

RAILROADS MUST FACE THE ISSUE

(Continued From First Page.)

of the plaintiff, or of any of said complaining railroads or telegraph companies aforesaid, was in excess of its true value, or at a higher rate than the individual property of the State is assessed for like purposes.

That it is not true, as alleged by the plaintiff and the other complaining railroads and telegraph companies, that there has grown up in North Carolina a well recognized and established rule and system to assess for taxation all property other than railroad property at from 50 per cent to 60 per cent of its true value in money, or at less than its true value in money. Nor is it true that property in North Carolina other than railroad property is systematically, intentionally designedly and arbitrarily assessed at such undervalues by the local county boards of assessors, nor that any rule of intentional undervaluation prevails generally throughout the State.

That it is not true that any such rule or system of reduction or undervaluation was applied in the assessment of individual property for taxation under the Act of the Legislature of 1899 made during the month of June.

That they are informed and believe that as a whole, the individual property of the State was honestly assessed by the local Board of Assessors in the several counties of the State, as required by law, at approximately its true value in money on the first day of June, without any purpose or intent to discriminate against any class of property, or without any purpose of reducing the proportionate burdens of the expenses of the State government which each particular county would have to bear.

That they deny that it was the purpose or intent of the Legislature of North Carolina of 1899, in providing and prescribing methods for the assessment of railroad property and other classes of property, to encourage or procure railroad property to be assessed at a greater relative value than other property of the State, or to impose upon railroad property of the State more than its fair proportion of the burdens of taxation.

That it is not true that an honest application of the different methods prescribed by said Legislature for assessing different kinds of property, or that the method applied by the Corporation Commission in valuing the railroad property of the State, does in fact result in taxing railroad property partially, unfairly and unjustly, and in violation of any principle of the Constitution and Laws either of North Carolina or the United States. On the contrary, they submit that an examination of the several acts of said Legislature with reference to the appraisal and valuation of all kinds of property, both private and corporate, will show that it was the purpose of said Legislature to secure a fair, just and equal valuation for taxation of all classes and kinds of property according to its true value in money.

In confirmation of this statement, they not only call attention of the court to the provisions of said several acts of said Legislature, requiring assessors of both private and corporate property to consider all facts and circumstances which might aid them in arriving at the true money value of property; but they call the attention of the court to the stringent oaths prescribed by said Legislature for local assessors, both at the time they enter upon the discharge of their duties and when they file their final assessment with the appropriate officer, as well as the act of the said Legislature, directing the said Corporation Commission to so assess railroad property as to require it to bear its share of the burdens of taxation. And they submit to the court that it is apparent from these several provisions that it was the purpose and intent of the Legislature to secure an equal and uniform valuation of all kinds of property upon the basis of its true value.

In refutation of the suggestion made by the plaintiffs and the other complaining roads aforesaid, that the Legislature and executive branches of the government, as well as the general public welfare of an established rule of reduction in the valuation of individual property, and well known to the railroad property was in excess of its actual value, they call the attention of the court to the act of the Legislature aforesaid, providing for the revision and re-assessment of railroad property, in which the said Legislature inferentially, at least, expressed the opinion of that body, that railroad property, as then assessed, did not bear its fair proportion of the burdens of taxation, and directed the Corporation Commission to so increase such assessments where such increase was justified, as would make each part and parcel of railroad property in the State bear its fair proportion of the burdens of taxation. And they say that this expression of opinion and direction on the part of the Legislature was not a result of any purpose or design on the part of that body to cause the railroad property to be assessed relatively higher than other property, but was an expression of an opinion which prevailed generally among the people that railroad property was not valued relatively as high as the other property of the State.

That it is true that they, as said Corporation Commission, increased the assessed valuation of the property of the plaintiff and of some of the other complaining railroads and the Telegraph Company. But it is also true, as they are informed and believe, that there has been a substantial increase of the assessment of the individual property in the State. In some sections this increase of individual property has been very marked, and with slight local exceptions, has been general throughout the State.

It is true that the ratio of increase of railroad property has been greater than that of individual property. But it is also true, as they verily believe, from the best information they have been able to obtain, that while individual property was assessed at its full value for the previous year, that railroad property of the State was assessed before the said increase far below its value.

