

NEW ADVERTISEMENTS.

THE COTTON-TIE TAX.

NEW ADVERTISEMENTS.

FIRE : INSURANCE.

Stores, Dwellings and other buildings insured in the best companies against loss by fire.

LOSSES :- BY :- FIRE

PROMPTLY :- PAID.

Rates Low.
Rates Low.

Rates Low.
Rates Low.

GINS A SPECIALTY.

Low rates in the Standard Com-

panies given on STEAM, WATER

and HORSE POWER GINS. For

further Particulars Apply to

The Roanoke News' Office.

Southern Farmers Robbed by the Monopoly Beneficiaries of the McKinley Tariff.

Until twelve or fifteen years ago raw cotton was secured in compressed bales by hemp rope, but it was found that a narrow, light iron strap, with a simple clasp or buckle at the ends, was far more convenient, cheaper and efficient than rope. Under such circumstances the use of rope for baling cotton was rapidly discontinued. The Pennsylvania iron-masters soon found out that with the aid of a 70 per cent rate of tariff on the import of foreign-made ties, they would be in no danger from any foreign importations, and that a monopoly of supplying the wants of American cotton-growers, at a corresponding advanced rate, would be secured to them. Accordingly they insisted that a 70 per cent duty should be levied upon all such ties. But after a time the consumers concluded that 35 per cent and not 70 per cent was the rate fixed by law and they secured a decision to that effect from the Treasury Department. Even this duty was very much in excess of the rate imposed on these importations from 1856 to 1861, when the domestic iron-manufacture was much more of an infant industry, and was amply sufficient to keep out all foreign importations, so that the entire revenue from such imports in 1878 amounted to only \$1,227, not enough to pay the cost of collection. Thus the manufacturers already had the entire market to themselves. Their only dissatisfaction arose from the fact that under the 35 per cent tariff duty they could not increase the price of their goods to American consumers without thereby running the chance of increasing the importation of foreign manufactures in competition with themselves.

But when the McKinley bill was under consideration the iron-loop manufacturers secured an advance of the duties from 35 per cent to a rate which the Senate Committee on Finance reported would be equivalent to 103.71 per cent ad valorem; the specific duty adopted of 1.3 cents per pound varying in its ad valorem relations as the market price of iron rises or falls. When this matter was before the Senate, Senator Allison conceded that the change in the duties was an increase equivalent to 100 per cent on the duty then existing.

Cotton ties are sold in bundles containing 30 ties each, and weighing from 50 to 55 pounds. Six ties, at least, are used on each bale of cotton, or 10 to 11 pounds. The cotton ties imported in 1890 were invoiced at an average value of 1 4-10 cents per pound. On this basis the new duty was equal to 93 per cent. On a merely nominal import in the last fiscal year, 1891-92, the Treasury reports the specific duty collected as equivalent to 88.05 per cent. These rates have been practically prohibitive of all importations of ties of foreign manufacture. The old rate of 35 per cent ad valorem amounted to a tax of 5 33-100 cents per bale. The new duty is equal to a tax of 14 3-10 cents per bale on the basis that 11 pounds of ties are used per bale; which estimate, it will be noted, agrees very closely with the statement of Senator Allison: 8 and 5 33-100 equal 13 33-100 cents.

The cotton tie tax is a burden imposed upon a single important industry under the false claim of protection to another industry. The Southern farmers must now pay a tax of 14 3-10 cents per bale in order to enable the iron manufacturers of Pennsylvania and Ohio to make cotton ties and sell them to the planters for 88 5-10 per cent more than other people would be glad to furnish them.

