CHARGES AGAINST THE SOUTHERN. present course is an effort to prevent been made in regard to the State road At the time when the building of lease will well apply, with equal force,

Vice-President St. John, of the Seaboard. Get Control of all the Railroads in the South.

Atlanta Constitution.]

one day in Atlanta, but he stirred competitive systems centering at At- fixed charges this rental should come things up during his brief visit. He lanta, Ga., and each under indepen- down. must have spent a good part of the day dent control. The Western and Atwriting letters, for he sent one to the lantic railroad was an independent deems it has become sufficiently powexecutive board of the freight associa- line, and the Georgia and the Atlanta erful, the holders of these securities tion, and he addressed another to and West Point railroads were auxili- may look forward to an attack being Chairman Trammell, of the State rail- ary lines of the Central system.

road commission. Both were full of COMPETING LINES BOUGHT. ginger. The one to Colonel Trammell How is it to-day? The Southern was in reply to the commissioner's let-Railway Company, a corporation of ter notifying him that the commission Virginia, holds each and every one of would reduce the Seaboard's local rates the lines formerly held by the Richin Georgia to correspond with the mond and Danville and East Tennescuts in through rates. Chairman see, Virginia and Georgia railways, Trammell stated that he deemed it his including the Georgia Pacific, and, as imperative duty to do this to protect is well known, owns every share of the business interests of Georgia.

Mr. St. John replies in a long communication, in which he charges at the Southern railway full tilt and declares that company is trying to mo-nopolize all the roads in the South and get its hands finally on the Western and Atlantic, the State's own road. He charges that the Southern has employed politicians to control the legislature, says that it has already trols the Columbus Southern. defeated some candidates and says

that it aims at getting control of the railroad commission so that it can regulate rates. He claims that the Seaboard is the only independent line into Atlanta from the East and states that he does not believe the commission will take the course threatened when the situation is investigated, for Tennessee, the Central of Georgia, the Georgia Southern and Florida, the Macon and Northern an dcontrols the Georgia and Atlanta and West Point, tive lines.

MR. ST. JOHN'S REPLY.

The letter is herewith given in full: "Hou. L. N. Trammell, Chairman they would doubtless accord. The ianta, Ga. Dear Sir : Your esteemed three competitive and parallel routes ing in Atlanta, for a reply.

'It is a matter of regret to me that these roads were acquired the Southern the railroad commission of Georgia Railway and its predecessors already "The Southern Railway Company before publishing an intimation of a controlled parallel and competing realizes that the Seaboard Air Line purpose to take action antagonistic to lines.

the Seaboard Air Line did not invite a conference with its officers and give the honorable commission of the ne-quired control of railroad after rail-the honorable commission of the ne-quired control of railroad after rail-the honorable commission of the ne-quired control of railroad after stock of the most certain to secure that result. The most certain to secure that result. The most certain to secure that result. cessity for our course-a necessity road in Georgia, and holds the stock of produced by the gravity of the situa- railroads in utter defiance of the protion which railroad affairs in the South, and especially in Georgia, now State-provisions of the supreme court

the Georgia, Carolina and Northern to the Georgia railroad. It is an open Declares That the Southern is Trying to Railway was inaugurated the Rich- secret that parties high in the counmond and Danville Railroad Com- cils of the Southern railway have pany, the East Tennessee, Virginia stated that the rental paid for the and Georgia Railway Company and Georgia railroad is far in excess of

the Central Railroad and Banking what should be paid, and that as other Vice-President St. John spent only Company of Georgia were three great railroad properties have reduced their

"Whenever the Southern railway made upon the Georgia railroad lease and to a destruction of the values of

their present holdings. "That it is the purpose of this corporation to dominate this State, if it can possibly do so, is apparent from surface indications, which point to much below the surface that one only can surmise.

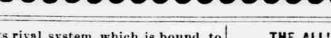
POLITICAL LAWYERS.

the capital stock of the Central of "Already do we see parties employed as attorneys of the Southern railway Georgia railway, which now includes the Macon and Northern. It has pur- who have no fixed duties in the court chased the Atlanta and Florida-a house and apparently do not attend to road parallel to the Central between any litigation, but who can always be Atlanta and Fort Valley-and has ab- found at political gatherings, at nomisorbed by stock ownership or other- nating conventions and in attendance wise the Macon and Birmingham, the upon sessions of the legislature. It is Georgia Southern and Florida, Georalready reported that legislative candgia Midland Gulf-and it is said conidates who have been supposed to have

