

King's Weekly.

(Successor to the Index.)

By HENRY T. KING,
Editor and Proprietor.

SUBSCRIPTION, 25 CENTS A YEAR.

Advertising rates furnished on application.

Entered at the postoffice at Greenville, N. C. as second class mail matter.

FRIDAY, : : April 5, 1895.

ASSIGNMENT LAW.

The "act to regulate assignments" is causing lots of trouble to the business and poor man. Different authorities put different constructions upon it, but all agree that it is unwise and hurtful to our best interests. The construction that will be put upon it by the Supreme Court is a matter of grave speculation, and can not be mended, unless it is declared unconstitutional which is not at all probable.

The Constitution vouchsafes a man's homestead unless he voluntarily surrenders it, or it be taken from him under mortgage. Then how can this law apply to "existing creditors" when there is not a homestead? If a man owns \$300 worth of property, and owes \$200, and then mortgages his property to other parties for \$50, has that \$200 got to be paid out of the \$300 worth of property before the \$50 mortgage can be settled? How can it be done? That act fails to show. Must the \$50 mortgagee levy on and sell property until the \$200 are paid and then proceed in like manner to get that due him? That would work the greatest injustice, and if a man's homestead cannot be taken from him except under mortgage, how can a \$60 mortgage take \$250 worth of a man's property?

Another doubtful construction that may be placed upon it is that it prevents a man mortgaging his homestead while he has other outstanding debts. It has never been law that a mortgage could cover property for a larger amount than that specified, which the "act to regulate assignments" attempts to make it do. Then if it cannot, the \$200 debts could not be collected by the \$50 mortgagee, and as the \$50 mortgage would be "absolutely void as to existing creditors," the \$300 man would be absolutely safe from all creditors, and the construction would be that a man in debt could not mortgage his homestead, neither could it be taken from him.

Viewed from all sides in all

its aspects, it seems to be a complicated, useless, shameful piece of blundering.

IS IT LAW?

Judge Coble's charge to the jury in the case of Harrington vs. Commissioners, was very fair, although there is great difference of opinion concerning certain parts being law.

His charge concerning the validity of bonds was new to us. We have always heard that the amount of justifications should equal the penalties, and they should be good. The only construction we can put upon it, is that if a man justifies for \$5,000 and is worth \$10,000, and another man worth practically nothing, justifies on same bond for \$5,000, the bond is good and sufficient for \$10,000. Many differ with the Judge on that point.

Some other points were not so clear as the average jury needs. It really looks as if the case was one of fine legal points for the Judge and not a jury.

THE BULL BUTTED OFF THE BRIDGE.

One of the acts of the Legislature, new law, declares that "any entire male cattle running at large in Chatham county above the age of six months shall be guilty of a misdemeanor."

The good behavior of the said beast doesn't entitle it to any mercy and this is the only evidence that they took the bull by the horns. Wonder if that was Senator Forbe's plan of butting the bulls off the bridge, that he mentioned before election?

They ran the Legislature for sixty days at an increase over the Democrats of nearly \$7,000. Voters of North Carolina look upon the prisoners in the public pillory, and say how do you like them. Then look at the huge expense—\$50,000—to construct two criminal circuits for two camp followers. Then look at the nearly \$70,000 of increase of appropriations over the Democratic Legislature that preceded them. Take the Railroad Commission. They were going to whack that mightily for the pay was too high. They turned out a distinguished lawyer and most upright gentleman, and put in a fellow without any qualifications as to learning, ability and character. They reduced the pay to \$1,500 apparently, but took care to postpone the reduction for four years. "Very like a whale."—Wilmington Messenger.

A law was enacted in the General Assembly entitled "a law to prevent the setting of large steel traps." Remarkd a gentleman this morning: "I suppose this law was enacted by the Republicans in order to keep their voting strength together. It is hard on raisers of poultry; however."—Raleigh Press.

Frank Wilson's

—NEW—

Spring Goods

ARE HERE.

But he is so busy opening and selling that he had no time to even write an ad for this week.

In the meantime don't forget that he has a complete stock of everything.

J. B. Cherry,
J. R. Moyer,
J. G. Moyer.

J. B. CHERRY & CO.

We extend our thanks to our friends and customers for their patronage in the past and ask them not to forget us in the future, when in need of any goods we carry. We shall at all times strive to sell good, *Reliable Goods*, at the

Lowest Prices

Call on us for Dry Goods, Notions, Hats and Caps, Shoes, Umbrellas, Crockery, Lamps, Glassware, Tinware, Woodware, Hardware, Groceries, Plows and Farming Tools, Trunks and Traveling Bags, Guns, (Scissors, Shears, Button-hole Scissors and Razors warranted to give satisfaction).

