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Preaching at 11 A. M., and i P. M., every Sunday. Prayer meeting Wednesday night. G. F. SMITH, Pastor.

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Good Sample Room.

DEVELOPMENT

LARGE AREAS TO SETTLE,

Done by Railroads.

MUCH FOR THE STATE.

ENCOURAGES IMMIGRATION TO THE SOUTH

Lending Aid to New Enterprises Along its Line and Building up the Waste Places-Says Reduction of Rates Will Stop or Cripple This

Work.

News-Observer, Jan. 28th.

In the hearing of the rate question yesterday before the Railroad Commission Vice-President E. St. John, of the Seaboard Air Line system, read the following answer to the rule commanding him to explored. show cause why the passenger rates over his road should not be reduced. It is a most able and carefully prepared argument, and aside from its bearing upon the rate question, is of much value and interest to the people of North

here printed: Mr. Chairman and Gentlemen:-President Hoffman and other mileage. June 30th, 1896, ac. any given rate or sheet of rates. The average rate per mile per did, per gallon \$2.5 per case 1 des owners of railroads comprising cording to the report of the Inter- They may tell you they are named passenger received by all roads in quarts \$3 mg your State. I desire to enter a total mileage of the railroads in it, and this is as intelligent an ending June 30th. 1810, was assid ten quartage on modest and most respectful pro. the United States was 132,776 63; explanation as can be made. In 02 019-1,000 cent, and the average Post Sherry, Catawaa Blackberry test against a reduction, at this time, of passenger rates, by your 494.8; or 1.91 per cent.; of Iowa ted to a hundred men of admitted operated by the Seaboard Air Line Pabet Milwauker Herr per rate. honorable board.

Carolina. For this reason it is

the interests which I have the Union in 1876, only twenty two criticism or proposed amendment." Seaboard and Roanoke, 09 751. French Brandy bonor to represent, but the inter- years ago, had at that time a rail- "It is easy to say that rates 1,000 cent; Raleigh and Gaston No charge for casing Jags Nem

monstrated to be facts.

it costs less to carry passengers in certain States—North Carolina included—than it did some years cluded—than it did some years ago, is a fallacy. The cost has the people and railroads are idenincreased. Passenger coaches tical and it is a singular fact dition which can make it possible more comfortable, and that your theme along that a street to the beginning and it. have been improved and cost more than they did in former years; which every one must have noted that when prosperity comes to one, and other expenses for maintennage, and to the accomplishment of this leth lay of December 1887. wages have by no means percepti- it comes also to the other, and ance as now-will be given when these ends we ask you to unite with a comes also to the other, and bly decreased, but on the other when adversity comes to one, the the population has increased many ours, your very best efforts. hand, the educated or skilled la- other becomes depressed, it being times its present numbers. bor, required to manipulate the various devices used upon passen
if we are to accomplish the great
li we are to accomplish the great
if we are to accomplish the greatpeople or railroad, improved sta- both. tion accommodations The de- The aggregate mand for added and improved train service, with an increased number of stops, and faster time. is constantly pressed upon all managers of railways. This necessitates heavier engines, heavier rails, constant expenditures for ballast and other improvements upon the roadway, the reduction With bonds rep-J P Massenburg Propr of grades, the filling of trestles, the elimination of dangerous And stocks cured, and the desired end accom- | tion paid no dividends. plished. Are not these improve-

capitalization

and funded

debt of the

railroads of

this country

on June 30th,

1896, amount-

resenting

materially increased. other States to make a people rich, miles to earn one ceut. The aver, the conditions are unfavorable. it remains largely undeveloped, age profit, therefore, was less than Now, it is generally known, I

