, N. C.

For your seed Irish potatoes—the finest you ever saw, go to

W. B. BRIGHT & MITCHELL.

1880

Who Shall Be President?

Who Shall Be Governor?

Take your County Paper, and then subscribe for

THE

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A Democratic Newspaper.

"THE OLD RELIABLE."

SAMUEL A. ASHE,

Editor and Owner.

DAILY, per annum, \$6.00

SEMI-WEEKLY, per annum, \$3.00

WEEKLY, per annum, \$3.00

Postmasters allowed a liberal commission on all new subscribers who obtain for THE OBSERVER.

Company Shops

DRUG STORE

I have very recently purchased, and filled the store house, formerly occupied by Dr. J. B. Murphy, with a fresh stock of

Drugs and Medicines

Also a handsome stock of fancy articles, and everything else generally found in a

First Class Drug Store

The services of an experienced Druggist have been employed, who will ALWAYS BE FOUND in the Drug Store. Don't forget to call and see us when at the Shops. And send your orders and prescriptions which will be carefully filled.

Wm. A. ERWIN.

Central Hotel

Greensboro, N. C.

SEYMOUR STEELE, PROPRIETOR

TERMS:—\$1.50 PER DAY

This house is conveniently located in the centre of the city, the rooms are large and well furnished, and the table is supplied with the best market affords.

Large Sample Rooms

Omnibus and Baggage Wagon meet all travelers