FURNITURE,

Lace Curtains, and Curtain Polls, and Floor Oil Cloths, Library and Hall Lamps. If you want

The Best Shoes,

for Men and Boys, be sure you get L. M. Reynold's & Co's. They are the best. There are other Reynold's Shoes for sale but if you want the best you must get L. M. Reynold's & Co's.

J. B. CHERRY & CO.

Atlantic Coast Line

Schedule In Effect Jan. 27th, 1895.

CONDENSED SCHEDULE.

DEPARTURE FROM WILMINGTON
NORTH BOUND.

DAILY No. 48 -- Passenger—Due 9 20 a m Magnolia 10.56, a m Warsaw 11 10 a m, Goldsboro 12 05 a m, Wilson 1 00 p m, Rocky Mount 2 33 p m, Tarboro 2 48 p m, Weldon 3 4 p m, Petersburg 5 53 p m, Richmond 6 45 p m, Norfolk 6 05 p m, Washington 11 10 p m, Baltimore 12 48 a m, Philadelphia 3 45 a m, New York 6 53 a m, Boston 3 p m.

DAILY No 40 — Passenger—Due 7 P M Magnolia 8 31 p m, Warsaw 8 45 p m, Goldsboro 9 10 p m, Wilson 10 27 p m, Tarboro 6 58 a m, Rocky Mount 11 12 p m, Weldon 12 53 a m, Norfolk 10 25 a m, Petersburg 2 45 a m, Richmond 3 40 a m, Washington 7 00 a m, Baltimore 8 20 a m, Philadelphia 10 46 a m, New York 1 23 p m, Boston 8 30 p m.

ARRIVALS AT WILMINGTON.

DAILY No 47—Passenger—Leave 5 30 p m Boston 1 p m, New York 9 p m, Philadelphia 12 03 a m, Baltimore 2 50 a m, Washington 4 30 a m, Richmond 9 05 a m, Washington 4 30 a m, Richmond 9 05 a m, Petersburg 9 50 a m, Norfolk 8 40 a m, Weldon 11 35 a m, Tarboro 12 20 p m, Rocky Mount 1 05 p m, Wilson 2 08 p m, Goldsboro 2 55 p m, Warsaw 3 49 p m, Magnolia 4 02 a m.

DAILY No 41—Passenger—Leave 10 00 p m, New York 9 a m, Philadelphia 11 39 a m, Baltimore 2 13 p m, Washington 3 30 p m, Richmond 7 11 p m, Petersburg 7 54 p m, Norfolk 10, p m, Weldon 9 27 p m, Tarboro 5 50 p m, Rocky Mount 10 20 p m, arrive Wilson 11 03 p m, leave Wilson 6 35 a m, Goldsboro 7 20 a m, Warsaw 8 16 a m, Warsaw 8 16 a m, Magnolia 8 29 a m.

†Daily except Sunday.
Trains on Scotland Neck Branch Road leave Weldon 3 40 p m, Halifax 4 p m, arrive Scotland Neck 4 55 p m, Greenville 6 37 p m, Kinston 7 35 p m. Returning, leave Kinston 7 20 a m, Greenville 8 22 a m, arriving at Halifax at 11 a m, Weldon 11 20 a m daily except Sunday.
Trains on Washington Branch leave Washington 7 00 a m, arrive Parmele 8 40 a m, Tarboro 9 50 returning leaves Tarboro 4 50 p m, Parmele 6 10 p m arrives Washington 7 35 p m. Daily except Sunday connects with trains on Scotland Neck Branch.

Trains leaves Tarboro, N C. daily except Sunday, at 5.00 p m. Sunday, at 3 p m; arrive at Plymouth 9 p m—5 20 p m. Returning leave Plymouth daily except Sunday 9 30 a m; Arrive Tarboro 10 25 a m and 11 45 a m.

Train on Nashville Branch, leaves Rocky Mount at 4 30 p m, arrives at Nashville 5 30 p m, Spring Hope 5 30 p m. Returning leaves Spring Hope 8 a m, Nashville 8 35 a m, arrive Rocky Mount 9 25 a m. Daily except Sunday.
Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, at 4 10 p m. Returning, leaves Clinton at 7 20 a m, meeting at Warsaw with main line train.

H. M. EMERSON
Asst General Passenger Agent
J. R. KENLY, Gen'l Manager.
M. EMERSON, Traffic Manager.