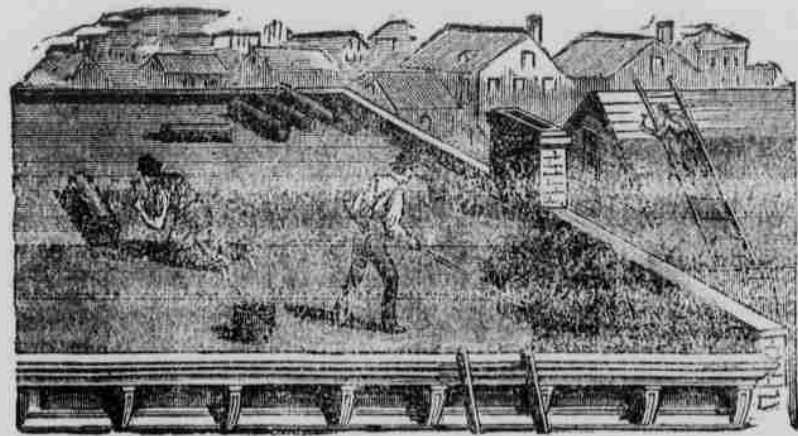
A 14 3-10 cents tax on a single bale is not much; but a 14 3-10 cents tax on the estimated crop of 1891, supposing all the cotton to be baled with iron ties, as it mainly is, amounts to over one million two hundred thousand dollars (\$1,200,000). And this approximately represents the sum which the representatives of one of the smallest branches of the domestic iron industry asked and had given to them by a Republican Congress as a reward for prosecuting a business which has no more claim on the country for support or gratuity than has the digging of potatoes, the shelling of corn, the driving of a hackney coach, or the shaving of men's faces.

A reference to the "Commerce and Navigation Report of the United States Treasury" for 1891 would have shown that on the comparatively small quantity of ties imported 1891-92, the Government collected 88.05 per cent of their foreign market value.

This tax was not only paid primarily by the Southern farmers and laborers who produced the cotton, but it was a burden upon them ultimately and exclusively. They could not and did not add it to the price of their product in the market and thus diffuse it upon the entire community. The market prices of cotton during the last two years show this conclusively, for from 11 cents per pound in New York in September, 1890, the price has gradually decreased to less than 7 cents in the summer of 1892. That is, the planters have received less for the cotton now than they did before the McKinley Bill, and notwithstanding that they have been taxed to the extent of 88.05 per cent more on their cotton ties than they had to pay two years ago.

It is a misnomer to call the duty or cotton-ties a tax; for in the case of a true tax the State receiving it undertakes to give something of protection, benefit, or relief in return to the taxpayers. But in this case there is no protection or benefit of any kind given to the American cotton-farmer as a compensation for the increased cost of the ties through the tariff. The act, although sanctioned by legislation, is simply spoliation and robbery; and spoliation and robbery of a class of producers who least of all can afford to sustain the burden of a discriminating tax, and whom it is the duty of the government to especially foster and encourage.

Laying and Painting Gum Elastic Roofing.



THE GUM ELASTIC ROOFING

IS ABSOLUTELY NON-COMBUSTIBLE and guaranteed to last ten years. Costs only \$2.00 per 100 square feet. Strongly endorsed by New York Board of Underwriters. Send stamp for circulars, samples and particulars.

THE GUM ELASTIC PAINT

Costs only 60 cents per gallon in barrel lots, or \$4.50 for 5 gallon tubs. Color dark red. Will stop leaks in tin or iron roofs that will last for years. TRY IT

GUM ELASTIC ROOFING CO., 41 West Broadway, New York.

LIQUORS AND GROCERIES

I have a complete stock of Family Groceries of all kinds which I will sell cheap for Cash.

I have also on hand and am constantly receiving a large variety of

LIQUORS.

Such as whisky, brandy, wine, beer, ale, porter, carbonated waters, &c.

Call and see me on Washington Avenue at the old stand of R. W. Daniel. W. D. SMITH. Oct 18 1y

—STOP AT—

Southern :- Hotel,

HALIFAX, N. C.

CLEAN ROOMS.
SPLENDID TABLE
POLITE SERVANTS.
Fare always the best
the markets can afford.
SERVICE NEAT,
AND
PROMPT;
NEAR THE COURT HOUSE

Baggage taken from and to the railroad station.
NICE ACCOMMODATIONS;
FOR :- LADIES.
RATES \$2.00 A DAY.
Special arrangements for board by the week or month.