"Of the lines centering at Atlanta. only the Seaborrd Air Line toward the the weight of its political influence east and the Western and Atlantic to thrown into the scale and have been the west are free from the domination defeated for the legislature. It is also of this corporation. It parallels each currently reported that other gentleof these lines. Its ownership of the men occupying professional relations lines of the Richmond and Danville to the Southern railway are promi-Railroad Company and of the East nent candidates for the legislature, when the situation is investigated, for he goes on to charge that the South-ern has already acquired the East road Company, and its complete stock Rumor has it that a selection has alownership of the Central of Georgia ready been made of a candidate for and through it of the Ocean Steamship Governor to succeed the present excel-Company give it the domination of lent executive, whom it is understood three competitive lines to the east, will leave the office at the expiration thus destroying competition between the Georgia and the Atlanta and West and just administration to all interests Point gives it the ability to prevent has been a matter of congratulation to those roads from according to the com- the State.

petitor of the Southern those facilities "It is an easy step if the legislative which, if in indepentent circumstances, and executive branch of the government can be controlled to render the Railroad Commission of Georgia, At- Southern Railway Company controls powers of a railroad commission absolutely null, and it is also to be apprecommunication of the 21st instant, ad- from Atlanta to Macon in this State. hended that should the Southern raildressed to me, has had my most care- There is not a competitive line at Ma- way succeed in repeating in Georgia ful consideration. Absence from con, Ga., which it does not control, in- that political domination which it is Portsmouth has prevented the receipt cluding each of the four possible routes said that another railroad established of the original communication mailed for reaching Florida. The line made in a sister State, the commission will to me. I assume, however, that the by the Macon and Northern and the be filled with persons who will take copy appearing in the daily papers of Seaboard Air Line to the east, and to care of the interests of this dominant the same date, which I found en route and from Florida via Macon over the railroad, instead of pursuing that is correct, and I deem that the im-portance of the subject and the mani-Southern and Florida Railways has to the people, and of fearlessness in refest misapprehension thereof, as well been rendred an impossibility because sisting corporate greed, which has as of the situation which preceded the these roads are a part of the Southern heretofore made the railroad commissame, on the part of the commission, Railway Company's system, and will sion of Georgia under the presidency calls for correction at the earliest op- not deal with the Seaboard Air Line of yourself and your excellent predeportunity. I take this, my earliest op- upon terms which, if they were con- cessors the model for railroad comportunity upon my arrival this morn- trolled by independent stockholders, mission throughout the country. they would be glad to make. When

This method is by depriving it of its draw from the people a large net reve-



connections, and having shorn it of nue in order to pay interest upon its



By SATUEL LEAVITT. Ther of "DICTATOR GRANT" and "PEACEWAKER GRANGE;" and Editor of Poter Cooper's Advantate.

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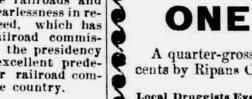
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ATTACK ON THE SEABOARD. "The Southern Railway Company cle to this programme. It has there-

system stands as an insuperable obsta-DEFYING THE CONSTITUTION.

entertained views antagonistic to the Southern railway, have experienced

may now immediately affect the Sea- held to be valid, commendable and enboard Air Line, threatens in a much forceable, even where it was claimed higher degree the people of this State | that the previous charter of the offendand section, should the effects of the ing corporation authorized such trans-Seaboard Air Line to check the strides actions, and where they held that : of the Southern railway toward a com- control through stockownership was as plete monopoly and domination of obnoxious to the constitution as a dirailroad matters, including freight rect control by lease or purchase. rates and their control, prove unsuccessful. I feel assured that could this Kentucky prevented the Louisville conference have been had, the com- and Nashville railroad company from mission would have seen that so far securing control of the Chespeake, from the action of the Scaboard Air Ohio and Southwestern system, and Line being one which should receive the union of the Northern Pacific railthe criticism of the comm'ssion, the way and a competing line was precommission to the extent that it could vented. The cases are reported in the with propriety and without impairing 161st Volume of United States Suthat perfect impartiality which it preme court reports at 616 to 704. maintsins toward all carriers, have ap-proved of the action of the Seaboard tion of the law of this State are patent Air Line, instead of giving to the pub- to all who have watched the course of lic press in advance of communication similar monopolies in other States with the Seaboard Air Line or any of The first purchase is to crush competiits officers the letter above referred to, tion by placing themselves in a posiwhich is calculated to create in the tion where business cannot move any public mind the impression that the distance without being compelled to commission at least disapproves of our traverse their lines. In this manner course, even if it does not intend to they can, by demanding local rates cast the weight of its great influence and refusing to make proper through upon the side of our adversary.