It is also true that while the increase in the income bearing capacity and net earnings of railroads has been rapid during the last eighteen months, there has been but slight, if any, increase in the income bearing capacity and on net receipts of a large proportion of

individual property, especially farming property. Indeed, during the last eight or ten years there has been a heavy fall in the price of the staple products of the farms of the State, such as corn, cotton, tobacco, etc. But during all the years of this depreciation in farm products the valuations of farm property for taxation have not, as a whole, been reduced. That the increase, both in the net income and market value of railroad stocks and bonds have been rapid and pronounced during the past twelve or eighteen months, as will be shown by exhibit hereto attached, marked "A," and made a part of this affidavit.

That it is not true that the valuation placed upon the property of the plaintiff and the other complaining railroads and the said Telegraph Company by the Corporation Commission in their assessment made in June, 1899, is in excess of the true value of said properties respectively in money; nor that said valuations were made with a knowledge of any rule of reduction or undervaluation of the individual property of the State; nor that the said valuation is at a higher rate than the valuation of other property of the State.

That in fixing the assessment of the property of the plaintiff and the other complaining railroads, and the said Telegraph Company they desired and endeavored to be fair and liberal, and to resolve all doubts in their favor, and gave them the benefit of every fact and circumstance which, in their opinion, was reasonably calculated to impair the money value of the said properties.

That valued upon the basis of the funded debt and capital stock of the said roads and Telegraph company, the valuations of the property of the said roads and telegraph company would have been much higher than that placed upon them respectively.

That valued upon the basis of the net income of said railroads and telegraph company for the fiscal year ending June, 1899, the valuation of the plaintiff's property in North Carolina, and that of many of the other complaining railroads and the said telegraph company, would have been much higher than the valuation placed upon it respectively.

That valued upon the basis of the cost of construction, with a low valuation of their intangible property, (based upon the income or market value of bonded debt and capital stock) the valuation of the plaintiff and that of the other complaining roads, would have been much higher.

That a valuation of the plaintiff's property in this State on the basis of the number of miles of its road in this State, in proportion to the total mileage in the country at large, (ascertaining the value of its entire complaint as a unit upon the basis of the value of its bonded indebtedness and capital stock) would have been much higher than the valuation placed upon it.

In confirmation of all of which they respectively submit to the court the data, memoranda and calculations taken from the Report of the several railroads to the Corporation Commission hereto annexed, marked "Exhibit Nos. 1 to 27 inclusive, which is hereby referred to and made a part of this affidavit.

That in valuing the plaintiff's property and that of the other complaining railroads, they did not adopt separately or independently either one of the aforesaid tests, which would have resulted in a much higher assessment of its property than that actually made as their guide or criterion, but they endeavored to be fair and liberal to the said railroads in their assessment, and to fix the same upon consideration of all the facts and circumstances which it was proper for them to consider in arriving at a basis of fair valuation, and which they were directed to consider by law, and with due reference and regard to all the facts and circumstances known to them, concerning the methods and standards which prevailed in valuing property for taxation, and in compliance with the law requiring them to ascertain and fix the value of railroad property on a given day, to-wit: The first day of June, a time of the year when property generally brings its lowest value. And they honestly, and to the best of their ability, sought in making said valuation, to be fair and just to the railroads and the public, and to fix a valuation that would impose upon them only their fair proportion of the burdens of taxation.

They deny utterly that the valuations so made, discriminate against said complainants or any of them in favor of any other class or species of property. On the contrary, the investigations which they have made, and the facts which have been disclosed by reason of the above entitled action and the other said actions against the Corporation Commission and others, as to the methods and basis of valuations of railroad property, competent in other States and approved by the courts of last resort, have led them to greatly fear that the properties of said railroads and said telegraph company, as a whole, are still assessed upon a lower rate than that at which the other property of the State is valued.

That they verily believe that the property of the plaintiff, and that of the other complaining roads, and that of the telegraph company could be readily sold in open market for much more than the sums, respectively, at which they have assessed them.

That in assessing the rolling stock and the other tangible personal property of the plaintiff and the aforesaid complaining railroads, they adopted the valuation placed thereon by the plaintiff and the other said railroads, respectively.

That they hereto attach the statement made from the reports of the said railroad companies, respectively to the Corporation Commission, purporting to be true statements of the value of the articles of rolling stock therein mentioned, marked "Exhibit C," and made a part of this affidavit, showing the valuations placed, as aforesaid, by the plaintiff and the other roads mentioned in said statement on that part of their rolling stock represented by locomotives, passenger, freight and box cars.