R. G. REID, Proprietor.

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PILES
"ANAKESIN" gives instant relief and is an infallible cure for Piles. Price \$1. By Druggists or mail. Samples free. Address "ANAKESIN," Box 2416, New York City.
OPUM and Whiskey Habits cured at home without pain. Book of particulars sent FREE. B. M. WOOLLEY, M. D., Box 2416, New York City.

NEW ADVERTISEMENTS.

ATLANTIC COAST LINE.

W. W. R. R. & BRANCHES

Condensed Schedule.

TRAINS GOING SOUTH.

DATED MAY 31st, 1892.	No. 25 Daily	No. 27 Post mail Daily	No. 41 Daily ex bus
Leave Weldon.....	7:30 P. M.	8:45 P. M.	9:00 A. M.
At Rocky Mount....	12:20	5:45	6:05
At Tarboro.....	1:40	6:30	7:09
Leave Tarboro.....	12:58	6:00	.....
Arrive Wilson.....	2:15	7:00	7:40
Leave Wilson.....	2:30	.....	.....
Arrive Selma.....	3:30	.....	.....
Arrive Fayetteville.....	4:30	.....	.....
Leave Fayetteville.....	12:15	7:40	8:20
Leave Warsaw.....	4:14	.....	9:30
Leave Magnolia.....	4:57	8:40	9:44
Arrive Wilmington.....	6:10	9:55	11:25

TRAINS GOING NORTH

No. 14 Daily	No. 78 Daily	No. 40 Sunday	
Leave Wilmington.....	12:25	9:15	4:20
Leave Magnolia.....	1:54	10:57	6:02
Leave Warsaw.....	.....	11:11	6:15
Arrive Goldsboro.....	2:55	12:05	7:10
Leave Fayetteville.....	.....	9:10	.....
Arrive Selma.....	.....	11:05	.....
Arrive Wilson.....	.....	12:10	.....
Leave Wilson.....	3:25	12:58	8:04
Arrive Rocky Mt.....	4:05	1:30	8:39
Arrive Tarboro.....	4:50	2:15	.....
Leave Tarboro.....	.....	12:58	.....
Arrive Weldon.....	5:05	2:35	10:00

*Daily except Sunday.
Train on Scotland Neck Branch Road leaves Weldon at 4:00 p. m. Halifax 4:22, arrive Scotland Neck at 5:15 p. m. Greenville 6:02 p. m. Kinston 6:09 p. m. Returning leaves Kinston 7:10 a. m., Greenville 8:04 a. m. Arriving at Halifax 11:00 a. m. Weldon 11:25 a. m. daily except Sunday.
Local freight train leaves Weldon on Monday, Wednesday and Friday at 10:15 a. m. arriving at Scotland Neck 1:05 p. m., Greenville 3:30 p. m., Kinston 7:40 p. m. Returning leaves Kinston Tuesday, Thursday and Saturday at 7:20 a. m. arriving at Greenville 9:30, Scotland Neck 9:30 p. m. Weldon 10:15 p. m.
Train leaves Tarboro N. C. via Albemarle and Raleigh N. C. daily except Sunday 4:40 p. m. Sunday 5:00 p. m. arrive Williamson N. C. 7:18 p. m. 4:30 p. m. Plymouth 8:20 p. m. 5:30 p. m. Returning leaves Plymouth daily except Sunday 6:20 a. m. Sunday 9:00 a. m. Williamson, N. C. 7:45 a. m. 9:55 a. m. arrive Tarboro 10:00 a. m. 11:25 a. m.
Trains on Southern division, Wilson and Fayetteville Branch leave Fayetteville 7:00 a. m. arrive at Lowland 12:15 p. m. Returning leave Lowland 12:15 p. m. arrive at Fayetteville 5:15 p. m. Daily except Sunday.
Train on Midland N. C. Branch leaves Goldsboro N. C. daily except Sunday 6:00 a. m. arrive Smithfield, N. C. 7:20 a. m. Returning leave Smithfield, N. C. 8:00 a. m. arrive Goldsboro, N. C. 9:30 p. m.
Train on Nashville Branch leaves Rocky Mount at 5:15 p. m. arrives at Nashville 3:50 p. m. Spring Hope 6:30 p. m. Returning leaves Spring Hope 8:00 a. m. Nashville 5:35 a. m. at Rocky Mount 9:15 a. m. daily except Sunday.
Train on Clinton Branch leaves Warsaw for Clinton, daily except Sunday at 4:30 p. m. and 11:15 a. m. Returning leave Clinton at 8:20 a. m. and 3:10 p. m. connecting at Warsaw with No. 40, 41, 25 and 27.
Southbound train on Wilson and Fayetteville Branch is No. 51. Northbound is 50. *Daily except Sunday.
Trains No. 27 South, and 14 North will only stop at Rocky Mount, Wilson, Goldsboro and Magnolia.
Train No. 78 makes close connection at Weldon for all points North daily. All rail via Richmond and daily except Sunday via Bay Line, also at Rocky Mount daily with Norfolk and Carolina Railroad for Norfolk and all points North via Norfolk.
Trains make close connection for all points North via Richmond and Washington.
All trains run solid between Wilmington and Washington and have Pullman Palace Sleepers attached.
J. R. KENLY, Sup't Trans. J. F. DIVINE, General Sup't
T. M. EMERSON, Gen'l Passenger Agent.