THE SEABOARD'S POSITION.

"Confident, however, of the justice portation and the routing of all busiof our course and of the fact that when it is understood both your honorable commission and the public will ceive that with this control of the in-Air Line is one that is not only necessary to preserve its rights and its abil. transacted over the few remaining inity to compete with the Southern Rail- dependent lines to give such business way Company in this territory and to them. They can, in like manner, prevent that company from becoming by their overwhelming influence, force able to absolutely dictate its own independent connections to accord them facilities and to route business by the facilities and to route business more essential to prevent the people of this State from coming absolutely under the power of a single monopoly, with its attendant evils of interference in State politics, of its attempts passenger route between Atlanta and to control legislation and State offi- Washington upon which superior time cials, and even to dictate the person- could be made between these cities nel and policy of railroad commis- than it is possible for the Southern to sions; evils which in other States make. If the Seaboard Air Line were have closely followed the control able to secure from its southern contherein by one railway company of all competitive lines of transportation. 1 desire to hereby present to the com- ate cities all the benefits of competi mission the reasons which have in- tive travel by two routes, with equal duced the Scaboard Air Line to adopt its present policy, and by giving this East, would be afforded the people of letter the same publicity which has this section.

"I am sure that preconceived opin- compels the Atlanta and West Point ions which either this commission or railroad and the Western railway of the people may have received in the Alabama to refuse those through car absence of hearing our side of this arrangements to the Seaboard Air matter will disappear in the light of Line which they accord to the Souththe full truth, and that we may count ern, while at the same time it owns henceforth upon the moral support of both the commission and the public in via Birmingham. this great contest for commercial free-

A clear understanding of the merits nation might be given and the history it as a competitor. of this situation and of our conduct of the Southern railway is sufficient requires me to briefly present a state- to show that if it is permitted to carment of the conditions exisiting when ry out its policy every railroad interthe Seaboard Air Line system began est in the South as well as the comext-nding its lines into Georgia, and merce of this country will be entirely

tered the Georgia, Carolina and Nor- ern railway has recently acquired the thern Railway Company for the pur- Cincinnati Southern railway. The the stock of the Seaboard Air Line and up their moral support, and not by any Lone system to extend its line from cicnatti and it has for many years cannot be purchased by the Southern their great influence upon the side of Portsmouth, Va., to Atlanta, Ga. Mr. leased the line. It has been boasted John M. Robinson, now deceased, then president, was the moving spirit the city of Cincinnatti to dispose of this, its valuable property, at the terms of and Balands to the support of the therein, and the Seaboard and Roan-of and Balands to the support of the people. It confidently looks to the claimed by the government and held for actual settlers only.

presents. This situation, however it of the United States has quite recently crushing it. refer the commission to the case where

rates, except upon their own terms

absolutely dictate the cost of trans ness coming into and going out of the State of Georgia. It is easy to persee that the action of the Seaboard terstate business they can force ship-have the Southern compete with it pers upon business which might be rivals. It is a well known fact that the Seaboard Air Line railroad has a nections proper through car arrange ments to New Orleans and intermedi service between the South and the

been given to your letter to me, to let the people understand the situation its control of the Central railroad it

AFTER THE STATE ROAD.

Further instances of great discrimi-

these (its natural defenses) then of heavy capitalization as to compel it to forego the policy of extermination form of government that might be R. B. Weston, Aurora "The Southern Railway Company which it had adopted. progressive and perpetual, states:

has had a line to Baltimore for years "The effort has been persistently via West Point and the steamboat line made to hold up the Seaboard Air-Line from that port (a majority of the capi- as a wilful disorganizer in traffic mattal stock of which is controlled by the ters in this territory. This effort is in Southern Railway). This line is over keeping with the course and conduct that to secure these rights governforty miles shorter than its present of our adverries. The Seaboard Airline to Norfolk. Recently, without Line has had persistently to fight ef- riving their just powers from the conany apparent sufficient reasons, the forts to create physical pools of traffic, sent of the governed." Southern Railway made arrangements to resist boycotts, made against it, to

for running into Norfolk. Having contend with all manner of discrimidone this and ostensibly desiring to nations which have been endeavored establish competition with the Sea- to be practiced upon it. It has sought board Air Line to Baltimore, the Bay to give to the people that reasonable, Line, which has been for years the prompt and economical service which Seaboard Air Line's method of reach- its superior facilities and lower capi-Railway to give it exactly the same this it has met with the antagonism of this great monoplistic corporation. The battle which is now waging is one vate hands, the people of the municipation of the same vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one vate hands, the people of the municipation. The battle which is now waging is one ing Baltimore, offered to the Southern | talization enable it to offer, and for | freight between Norfolk and Balti- The battle which is now waging is one more that it did to the Seaboard Air in which the interest of the people is be, shall appropriate the same by right deeply involved. Whatever temporary be, shall appropriate the same by right disturbances of local rates may ensue.

