

THE GREENSBORO PATRIOT.

VOL. 74

GREENSBORO, N. C., WEDNESDAY, DECEMBER 11, 1895.

NO. 50

THE PIEDMONT BANK

OF GREENSBORO, N. C.

Capital, \$70,000.00. Surplus, \$7,000.00.

J. M. WALKER, President. S. L. TROGDON, Vice-Pres. R. G. VAUGHN, Cashier.

DIRECTORS:

J. M. WALKER, Land Tobacco, of Beville & Walker. **H. S. HUNTER**, Wholesale Jobbing, of J. W. Scott & Co. **JOHN D. HARRIS**, United States Court. **ROBT. M. SLOAN**, Agency Southern Express Company. **W. W. COBB**, Cashier, of W. W. Cobb & Co. **W. H. WALKER**, Manufacturer of J. N. Wylie & Co. **DR. W. J. RICHARDSON**, President of Greensboro Female College. **DR. J. E. WYCHE**, Dentist.

PROFESSIONAL CARDS.

J. M. HAYS, M. D., GREENSBORO, N. C., Physician and Surgeon.

Dr. W. J. RICHARDSON, Office over Porter's Drug Store, GREENSBORO, N. C., Will practice in Medicine and Surgery in Greensboro and surrounding country.

Dr. J. E. WYCHE, DENTIST, Office in Savings Bank Building, South Elm street, Greensboro, N. C.

Dr. W. H. Wakefield, Now of Charlotte, will be in Greensboro at the McAdoo House on Friday, December 14th. PRACTICE LIMITED TO Eye, Ear, Nose and Throat.

SCHENCK & SCHENCK, ATTORNEYS AT LAW, Have opened a law office in the old Scott Building, 200 North Elm street, opposite the Court House, and will practice in the State and Federal Courts.

SHAW & SCALES, Attorneys at Law, GREENSBORO, N. C. Careful attention given to all business. Office in Wharton Building, No. 117, Court Square, Oct. 26, 1895.

Brick! Lime! Cement!
Brick! Lime! Cement!

Of best quality, at lowest prices, at Headquarters for all kinds of Building Materials.

Thos. Woodruff, Brick! Lime! Cement!
Brick! Lime! Cement!

POMONA HILL NURSERIES, Pomona, N. C. Two and one-half miles west of Greensboro, N. C.

THOSE INTERESTED IN FRUIT OR FLOWERS Are cordially invited to inspect our stock.

YOU CAN FIND Over one Million Fruit Trees, Vines, Evergreens, Shade Trees, Nuts, Roses, etc., in fact, everything usually kept in a first-class Nursery.

Three Green Houses Full of great variety of Flowers and Fruit Plants, Pot Roses for Spring planting a specialty.

LUMBER! When in need of Lumber call on our address.

WM. LOVE, Manufacturer of and dealer in all kinds of

ROUGH AND DRESSED LUMBER, Sash, Lath, Siding, Ceiling, Flooring, and all kinds of Building Materials.

Desirable Farm for Sale. A very desirable farm, with two-story eight room house, and other necessary out buildings, and a large orchard of best selection of fruit trees, etc. For terms and particulars apply to

In the temples of justice where I will have a fair chance with law and equity on my side.

RIGHT TO PREVENT REMOVAL OF CASES.

In my last article I showed by reference to cited cases in the Reports of the Supreme Court of the United States that FOREIGN CORPORATIONS had no right to operate a railroad in North Carolina; that it was only a privilege extended to them through the courtesy of the State and that the legislature of the State had the power to withdraw that privilege whenever it pleased to do so, or it might attach any conditions it pleased to the exercise of that privilege.

That the legislature had the power to pass a law that no foreign corporation, either railroad, insurance or other kind, should exercise any of its functions or do any business in the State, as operating railroads, without first taking out a license and that the Secretary of State should revoke that license at any time upon information lodged with him that such foreign corporation had removed or was endeavoring to remove any of its cases from the State to the Federal courts.

Boyle vs. Insurance Company, 94 U. S. Reports, page 535, sets this question. See also *Rector vs. Philadelphia*, 24 Howard, page 300.