ATLANTIC COAST LINE.

PETERSBURG & WELDON R. R.

Condensed Schedule.

TRAINS GOING SOUTH.

Dated May 31st, 1892.	No. 23 Daily	No. 27 Daily
Leave Petersburg.....	10:08 am	3:43 p. m.
Leave Stony Creek.....	10:50 am	4:18 p. m.
Leave Jarratts.....	11:11 am	.....
Leave Bellfield.....	11:30 am	4:48 p. m.
Arrive Weldon.....	12:10 pm	5:23 p. m.

TRAINS GOING NORTH.

No. 14 Daily	No. 78 Daily	
Leave Weldon.....	5:10 a. m.	3:15 p. m.
Le Bellfield.....	5:44 a. m.	3:52 p. m.
Le Jarratts.....	6:09 a. m.	4:29 p. m.
Le Stony Creek.....	6:15 a. m.	4:33 p. m.
Arrive Petersburg.....	6:50 a. m.	5:12 p. m.

All trains run solid Weldon to Washington.
E. T. D. MYERS, T. M. EMERSON, Gen'l Superintendent, Gen. Passenger Agent

FITS CURED

Warranted to cure all cases of Fits, Epilepsy, St. Vitus' Dance, &c. in 10 days. If not cured, no charge. Send for circulars and testimonials. H. A. TATE, Petersburg, Va.

CHAS. M. WALSH, South Sycamore st., Petersburg, Va.



Lowest cash prices guaranteed. All work warranted satisfactory. CHARLES M. WALSH, Oct 11 1y.

TO THE PATRONS OF THE ALBEMARLE STEAM NAVIGATION CO.

QUICK TIME between NORFOLK and EASTERN N. CAROLINA

On and after Monday, December 17th, and until further notice, the Steamer CHOWAN, Captain Withy, will LEAVE FRANKLIN on Mondays, Wednesdays and Fridays for EDENTON, PLYMOUTH and all intermediate points on arrival of mail train from Portsmouth, say 10:15 A. M.
RETURNING the "Chowan" will reach Franklin on Tuesdays, Thursdays and Saturdays at 9:15 A. M., in time to connect with Fast Mail train from Raleigh to Portsmouth and with Express train for the South.
Passengers, by this arrangement, taking the Steamer Chowan at a lay point on the river, will REACH NORFOLK by 11 o'clock A. M., and thus have the entire day for the transaction of business in that city.
GIVE THIS ROUTE A TRIAL.
Respectfully,
J. H. BOGART
Ranklin, Va., Dec. 15, 1892. Supt