the Bay Line was too closely allied to the manufacturers of this state are re- value therefor, and operate them for, the Seaboard Air Line to suit it. Then ceiving upon competitive business to and in the interest of, the whole peothe Merchants and Miners' Transpor- the east the advantages of these reduc- ple. tation Company, which is the Southern tions. But more than that, if the Sea-FINANCE.

Railway's preferred connection on its business from Boston, offered to give the Southern every facility for busi-will prevent them from being in the ness from Norfolk to Baltimore. Each | course of the near future bound hand of these is an old established line, fa- and foot and turned over to the Southvored by shippers, and with every fa- ern railway to be charged with rates all'dues, and an equitable and efficient N. H. Taylor, Harlowe, means of distribution of this currency,

cility for handling the business, not of freight and passenger tariffs as it only now, but for years to come. The may seem good. DON'T DISCRIMINATE. upon equal terms, but the Southern de-

mum of expense and without the intervention of banking corporations So far as the intimation conveyed and in sufficient volume to transact

exchange.

the people.

sired to cripple the Seaboard Air Line the business of the country on a cash in your letter that the railroad comand its connections in order to shut out mission will reduce rates within the basis such opposition; it therefore rejected state proportionate to the reduction (a) We demand the free and unthe offer of the established boat lines made on through rates, such a reduclimited coinage of silver and gold at and at a greatly increased expense in- tion operating upon all lines of rail- the legal ratio of 16 to 1 stituted a line of its own on the bay. road within the state will meet with Had this line been necessary to secure no opposition from the Seaboard Air- tax. competition it might have been justi- Line system. Such a reduction at fied in inaugurating it, but it afforded tempted to be enforced against the no other or further competition than Seaboard Air-Line system alone, I am to build up one industry at the expense had already been offered by the lines satisfied this commission, upon a conof another. on the bay. The business done between Baltimore and Norfolk barely pays the tempt—not only because it would be a existing lines. That business is man- siding on the part of the commission festly insufficient to sustain another. with the Southern Railway Company The only effect of such a line is to in this contest, but because it would be cripple the Bay Line. If, however, the so manifestly an attempt on the part Bay Line can be crippled to such an of the commission to control interstate extent that the Southern railway can | commerce, that I know so well informadministered. drive it out of business, or following ed a body as the railroad commission its favorite policy, purchase the com- of Georgia will not undertake such acpeting line, it would then be able to tion. deny to the Seaboard Air Line compe-"In conclusion, permit me to say

tent facilities between Norfolk and that there is no interest in this state, Baltimore in connection with its busi- except the interest of the Southern ness. It is frank to say that such a railway, which is not deeply concerndeprivation might seriously damage ed in the success of the Seaboard Airthe Seaboard Air Sine and might place Line in this contest. The issue is It in a position where it would be una- whether or not the people of this state ble to sustain itself, and should finan- shall have the advantage of that comcial embarrassments happen, it might petition which their constitution guarafford to the Southern Railway Com- antees to them, whether or not a sinpany the opportunity of doing that gle railway system can come into this

which it has been engaged in through- state and in defiance of that constituout the south, namely, purchasing the Seaboard Air Line and extinguishing nopoly and prevent any one from raising his voice to ratter a protest "The Seaboard Air Line system is against this violation of fundamental

composed of roads which have not, law. like the Southern Railway lines, gone "In this contest we appeal to the through a series of receiverships and railway commission of Georeia, which like the postoffice system, being a of the situation which we find exist-ing in Georgia to-day. at its mercy. Besides the crushing of competition above detailed as havpossible, to protect their stockholders ests, has prevented au; / infringement