That they are informed and believe that new locomotives or engines of the class used by the plaintiff, and the Wilmington and Weldon Railroad and the Raleigh and Gaston Railroad Company, Seaboard and Roanoke Railroad Company, and some of the other roads on their main lines, cost, when new, between \$10,000 and \$15,000 each, and that box cars of the class so used cost, when new, between \$400 and \$500, and that flat cars so used, cost, when new, about two-thirds as much as box cars; and that first-class passenger cars, such as are so used, cost, when new, between \$8,000 and \$8,000 each.

That they are informed and believe

that railroads of the class of the plaintiff and many of the other complaining railroads maintain their rolling stock at all times at a high standard of repair and efficiency; and they, therefore, assert with much confidence that the said railroads have no cause to complain of the valuation made by themselves upon their rolling stock, and that the same is at a rate as low as that at which the personal property of the private citizens of the State, who likewise generally assess their personal property, is valued for taxation. And they verily believe that the same is at a less rate than that at which individual personal property is assessed.

That with reference to the allegations in the bill of some of the complaining railroads aforesaid, that the farming lands of the State, comprising 28,000,000 acres, were assessed at \$110,000,000, with a yielding capacity of from \$50,000,000 to \$60,000,000, while the property of railroads is assessed at \$44,000,000, they respectfully show to the court that the gross earnings of the railroads in North Carolina for the year ending June 30, 1898, aggregated \$15,542,318, while the net earnings of said railroads for the same period aggregated \$4,147,968, or more than one-third of the gross earnings.

That it is submitted that when you take into consideration the cost of fertilizer, team, farming implements, etc., the immense number of persons employed annually in earning the estimated yield of farm lands, that the gross income from said lands will show that after allowing these deductions and fair wages to those engaged as laborers directly and indirectly in farming, that there will be very little left to represent the income of the capital invested in the lands themselves.

That as pertinent to the question of the increase in the value of railroad property in North Carolina since the assessment for taxation in 1898, they respectfully show to the court, as they are informed and believe, that the capital stock of the Raleigh and Augusta Air Line Railroad sold in open market in the year 1898, at 13c in the dollar; that said stock is now worth in open market 50c in the dollar. That the capital stock of the Raleigh and Gaston Railroad Company sold in open market in 1898, at from 30c to 37c in the dollar; that it is now worth 80c in the dollar; that the Seaboard and Roanoke Company's stock from market quotations shows \$1.90 bid for preferred stock and \$2.25 asked, January, 1899, the common stock of the last named railroad company was quoted at \$1.25, January 7th, 1899, common stock was quoted at \$2.00. North Carolina railroad stock in 1898, sold in open market at \$1.15; it is now worth in open market from \$1.55 to \$1.69. That the stock of the Atlanta and Charlotte railroad was worth in open market in 1898, \$1.10; it is now worth in open market \$1.18. That the preferred stock of the Southern Railway was worth in 1898, in open market, 35c in the dollar; it is now worth in open market 55c in the dollar. That the common stock of the Southern Railway was worth in 1898, in open market 8c in the dollar; it is now worth 13c in the dollar.

As tending to show the value of the property of the Southern Railway the basis of its funded indebtedness and capital stock, upon a calculation based upon its miles of road in North Carolina as compared with its total mileage, they respectfully show to the court that as shown in their reports for the year 1899, its funded debt amounts to... \$103,932,300 That its common stock outstanding is... 120,000,000 Its preferred stock, outstanding, is... 60,000,000 Outstanding securities of lease hold estates, upon which the Southern Railway pays interest in form of rentals... 21,508,000 Equipment notes... 239,991 Certificates of indebtedness... 2,950,000 Mortgages on real estate... 58,000 Total value of all lines of Southern Railway on stock and bond basis, estimated preferred stock at 55c on the dollar, and common stock at 15c in the dollar... 128,688,291 North Carolina's proportion thereof... 36,388,136 The total assessment of the Southern for taxation for the year beginning June 30, 1899, is only... 15,270,813 This calculation is made upon the basis of a total mileage in the country at large, and a total mileage in North Carolina of 193 miles.

The assessment made in June, 1899, upon the North Carolina Middle and the State University road is the same as that made in 1898. That after they had assessed for taxation the property of the plaintiff and the other complaining roads and the said telegraph company, they caused notice to be served upon each of them to appear before the Railroad Commission and show cause, if any they had, why said assessment was not just, equal, fair and as required by law.