Therefore that it was the duty of the next legislature of North Carolina to follow the example of Ohio, Indiana and other Northern and Western States and pass an act which would compel the Southern Railway Company or any other foreign railroad corporation to put itself on an equality with our own corporations, chartered by the State, and try their cases in the State courts.

It has been the habit of the Richmond & Danville Railroad company, whenever sued for over \$2,000, to remove the case at once to the United States Courts, which it had the right to do as a foreign corporation, and our courts were thus treated with contempt, and where the United States statute for removals was not broad enough to remove the case on account of diverse citizenship, the next move was for the vice-president to file an affidavit swearing that his company could not get justice in the State courts, on account of "local prejudice"—thus asserting under oath that the State judges and juries were unfit to try railroad cases. It is astonishing that the legislature has not made the removal of these insults to our judiciary impossible, and rebuked by appropriate legislation such unjustifiable and offensive conduct.

A FIGHT FOR RIGHT. Judge Schenk Writes Another Letter Regarding the Southern Railway's Legal Status in this State.

In a recent issue of the Caucasian there appeared a communication from Judge Schenk, of this city, in which the writer questioned the legality of the ninety-nine-year lease of the W. N. C. Railroad, which goes into effect December 31, 1895. He also called attention to the fact that the Southern Railway is not vested with the ordinary privileges of corporations, being chartered in another state. In the Caucasian of last week we find the following, which is a more elaborate exposition of his views:

"The law is stronger than the corporations, and the people make the law. 'The pen is mightier than the sword.'"
Mr. Editor:—My communication to your paper last week signed "Lex" seems to have stirred up the Southern Railway Company and its friends who, supposing it needed help, have offered assistance by way of personal abuse of me instead of replying to my arguments or correcting my statements of the law in regard to FOREIGN CORPORATIONS if indeed I made any mistake. When these newspapers attempt to do either I will, by my opinion, have a Hercules' task to perform. I have been a student of corporation law for fourteen years and am vain enough to think that I know something about it. The Southern Railway, or the Richmond & Danville Railroad Company, for they are really the same in substance, offered me the position of General Counsel for North Carolina in 1881, and I refused it twice; but owing to the fair promises made and reiterated to me by Col. Andrews I at last reluctantly consented to be retained in employment and served it for fourteen years, when their State counsel, as a general rule, were discharged in two to five years. It required me to go day and night, until my health failed and twice then a surgeon's knife was the only alternative to save my life. As soon as I became disabled, instead of remunerating me for my hard services or exercising any feeling of humanity or charity towards me in my helpless condition, this soulless corporation at the instance of its vice-president, coolly turned me out to perish, as it thought, but was careful enough to say that no charges were made against me. It thought I was about dead and treated me as it would a dead horse or a dead dog—threw me aside by abolishing the office I held. Blessed be God, my health has almost been restored and the people are coming in to employ me professionally every day. This displeases this wealthy and heartless and envious corporation and it is now trying, through its agents, to destroy my private practice by charging that I am taking cases against the Southern Railway for nothing. There is not a shadow of truth in it. It then said that I was a disappointed candidate for Director of the N. C. E. R. Co. This too is wholly untrue. This corporation seeks to divert public attention from its gross oppression of the people of the State by making a personal issue with me. This is an exhibition of its deep-seated malignity towards me. I appeal to the people to give me fair play while I expose the wrongs of this corporation to public view. I am determined to say all that I intend to say, though I should be assassinated for doing it, and I intend to take all the cases I can get against this Railroad and shall be grateful to any one who employs me. I know its weak points and all its modes of defence, and am not afraid of cross swords with it.

whole matter rests in the discretion of the States."
So that we conclude that the State of North Carolina may exclude any foreign corporation from the State or

IMPOSE A TAX

pro-rata on its shares of stock, or on its gross receipts or pledge a specific tax on its cars or tax it in any other way it may choose. It is right, it is just that these taxes should be imposed on the property of these wealthy corporations.

That the legislature had the power to pass a law that no foreign corporation, either railroad, insurance or other kind, should exercise any of its functions or do any business in the State, as operating railroads, without first taking out a license and that the Secretary of State should revoke that license at any time upon information lodged with him that such foreign corporation had removed or was endeavoring to remove any of its cases from the State to the Federal courts.