Admitted to the Union in 1789, and unloading it) one mile." tion averaging only thirty three 1890, state as follows:

dent, and if so, is it not true that States carried over 3,000,000,000 the accommodation of passenrailroads in the South, requiring passengers one mile. They also gers, etc., etc., but the present may behold the beavenly city. so much to bring them up to any- carried 95,000,000,000 tons of population hardly admits of the thing like the standard of rail- freight one mile. The total amount thought, for it barely meets in roads in other sections, should be paid in dividends on stock was revenue received, the necessities, carefully dealt with, until a very \$87,603,371—call it \$88,000,000. without serious thought of the much bigher excellence in their Of the total earnings of the rail- luxuries. physical condition is obtained, and | ways, about 70 per cent came from | Some persons conceive the idea Mr. St. John Thinks it Must be should not the people contribute freight service, and 30 per cent which is erroneous, that because thereto by paying reasonable rates from passenger service. Let us as | two thousand mile tickets are sold for transportation, in order that sume then that of the \$88,000,000 .- at the rate of two cents per mile, this desired result may be accom- 000 paid in dividends, 70 per cent, the same can be made for all. This plished? Cn nearly every rail- or \$61,600,000 was profit on freight is for non-transferable tickets-is road the passenger train mileage - service, and 226,400,000 was profit a wholesale rate and open to all. 1 e.-miles run by passenger on passenger service. Let us drop It is made on the same basis that SEABOARD AIR LINE IS DOING trains, has been increased to meet fractions and call it \$62,000,000 a merchant would make a less rate a public demand for rapid transit, from freight, and \$26,000 000 from for the sale of a thousand barrels with little promise or hope, of in- passengers. By dividing the pas- of flour for cash than he would for terms. Dwellings especially solicited creased business. To meet this senger profit into the number of a hundred; in fact the same prindemand for increased speed, ne- passengers carried (13,000,000, ciples govern largely or should holding positions of trust at small cost cessitates shorter trains and fewer | 000), we find that the railways bad govern in the management of rail. stops, which in turn, frequently to carry a passenger 500 miles in roads, and in the making of just necessitates added trains for local order to earn one dollar of profit, and reasonable rates, that pertain travel, which in the very nature -or five mlles to earn one cent | with legitimate and properly conof conditions does not and cannot The average profit, therefore, was ducted mercantile or commercial be expected to pay until such time less than two-tenths of one cent bouses. No business is more subas the population shall have very for carrying a passenger (and his ject to times of depression, result. North Carolina is a magnificent the freight profit into the freight accidents, etc., etc., and the re-State and unquestionably has a mileage (95,000,000,000) we find ductions in rates ordered to day. great future, but, as yet, while that the railways had to carry one under seemingly favorable condiembracing within her territory al- ton of freight 1,530 miles in order tiens, may sweep a corporation most everything which tends in to earn one dollar, or over fifteen into bankruptey to morrow, when

> she had at that time a population | The Railroad Commissioners of tainable. The long line must meet of about 393,000. To-day over a Kansas in their 8th annual report the rates of the short line of it

and one-half (33) persons to each "Rate making does not belong and this reduces in a measure the of the 50,705 square miles em- to the exact sciences, nor can it be rate per mile. In many Wester, braced within ber limits, and some- trusted safely to the forum of leg. States the laws classify railroads. thing over thirty per cent. of this islation. It is governed by no for passenger rate purposes, acis colored. Iowa, admitted to the fixed rule, determined by no cording to their passenger carn-Union in 1846, more than half a known principle. The most ex lings per mile, and when this class pergal in \$4 9. per case i dea quarte century later, exceeds her in popu- perienced traffic manager or expert sification is based upon roas in it As vice-president of the Seaboard lation by some hundred of thous- rate clerk, may be asked in vain undoubtedly is the most equitable old, per gain and per case I disease Air Line and the representative of ands, and largely so in railway for a rule or reason determining basis to be found. that system, and operated within state Commerce Commission, the because the commodity will bear the United States, for the year the railway mileage at this time judgment and knowledge on the in North Carolina for the same duen \$11 on per duen \$1 at I can but think such action was 8,521.5; or 4.66 per cent, and questions of transportation, and no year, ending June 30 h. 1896, was We carry at an times a complete stock would seriously affect, not only even Colorado admitted to the two of them will be found in per passenger, as follows:

requiring at the hand of every of back to those prevailing even portation, for it requires the sum of North Carolina.