That in pursuance of said notice on the day fixed thereon, representatives of the plaintiff and all of the said complaining railroads and the said telegraph company appeared before them, sitting as the North Carolina Corporation Commission, and they gave to each of them full opportunity to be heard and to introduce evidence, and to show such cause as they had why said assessment should not stand as made. And after hearing such evidence and arguments as was respectively submitted by the said roads and telegraph company, they reduced the valuation placed upon the Atlantic and Yadkin railroad, and declined to reduce the assessments made against the other said roads and telegraph company.

That neither the plaintiff nor any of the said complaining railroads nor the telegraph company have applied for any writ or writs of certiorari for the purpose of obtaining a review of the assessment so made by them as the said Corporation Commission.

FRANKLIN McNEILL,
E. C. BEDDINGFIELD,
S. L. ROGERS.

Sworn to and subscribed before me, this 9th day of September, 1899.

W. M. RUSS,
Clerk Superior Court and ex-Officio Notary Public.

THE A. & N. C. INJUNCTION GRANTED.
Judge Simonton grants the injunction.

asked for by the president of the A. and N. C. R., through Messrs. W. E. Clark, Frank Thompson and Owen H. Guion, attorneys for the road, and will name a time and place where they will be heard in their application for a permanent injunction restraining the State Treasurer, State Auditor, and the tax officers of the counties, cities, towns and townships along the line of their roads from collecting the tax levied by the Corporation Commission. In their complaint, which is very long and embraces much that is in the complaint of the other roads, it is set forth that in 1898 all property in the State, other than railroad property, was assessed at \$233,000,000 while the railroad property was assessed at \$33,000,000 and now \$44,000,000. The farming lands of the State, 28,000,000 acres, were, as it is informed and believed assessed at \$110,000,000 with a yielding capacity of from \$50,000,000 to \$60,000,000.

The Corporation Commission assessed the property at \$734,330.08, and the complaint recites that "said sum is more than the actual cash value of said property," and that "there is a well recognized custom to assess all property (and especially farming lands) at considerably less than its actual cash value, to-wit: at from 50 to 60 and 75 per cent of their actual value. That the assessment in 1898 was \$551,440.

In his order, Judge Simonton restrains all State, county, city, town and townships officers from collecting the tax on the assessment of 1899 until a hearing, and the A. and N. C. R. L., is ordered to "pay to the proper officers of the State, counties, cities and towns at the times prescribed by law, taxes for 1899 on the basis of the assessment of 1898.

F. L. MERRITT.

COLORED BAPTISTS CONVENE.

Nashville, Tenn., Sept. 13.—The National Colored Baptist Convention met in its nineteenth annual session in this city today. Fully 1,500 delegates representing nearly every State in the Union were present. An address of welcome was delivered by Governor McMillin.

TELEGRAPHIC BRIEFS.

One new case of fever at Mississippi City.

Fourth re-union of the Tyler family in Richmond yesterday.

The bark Trojan given up as lost at San Juan de Porto Rico.

Report of the wiping out of Fourragamy mission said to be a canard.

First meeting of the new American Baseball Association next Sunday and Monday.

Abraham Greenwald, formerly one of Richmond's most prominent merchants, is dead, aged 95 years.

Telegrams from different points show no abatement in the agitation to boycott the Paris Exposition.

Morog, on Laguna de Bay has been abandoned by the American troops because of its unhealthiness.

The funeral of Cornelius Vanderbilt will be held at 10 o'clock tomorrow at St. Bartholomew's church, New York.

A mother and her two sons were murdered by three unknown men with hatchets, near Pleasanton, Texas, yesterday.

The Poe Memorial Association of the University of Virginia, on the seventh of October will unveil Zolnay's bust of the poet.

The new White Star steamship, Oceanic, the largest vessel afloat, reached New York yesterday, coming from Queenstown.

National Council of Red Men decide to care for orphans and widows of their members through a per capita tax of 5 cents a year on members.

Yesterday Senator Platt's son, asked by the Mazet Investigating Committee how much stock he held in the New York City Trust Company, replied: "It is none of your business."

The Secretary of the Treasury has decided in view of the money stringency in New York to anticipate the October interest. This will amount to \$5,596,526, and is due on the four per cents of 1907.