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Company allows it to issue mortgages and raise a hundred and twenty million dollars—an amount so stupendous that the mind can scarcely comprehend it. What is the purpose of this? Is it to raise money enough to buy competing, parallel roads which they cannot destroy or intimidate, and thereby force every citizen to patronize them and pay their tribute to slaves because there is no other line to transport their freight. The State of Georgia has a statute forbidding any one railroad to buy or control a competing line, and it was under that statute that the deal made by the R. & D. E. R. Co., for the control of the Georgia Central was declared void in the Federal Courts.

TRYING TO Gobble Up the C. F. & Y. V.

The legislature ought to take early action in this matter before it is too late. The Southern Railway has purchased every one of the roads formerly owned by the R. & D. E. R. Co., and is now stretching out its octopus hands to gather in the Cape Fear & Yadkin Valley Railroad—about the only distinctly North Carolina railroad remaining out of their grasp—and, as usual, in their greed they are trying at the same time to destroy all the branches feeding this road.

It is to force a sale of the main line and purchase it, and embarrass the short feeder branches by discriminations and delays in transportation until the owners will be compelled to sell out to them for whatever price this wicked monopoly may offer to its victims.

It seems that the Governor of the State ought, if necessary, call the Legislature together that it may enact a law to prevent the consummation of this crime, or the Baltimore syndicate ought to postpone a sale until the next legislature meets in order that it may take action. It seems that the judges of the Federal Courts would grant this delay in order to rescue the citizens of North Carolina, who have invested their whole capital in these branches and protect them from the rapacity of this merciless corporation.

BLESSINGS OF THE RAILROAD COMMISSION.

As an encouragement to the people to go forward in this reform legislation in regard to railroads, let them contemplate the vast benefit and advantages which have accrued to them through the Railroad Commission which was peculiarly the work of the farmers of North Carolina. The railroads had been able to throttle this useful piece of legislation from year to year, until the Farmers' Alliance obtained control of the legislature and forced the Commission upon them.

I had the opportunity to know and do know that the accidents to life and limb on the railroads have been reduced fully one-half if not more—one-half is on the safe side. This result was obtained through the Commission, which compelled the railroads to keep their tracks in repair and to take up the dangerous, refuse, old iron, which the Richmond & Danville Railroad company had placed on the W. N. C. Railroad. The Richmond & Danville Railroad company had made this the dumping ground for all the old worn-out rails in their system. It is now a safe, safe road. The old restles called "spider-legged"—have been taken out and good bridges and viaducts substituted. This road had become the night mare of all travelers and the ridicule of all strangers, until the Railroad Commission compelled the Richmond & Danville Railroad company and the Southern to put in good, repair, safe and the other conveniences and improvements. As you go to Raleigh, notice the elegant little depot at University Station, which succeeds the old, worn-out, filthy box-car, which the Richmond & Danville Railroad company forced ladies and gentlemen to go into for shelter, which it was hardly fit for swine to inhabit. The University road, too, was as bad as the Western with its old worn-out iron, but now it has been put in order. Look at the improvements at Statesville and Winston. Watch, too, how promptly they were accustomed to deride. They had not made an annual return of their condition and assets for years as required by law, until the Railroad Commission "smoked them out."

METHODS OF CORPORATIONS.

The corporations always have a few men in each house to do their dirty work, and these members receive their instructions in secret at railroad headquarters and after night. Corporations are rich enough to employ the best lawyers and they exact of them the best of work. These gentlemen do this work professionally and are not responsible for the propriety of these acts. Lawyers have even to defend the thieves and murderers; but this does not make the lawyers thieves and murderers. It is the hard lot of a lawyer to apologize for many crimes in the course of his life and railroad attorneys are called upon to defend the misconduct of railroad companies, which conduct they despise as other men do. The lawyer is not responsible. It is the salaried officials whose greed for gain rears their consciences and destroys their power to discriminate between right and wrong, and finally they have no consciences, no humanity, no patriotism.

It is self, and self alone, which controls their actions. It is these fellows "who are heaping up wrath against the day of wrath" when their damnation will come sudden upon them. Some of them boast of their capacity to pronounce God's name and they utter curses loud and deep against those who dare question their conduct; but "God will not hold them guiltless" for this crime. The judgment will come suddenly upon them some day, and they will be compelled to submit to the wrath of a righteous God.

