The Chatham Record

THURSDAY. Nov. 19, 1903.

H. A. LONDON, Editor.

It now seems probable that ex-President Cleveland may be the Democratic candidate for President next year. It is generally conceded that he can get more votes at the North than any other Democrat. To a greater extent than any other Democrat he has the confidence of the conservative men of the North, and especially of the business men, of both political parties.

If he desires the nomination there is little doubt about his being able to get it, but it is not probable that he desires it, and he may not allow his name to be presented to the nominating convention. There is nothing for him to gain by accepting the nomination and being elected, for he has already been the Democratic nominee three times and been President twice. With his highly honorable record he can well afford to enjoy a dignified retirement from active politics and the cares of office.

But it is said that, even if Mr. Cleveland can carry more Northern States than any other Democrats he cannot carry the "solid South." This we think is an insult to the South and Cleveland. If he is nominated he will carry every Southern State, for how could any Southern Democrat hesitate in preferring him to Roosevelt? While it is true that there has been widespread and very unjust prejudice aroused against him in several Southern States, yet we are pleased to know that this prejudice has greatly abated and already there is a general revulsion of public sentiment in his favor. Even among those who now speak favorably of him (for they follow the tide) are some of those who held office under him and then so foully abused him.

The litigation by the railroads at Durham over Peabody street is at last ended by a compromise. This litigation began in 1899 and has been pending in several courts. It was begun in Durham, was transferred to Chatham where it was twice tried, was argued three times in the Supreme court, and finally was ended in the Federal court.

This litigation has delayed several years the construction of a much needed union depot at Durham, which at last will now be speedily erected.

Something remarkable about this litigation, and which illustrates the uncertainty of a jury's verdict, is the fact that at the first trial here (in 1899) the defendant introduced no evidence and yet gained the case, but at the second trial the defendant introduced evidence and lost the case.

Col. W. T. Blackwell died at Durham on last Thursday night, aged 64 years, and in his death was closed a notable career, bedecked with sunshine and cloud, with prosperity and adversity.

He was a poor boy, who started life under unfavorable environments and, after accumulating a fortune, lost it all and died almost penniless. With the exception of Gen. J. S. Carr he did more than any other man to build up the town of Durham, and his public spirit and liberality were unstinted. And yet when adversity overtook him many of those who basked in the sunshine of his prosperity turned their backs on him.

Durham honored herself in giving Col. Blackwell one of the most imposing funerals ever known in that town.

The new Republic of Panama has been officially recognized by President Roosevelt, and it will soon be recognized by all the European Powers. In so doing they recognize the right of secession, for which the South fought for four years.

This revolution was so sudden and successful, so easily accomplished, as to read like fiction.

The county superintendents of public schools held a notable meeting at Raleigh last week. Nearly every county superintendent in the State was present, and all were greatly encouraged in the good work in which they are engaged by this meeting.

The uncertainty of life was most sadly illustrated in a fatal murder that took place in New York City the day [illegible] A highly respected citizen of that city, eighty-[illegible] years of age, was shot down from behind in the act of his prayer, and [illegible] in process of [illegible] by a crazy negro who happens to be passing and had never [illegible] the helpless victim.

New Discovery of Christ's Sayings.

[illegible]

Washington Letter.

Washington, Nov. 13, 1903.

[illegible]

Statistics of Railroad Casualties.

Washington, Nov. 18.—Accident bulletin No. 8 issued by the interstate commerce commission, reports that during the year ending June 30, 1903, there were 10,675 railroad accidents to engine and train service, by which 1,670 persons were killed and 65,346 injured, an increase over the preceding year of [illegible] killed and [illegible] injured. This large increase is partially explained by the large increase in the number of persons killed during the [illegible] and injured during the [illegible] of the year. The report shows that [illegible] employees were killed and [illegible] injured in the year, [illegible] of the total number of persons killed and [illegible] of the total number of persons injured. [illegible]

The Gold Bond Case.

Washington, Nov. 16.—The United States Supreme Court today refused to grant the writ of certiorari in the case of the State of North Carolina against the Central Trust Company of New York, which involved the validity of the State's bonds issued to aid the Atlantic and North Carolina Railroad Company. The case was argued last Friday week by Mr. Hoke Smith for the State and by Mr. Bryan for the Trust Company. The State's contention was that the bonds were void because issued without legislative authorization, and because issued without the assent of the stockholders of the company. The Circuit Court of Appeals had decided against the State, and the State then applied to the Supreme Court of the United States for a writ of certiorari to compel the Circuit Court of Appeals to send up the record in the case for review by the Supreme Court. Today's action in refusing the writ of certiorari is a decision against the State's contention. The opinion of the Circuit Court of Appeals in the case was written by Judge Simonton, of South Carolina, and concurred in by Judge Pennypacker, of Pennsylvania, and Judge Goff, of West Virginia. The opinion of the Circuit Court of Appeals was in favor of the validity of the bonds. The State will now be compelled to pay the principal and interest of the bonds, which amount to a very large sum of money. The State's debt was increased by the action of the last session of the State's legislature, which passed a law providing for the issue of $1,000,000 of bonds to be given to the Western North Carolina Railroad Company, a corporation controlled by Southern Railway interests, to be used in completing its road to Murphy, in Cherokee county, the extreme western county of the State. The bill was passed over the veto of Governor Aycock, who argued that the State was already too much interested in railroad enterprises.

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