First authentic news of the disaster to the Jessie party of 14 persons who perished in Alaska in June, 1898, has been received at St. Michaels. It is stated that they were not murdered, as was supposed.

The War Department has been informed that the steamer Tartar which is returning to the United States from Manila with a large number of soldiers on board, has been detained at Hong Kong by the local authorities because she is overloaded. The matter had been referred to Ambassador Choate. The contention of the War Department is that notwithstanding the Tartar flies the British flag, being chartered by the United States Government, the assumption of British authority over her is unauthorized.

A dispatch from London states that it was not the intention of the British Government to tie the Transvaal down to a time limit of forty-eight hours in which to answer England's last note. The only part which is at all aggressive is the reiterated declaration of the British Government to discuss the matter of sovereignty in any shape or form. It is reported that the Transvaal has an offer from New York of 10,000 Irishmen to volunteer in case of war. The Irish of the Rand have formed to help Kruger. The President and the Executive Council have met to consider Great Britain's note.

A woman who has been abroad many times is never popular with women who haven't been abroad at all.

The lack of money is the root of a great many evils.

Those who read us like a book are generally holding it upside down.

Bears the Signature of *Chas. H. Fletcher*

ON THE DIAMOND.

NATIONAL LEAGUE GAMES.

Philadelphia, Pa., Sept. 13.—The Phillies made enough errors to lose two brilliant games, but Cleveland failed to profit therefrom, owing to their inability to hit. Attendance, 2,195. Score: Philadelphia... 50002100x-8 12 7 Cleveland... 000001001-2 7 0 Batteries: Donahue and Douglass; Wilson and Suggden. Umpires, Snyder and McGarr. Time, 1:50.

Baltimore, Md., Sept. 13.—Baltimore won a double-header from Louisville today. Woods had the Orioles shut out until the eighth inning of the first game, but three singles and a base on balls gave them three runs and victory. The locals won all the way in the second contest. Attendance, 1,995. Score: First game— Baltimore... 00000003x-3 8 3 Louisville... 20000000-2 7 9 Batteries: McGinty and Smith; Woods and Zimmer. Time, 1:40.

Second game— Baltimore... 40001120x-8 13 1 Louisville... 00002200-4 11 2 Batteries: Nops and Robinson; Phillips and Zimmer. Umpires, Betts and Dwyer. Time, 2:00.

Boston, Mass., Sept. 13.—Boston took a double-header from St. Louis today. Boston tried out two new men, Sullivan and Kuhns. Both did well. The second game was called at the end of the sixth. Attendance, 5,500. Score: First game— Boston... 03002100x-6 9 1 St. Louis... 000020001-3 9 3 Batteries: Lewis and Sullivan; Young and Schreck. Time, 1:51.

Second game— Boston... 000014-5 8 1 St. Louis... 000003-3 5 3 Batteries: Bailey and Bergen; Sudhoff and Schreck. Umpires, Manassau and Connolly. Time, 1:25.

Washington, Sept. 13.—McGee was easy for the Reds in the first game today and aided by bases on balls and errors they waltzed off with the victory. In the second the Senators lunched hits on Frisk in the fourth inning and secured a lead which Cincinnati could not overcome in the sixth innings played before darkness set in. Attendance, 2,400. Score: First game— Washington... 00101200-4 11 3 Cincinnati... 210004025-14 15 0 Batteries: McGee and Kitzridge; Breitenstein and Peitz. Time 2:35.

Second game— Washington... 1000410-6 7 1 Cincinnati... 2000041-3 7 2 Batteries: Field and Roach; Frisk and Kahoe. Umpire, Latham. Time, 1:39.

New York, Sept. 13.—The game today was a farce after the third inning. Mularky, late of the Washington Club, did not prove a puzzle for the New Yorks. Seymour was effective throughout. Attendance, 300. Score: New York... 001001200-13 19 8 Chicago... 11000000-2 7 1 Batteries: Seymour and Warner; Mularky and Donahue. Umpires, O'Day and McDonald. Time, 2:00.