SUPPRESSING COMPETITION.

Again, a most useful reform is needed in North Carolina to prevent this insatiable foreign corporation from owning and controlling every railroad in the State. The charter of the Southern Railway

I sincerely thank The Caucasian for allowing me to speak to the people of North Carolina through its columns. I offered to speak through a leading Democratic newspaper, but my offer was declined. It is all well, however, for I speak to 20,000 people through The Caucasian, when I could scarcely have reached 5,000 through other sources. I will try to be careful in stating my propositions of law and in sustaining them by reference to indubitable authority, so that in time, if it be desired, these articles may be printed in a pamphlet form for the information of the people and for ready reference in debate.

The field is a wide one and it will take a while to exhaust the subject. I may go down personally under my physical infirmities, or by other misfortunes, but the principles I am enunciating are as deathless as the law, and when I lay down the discussion, younger, stronger, and if possible more enthusiastic defenders of the people against licensed greed and corporate avarice, will take it up. I have been amused at some of the means suggested by the officers of the Southern to force me to silence. It won't do. I am not for sale, nor can I be intimidated. It is a fight to the finish as long as I can get a medium through which I can speak. A few fearless Democratic newspapers have signaled to me their intention to copy my former article as information. I will be thankful if they will copy them all.

The Alliance can, if it so determines, enforce its demands for railroad reform and it ought in every county to call upon every candidate before the people to declare how he stands on the question, so that assurance shall be made doubly sure.

With free silver, free speech and freedom from the power of foreign corporations written on its banner, the Alliance will win against all comers. D. SCHENCK.

Nov. 29, 1895.

Bee Culture at the Experiment Station.

The Experiment Station has recently completed arrangements for carrying on work in Bee Culture, both to disseminate information as to the best methods to follow in bee-keeping, as well as to conduct tests to determine what plans should be adopted in North Carolina to make this particular industry as profitable as possible.

In many sections of the State bee culture now yields handsome returns when carefully managed. The methods of late years this result might be largely increased. It will be the purpose of the Station to endeavor to aid in the extension of the industry, and with the possible improvement of the culture where it has now found a foothold. For this purpose the co-operation of two experienced bee-keepers has been secured, Dr. J. W. Hunter and Mr. W. H. Hall, both of Forsyth county. It is expected that results will be reached during the coming season. In the meantime items of timely interest will be distributed upon the various phases of the subject.

As the Station desires to enter into correspondence with every bee-keeper now in North Carolina, each one is cordially requested to send his name and address to Dr. H. B. Battle, Director, Raleigh, N. C. Any items as to the stocks, hives, or on hand, and the success or failure heretofore met with, will be gladly received. Doubtless the correspondence will be mutually helpful.

An Interesting Publication.

"The Missing Records" is the title of a volume soon to be issued by Mr. Felix G. de Fontaine, of New York, formerly editor of the Nineteenth Century Magazine, Charleston. It will comprise the decisions of the Confederate Attorney General. There has never been published before, having been all the while in the possession of Mr. de Fontaine. North Carolina had two favorite sons who at different times filled the office, Hon. Thomas Bragg and George Davis. The references in the book to the latter's rulings and opinions are on more than sixty-eight pages. There is a great deal about North Carolina affairs in the volume of 500 pages, and it should be of interest to all lawyers throughout the land as well as to historical students. The book is to be sold by subscription.

Those of us who remember what a piercing yell Mr. Linney emitted during the campaign about Congressman Bower's private secretary will be astonished to know that the "patriot" has actually gone and appointed one for himself! And the Populists who elected Mr. Linney will have the privilege of congratulating Mr. E. Spencer Blackburn, a thick and thin Republican, on getting the appointment.—Gaston Gazette.

Buckley's Arnie's Slave.

The Best Salve in the world for Cuts Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by C. E. Holtan.

"I suffered a great deal with headache and began taking Hood's Sarsaparilla and have not been troubled with it since." Miss Lucy J. Dall, Little, N. C.

A RAILROAD CENTER.