ger trains, exact and naturally so, est possible good. There are large cent per mile, in very large num- and just rate, is to take its property. H. Kenroey, et al., we shall on Mod ay the a higher rate of compensation.
The laws of Congress, and of most

The laws of Congress States, demand the application of be a leading requirement. Capi
or popular event, and if I mistake right to receive a reasonable and humired the application of be a leading requirement. Capi
or popular event, and if I mistake right to receive a reasonable and humired the application of the sale, one third cash, leading requirement. safety appliances to all equipment, tal must be enlisted in its behalf not, the first rate of this kind just revenue, for the service per. Time fame its clear m freight and passenger, costing or we stand still as a nation. For was made for North Carolina at formed, is to deprive it of its propthousands upon thousands of dol- these enterprises and every other the time of the dedication of the erty without "due process of law." lars. Commissioners of railroads material development, capital and Soldiers' monument at Raleigh, sometimes order, we think, when labor are factors and must work and first named by the Seaboard the real requirements might be in close co-operation under laws, Air Line, at the argent request of delayed a little without injury to just to each and encouraging to the Ladies' Committee in charge. the Ladies' Committee in charge.
The result was gratifying to your city, and favorable to us, and undoubtedly to other companies, and it helped to swell the general receipts and add to the year's results; but such occasions are fraught with anxiety, for an accident at such a time—some times unavoidable—would take in its final senttlement perhaps the total sentings of the company for days, and possibly months. Railroads, and possibly months are city, and favorable to us, and undoubted to your claim on the matter por and possibly months. Railroads, and possibly months are company for days, and possibly months. Railroads, and possibly months are company for days, and possibly months. Railroads, and possibly months are company for days, and possibly months. Railroads, and possibly months are company for days, and possibly months. Railroads and possibly months are company for days, and one that I feel you recompletely and with the Registacy of Pranking mortisation to months and possible to mediate possible to mediate possible to mediate possibly day of the Registacy and provided in the Registacy of Pranking 4,517,872,063.00 and possibly months. Railroads, conclusions to be finally reached. Kearney Sheriff, to P. st. Allen, on the south 5,226,527,169.00 in North Carolina, are by no curves; steel bridges in place of and during the year ending on means completed railroads; in attention, beg to subscribe myself, west by Main street and the said homestead of and wooden ones, and heavier and date above mentioned, 16.26 per fact there are few, if any, in this stronger coaches, in order that the cent of this funded debt paid no country that may be said to be greatest speed consistent with interest to its owners and 70 per complete. Those in your State safety and comfort, may be se- cent of the total stock representa- are far from it-a perfect and complete railroad would compre-"The Statistician," a prominent hend for safety, comfort and speed, ments, pressed upon us so strenu- journal, gives the following inter- a double track, a well ballasted mous outlay of money, of the very compiled from the last report of steel bridges, reduction of grades, greatest importance, and is it not the Interstate Commerce Commis- the elimination of dangerous true that the securing of them sion, dated June 30th, 1897: "Last curves, and filling of trestles where adds to the insurance against acci- year, the railroads of the United possible, comfortable depots for

baggage) one mile By dividing tug from unfavorable crops, storms,

and, may I not truthfully say, un- one-fifteenth of a cent for carrying think, that rates ordered by legis. a ton of freight, (besides loading lative enactment or by Railroad Commissioners are not a ways obcentury later, we find her popula- for the year, ending December 1st, would secure that portion of the business to which it is entitled,