Brooklyn, N. Y., Sept. 13.—With one run scored, three of the Pittsburgs on bases, and only one out in the ninth inning today Swartwood called the game on account of darkness. The score, therefore, reverted to the eighth inning, and Pittsburg was enured out of a hot finish. The visitors were partly to blame, as they delayed matters by indecision as to whether Leever should bat or not. Sparks pitched great ball until the eighth and then weakened. He kept his hits scattered. Attendance, 2,200. Score: Brooklyn... 00000130-4 7 2 Pittsburg... 00100200-3 9 1 Batteries: Hill and McGuire; Sparks, Leever and Boverman. Umpires, Swartwood and Hunt. Time, 2:23.

MR. BRYAN SPEAKS.

Lincoln, Neb., Sept. 13.—W. J. Bryan arrived home from the Pacific coast today and spoke at the banquet tendered members of the First Nebraska regiment. Colonel Bryan said he expected to start for Chicago tomorrow to attend the trust conference.

Governor Poynton will probably accompany him to Chicago.

CENSUS SUPERVISORS.

Washington, Sept. 13.—The following census supervisors are to be appointed for Mississippi First District: J. M. Bynam; second, W. A. McDonald; third, Charles Banks; fourth, S. E. Galecran; fifth, R. M. Bodercaux, and sixth, W. E. Molican.

"I suffered with piles eleven years before using DeWitt's Witch Hazel Salve; now my health is fully restored."—Conrad Stange, Pierz, Minn. A soothing, healing preparation of standard merit, beware of worthless counterfeits. Robbitt-Wynne Drug Co., W. H. King & Co., Adams & Moyer, Wm. Simpson.

We paste newspaper clippings in scrap-books only to discover that the item of value is on the other side.

Constipation, Headache, Biliousness, Heartburn, Indigestion, Dizziness, Indicate that your liver is out of order. The best medicine to rouse the liver and cure all these ills, is found in

Hood's Pills 25 cents. Sold by all medicine dealers.

You Can Buy the World-Renowned

STIEFF PIANOS

On convenient terms, thus assuring yourself that the cost will not be a burden, and that your money is providing the best PIANO that's made.

COMPLETE CATALOGUE FOR THE ASKING.

REPAIRING AND TUNING GET QUICK ATTENTION.

CHARLES M. STIEFF, Wareroms, 9 North Liberty Street, Baltimore. Factory—East Lafayette Avenue, Aiken and Lanvale streets.

SEALED BIDS FOR MACHINERY. City of Raleigh. Purchasing Department. Raleigh, N. C., Sept. 9, 1899. Sealed bids will be received until Friday, September, the 22nd, at 12 o'clock a. m., for the purchase of the following described machinery, f. o. b. Raleigh: One No. 5 Champion Rock Crusher complete, one 40 ft. Elevator and Chain, one 12 ft. Revolving Screen, one 70 H. P. Locomotive Boiler, 100 pounds working pressure, one 35 H. P. Horizontal Centre Crank Engine detached, 72 feet 10 inch 4 ply best Rubber Belt, 4 Underdelivery Gates for bins. The city reserves the right to reject any and all bids.

T. P. SALE, Purchasing Agent.

The Pure Food Question

Is not a new question with us. We have been advocating pure food for more than a dozen years, and we are rejoiced to see others taking it up. We like to see men of science taking hold of it and showing people the necessity of eating

Only Pure Food, and demonstrating it by analytical and other scientific tests, and we think that everybody should read Prof. Wither's lecture on this important question. We advocate pure food buying and pure food eating, in the only practical way by buying and selling only that which is pure. Our prices may not always be the lowest, but they are as low as the class of goods we deal in can be bought at.

"PURE FOOD IS OUR MOTTO."

Thos. Pescud, GROCER.

In new quarters—305 Fayetteville St., opposite the postoffice.

The Town of Kinston, North Carolina.

BONDS FOR SALE

Sealed bids will be received until 6 o'clock p. m., October 10th, 1899, at the office of the mayor for twenty-five thousand dollars of the town of Kinston, North Carolina, 4 per cent bonds, running thirty years from July 1st, 1899, and bearing interest from October 15th, 1899.

Interest payable, January 1st and July 1st. These bonds are to be issued for the purpose of enlarging and equipping the electric light plant, for drainage and street improvements and towards refunding the existing indebtedness of said town, and are authorized by a majority of the qualified voters at an election held on the 1st day of August, 1899. The right to reject any and all bids is reserved.

By order of the mayor and board of aldermen.

N. B. MOORE, Town Clerk. Dated Kinston, N. C., September 9th, 1899. 9-14w.

CASTORIA For Infants and Children. The Kind You Have Always Bought