Cooper & Swain, Elizabeth City, 172 60 1,443 00 M. Chadwick, Fairfield, 130 60 276 00 144 45 H. Smith, Falkland, Gainey & Jones, Fayetteville, J. A. Vann, Franklinton, R. T. Cliffton, Franklinton, 199 00 Leroy King & Co., Graham, 41 98 T. B. Rice & Co., Greensboro, 345 9 We demand a national currency, Sample S. Brown, Greensboro, 836 47 safe, sound and flexible; issued by the W. R. Jordan & Co., Greensboro, 15 80 general government only; a full legal John B. Hooker, Hamilton. 32 50 tender for all debts and receivable for J. C. Hoard & Co., Hamilton, 331 97 34 18 J. W. B. Basson & Co., Haw River,53 15 directly to the people, at the mini- Britt Bros., Henderson W. T. Cheatham, Henderson, 130 57 C. D. Tharrington, Inez, B. P. Howell, Jonathan Creek, 190 00 J. H. Hales & Co., Kenly, Oliver Ellis & Co., Kinston 552 41 W. D. Sadler & Co., Leechville, 20 19

Layden & Yarboro, Lexington, 92 45 James H. Sanford, Louisburg, 303 74 Perry, Renfrow & Son, Lucama, 364 00 (b) We demand a graduated income Isaac Williamson, Lucama, 159 57 (c) That our national legislation J. A. Earles, Manson shall be so framed in the future as not R. L. Bennett, Middleburg, 30 44 W. J. Bradshaw, Moncure, 345 90 John Bell, Moncure, 506 03 (d) We believe that the money of Riddle & Johnson, Montezuma. 97 13 the country should be kept as much as M. V. Mason & Co., Morehead possible in the hands of the people, City, R. R. Moore, Moriah, 124 00 and hence we demand that all nation-94 10

al and state revenues shall be limited J. V. Mitchell & Son, Mount to the necessary expenses of the gov-Airy, J. H. Cohen, Newberne ernment economically and honestly B. J. Smith & Co., Newbern, 911 10 (e) We demand that postal savings S. J. Jarrell, Oxford, banks be established by the govern- R. H. McGuire, Oxford, 443 60 ment for the safe deposits of the sav- S. C. Sharender, Pantego, 136 25 ngs of the people, and to facilitate Wm. B. Hutchina, Raleigh 223 91 Thos. G. Jenkins, Raleigh, 181 18 (j) We are unalterably opposed to Rice Bros., Reidsville, 227 43 the issue by the United States, of in- R. L. Bennett, Ridgeway, terest-bearing bonds, and demand the F. Vaughan, Ridgeway, 168 00 payment of all coin obligations of the A. M. Long, Rockingham, United States, as provided by existing N. T. Shore, Salem, laws, in either gold or silver coin, at H. P. Duke & Co., Seaboard, C. V. Skiles & Co., Seaboard, the option of the government and not at the option of the creditor. C. V. Skiles & Co., Seaboard, Fuller & Hyman, Smithfield,

O. M. Conley, Statesville, TRANSPORTATION. E. F. Manson, Swansboro,

LAND.

r. W. Harris, jr., Swanquarter, (a) The government shall purchase Heilbroner & Bro., Tarboro, or construct and operate a sufficient Heilbroner & Bro., Tarboro, mileage of railroads to effectually J. Wilson, Talbot. control all rates of transportation on Ducker & Garren, Tweed, just and equitable basis. Wheeler Bros., Warrenton, . C. Morton, Washington, Boston Shoe Store, Weldon, John F. Hardison, Williamson, ence, should be owned and operated Wm. Harris, Wilson,

W. Corbett, Wilson, W. J. Harris, Wilson, Mitchell & Askew, Winston, King Bros. Pure Food Co., Win-We demand that no land shall be

WASHINGTON D.C.

100 FOR \$1.00; 200 FOR \$1.25; 300 FOR \$1.50. 9 x 12, By Mail Postpaid 100 FOR \$1.50; 200 FOR \$1.75; 300 FOR \$2.00. **OUR GREAT DOLLAR OFFER!** All Township and County Chairmen ought to have Letter fleat and Paper printed. We will send too sheets paper, and 100 envelopes, with name 181 59 Township and County, and Chairman's address printed thereon, rich pencil, 1 pen, three blotters, all for \$1,00 postpaid. If names of Con-218 00 mitte wanted, 25cts. additional. Cash must accompany every order. BILL HEADS, LETTER HEADS, BUSINESS ENVELOPES, REPORTS, TICKETS, PROGRAMS. BOOKS PAMPHLETS, PROCEEDINGS, MINUTES. RECORD BOOKS. BLANK BOOKS FOR COUNTY OFFICERS, LEDGER JOURNALS, DAY BOOKS, ETC. REMEMBER

THAT WE ARE IN SYMPATHY WITH THE

REAT REFORM MOVEMENT

And YOU ought to throw all the business in our way you can. The Bourbon press has heretofore done all work of this class had