ests also of many if not all, rail- way mileage of 4,590.14, or 2.51 should be just and reasonable, and Railroad, 01 915-1,000 cent; Rail johns and kegs formished at rest roads traversing the State of North per cent. of the total—both Iowa only enough in the aggregate to eigh and Augusta Air Line Rail. We ship goods to any part of the Carolina; and in submitting my and Colorado exceeding North insure earnings sufficient to meet road, 01 776-1-000 cent; Durham low as any western or northern whole protest, may I not present for Carolina in railway mileage. cost of operation and mainten- and Northern Railroad, 02 617- sale whiskey house. your careful and kindly consider. Railroads have aided largely in ance, and a given rate of interest 1.009 cent; Carolina Central Rail. We han the no cheap recibed whisker ation a few statements easily de- the grand work of development, on the cost of the road and its road, (12 013 1.0 0) cent; Lessee going on throughout this land, equipment, but where is the man Georgia. Carolina and Northern The passenger business of a and in every State. We can hard- with wisdom to make such a rate Railway, 01 432-1,000 cent; or a railroad is in a very large sense ly realize the conditions which sheet. To do it, he must be pos- less average rate per mile, per -whatever its earnings may be would prevail without them, or sessed with a prophetic vision passenger, than is shown by many the most important business it is called upon to transact, in that it can be states of the Union would be and determine quantities of all the population is very much her estate are notified to pay the same at deals with the traveling public, placed, were we suddenly relegated commodities to be offered for trans greater per square mile than that once, and all pers as producing claims

and exacting observance of rules, kind, especially real estate values made to realize any given sum of and has been for some years past. This January 7th, 1854 promulgated for the movement of bave doubled and trebled in North money. The contingencies of op. engaged in the work of improving all trains, as shall enforce to the Carolina, as in every other State, eration, cost and amount of ton the railroad property within its greatest extent possible, every by their advent, and it is but fair age offered for carriage, are such control, and not only so, it has ex precaution adopted for the safety that proper returns should be that for any man to assume to tended, as it ever desires to do. By across of power conferred by a second comfort, and convienience of its every patron. Negligence, howevery patron. Negligence, however slight, is resented, and oftentimes results in damages which

Finally, to compel a railroad to You take my home, when you take

> the prop. That doth sustain my house; you

Thanking you sincerely for your east by Spring street, on the south west, by the

Your O'edient Servant. E. St. John.

For Infants and Children.

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Wine Co..

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Hairigh, A (

requiring at the hand of every of- back to those prevailing even portation, for it requires the sum of North Carolina.

ficial and employe such a careful thirty years ago. Values of all of quantity before a rate can be The Seaboard Air Line is now will be plead in bar of their recovery

the railroad company must pay, and cases can, I think, be cited where awards in contested suits have at least seemed excessive.

The perhaps popular idea that

The perhaps popular idea t

LAND SALE. By virtue of a power of sale contained in a

lot of Miss Mary Ann Spencer and on the north the said P. J. Brown, it being that part of said lot in excess of said homestead conveyed as aforesaid lying within the following boundsrice, to wit beginning at a point where the said lot joins the lot of Miss Mary Ann Spencer on Main street and running themse along said Main street stray two sell feet to a point where the line of said homestead intersec's Main street, thence along said line of said homestead in a streight line parallel with Noble street to Spring street, thence along said Notic street to Spring street, themce along said Spring street sixty two (ED) fact to a point where the said Spencer lot intersects Spring street, themce along said line of said Spencer iot to Main street the point of beginning, and containing about helf an acre, Sale made to satisfy said mortgage debt. This six day of February, 1888. FARMER M. HAWKINS, Mortgages, SPRULL & BUPFIN, Attorneys.



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> Winson reside and potents in the N rid Wredern Surch Carolina San road. At necessary, for all y Total At Michelly around &n a cult Tenn | Indianalla, and wer tern potota as Characta ! Sundays. At Greenalized with the Washington and Nothwestern Yestit-used Limited and the New York and Piorada Short Line with main line train his 13 for Dan risk, Richmond and intermemercion for Winston-Saleta oth also (counties Augusta, har etc.; favannah, Jacanon vice and all points in Florida. Screping our for Atlanta, Jackson, vice and at Charlotte with screping our for Augusta and Jackson commercia at helma for Payetteville and intermediate stations on the Wilson and Payetterize short Cut

boro and all points south North and fouth, filesping our Greenstore to Raisigh. From Guidsbore, Wilmington. Payetteville and all points in East tern Osroicas. From New York, Washington. Lynchburg, Danville Gramaboro, From Goldshoro and all points

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