Greensboro is the railroad center of North Carolina. It is the natural distributive point for the entire State, and is peculiarly well situated for manufacturing establishments of various kinds. It has a great abundance of raw materials close at hand at the lowest possible prices. It has cheap labor, and a delightful climate. It has the very best school advantages and all modern improvements usually found in cities of double its size. These advantages deserve the careful consideration of capitalists and manufacturers, especially those contemplating a removal of their plants. For special or more complete information write to the Greensboro Industrial and Immigration Association.

Credit to Hood's
It Cured All My Afflictions.



Dr. Joseph Ford, Edge Church, Va.
"For ten years I have suffered terribly from general debility, and last winter was attacked so bad with kidney trouble, enlargement of spleen and heart disease, suffering great pain in my back, hips and legs. I read about Hood's Sarsaparilla, I bought one bottle and began taking it."

"After the first bottle I felt so much better that I decided to continue and have taken over six bottles. Today my health is better than it has been for more than a decade. I have no kidney, heart or spleen difficulty, and am in duty bound to give Hood's Sarsaparilla the credit of curing my afflictions." JOSEPH FORD, Ridge Church, Virginia.

Hood's Pills act harmoniously with Hood's Sarsaparilla and are gentle, mild and effective.

Dimes Save Dollars

DIAMOND DYES

Any Color for 10 Cents!

FOR SALE BY—
SMITH & GARDNER, DRUGGISTS.

Corner Opposite Postoffice.

ETNA LIFE INSURANCE COMPANY

OF HARTFORD, CONN.
Assets Over \$43,000,000.
H. I. McDUFFIE, Special Agent, GREENSBORO, N. C.
Those who patronize this old reliable company obtain their insurance for a good deal less money than do the policy-holders of any other old line company, for two reasons: 1st. Because the Etna charges a Lower Rate of Premium. 2d. Because the Etna pays a Large Annual Dividend to its policy-holders.
A LARGE NUMBER OF THE CITIZENS OF GREENSBORO HOLD POLICIES IN THIS COMPANY.
For any information you may desire concerning its rates, plans, etc., call on the under-signed at McDuffie's Furniture Store.
H. I. McDUFFIE, Special Agent.

Toys! Toys! Toys!

FOR EVERYBODY.

All kind of Tin, Iron and Wooden Toys, Drums, Dolls, Bagatelle Boards, Hobby Horses, Swinging Shoe Flies, Stiek Horses, Shell Boxes, Bellows Toys, Pianos, Stoves, Bisque Figures, Climbing Monkeys, Spider and the Fly, Trumpets, Balls, Rubber Dolls, Chime Bells, Fire Crackets—in fact any and everything in the Toy line can be found at

N. J. McDuffie's Christmas Store,

Next Door to Vanstorsy's Clothing House.

Greensboro Roller Mills,

NORTH & WATSON, PROPRIETORS.

OUR BRANDS:
PURITY: A HIGH GRADE PATENT. STAR: A FINE FAMILY FLOUR.
CHARM OF GREENSBORO: THE POOR MAN'S FRIEND.

These brands have been put on the market on their merits and have given universal satisfaction and are pronounced excellent by the leading families of Greensboro and surrounding country. We guarantee uniformity in each grade. Ask your merchants for NORTH & WATSON'S FLOUR.
Remember we handle all kinds of the freshest and BEST FEED beside the best MEAL ever made in Greensboro.

NORTH & WATSON,
Mill at Walker Avenue and C. F. & Y. V. E. R.

LUMBER,

SASH, DOORS AND BLINDS.

No trouble to build a house if you know where to buy the cheapest material. We manufacture all kinds of DOORS, SASH, BLINDS, MANTELS, DOOR and WINDOW FRAMES, GLASS, TURNED WORK, SCROLL SAWING, STAIR WORK, MOULDING of all kinds, FLOORING, CEILING, SIDING, CASING and all kinds of FINISHED LUMBER. We carry in stock ROUGH LUMBER, SHINGLES, PLASTERING LATHES, and all kinds of BUILDING material.

See our New Window Fastener! Requiring no weights and 75 per cent. cheaper than weights, and can be used where weights will not work.

Guilford Lumber Company, Greensboro, N. C.
Children Cry for Pitcher's Castoria.