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THE CORPORATIONS OF THE STATE.

RAILROADS, STREET RAILWAYS, Banks and Others. The Corporation Commission Tells of Good Business.

The fourth annual report of the corporation commission has appeared. The report is interesting in that it contains valuable information concerning railroads, street railways, banks and other corporations under the supervision of the commission. The commission, in the report, says:

The railroads of the State, as will be seen by the statistical tables embodied in the report, have enjoyed a good business and had a prosperous year.

The most important work accomplished by the commission for the year was the reduction in the passenger fare rate over the Atlantic Coast Line railroad, the Seaboard Air Line railroad, and the Southern Railway. The commission's standard rate of 2 1/2 cents per mile for second class fare and 3 1/2 cents per mile for first class fare is now applied to the main line and branch lines of these three systems alike, and, in fact, to nearly every road in the State.

Two hundred and fifty-nine complaints have been brought before the commission during the year. These complaints consisted principally of overcharges, discriminations, freight service, failure of railroad companies to provide cars for transporting freight, storage charges, petitions for depots and siding.

When complaint is filed, the attention of the company complained against is called to the cause of the complaint, and, if the matter be such that cannot be settled by correspondence alone, the officers of the company complained against are cited to appear. In a large majority of instances these claims are amicably settled to the entire satisfaction of the parties concerned and without cost to the complainant; others have, however, required hearings. The most serious cause of complaint has been of inadequate transportation facilities in that shippers, mostly manufacturers, have been unable to procure a sufficient supply of cars for the prompt transportation of the products. The cause of some of these complaints has been removed with reasonable promptness upon service of notice on the proper railroad officials; others have not, and in such cases, complainants were advised that it was the duty of the railroad companies to provide themselves with facilities for the movement of freights tendered and that such companies were liable for penalties and damages for failure to do so.

The construction of the Machinery Act of 1901 by the commission, in that it was not authorized to assess railroad property again until the year 1903 and that the assessment made in the year 1900 was to remain until that time, was sustained on appeal by the supreme court. To this assessment the new railroad mileage was assessed and the valuation thereof was added thereto and certified to the various counties and towns for the year 1902.

There are 3,681.95 miles of railroad in the State, an increase of 30.83 miles over last year. There were, however, 66.66 miles of new road built but 35.81 miles of road were abandoned. The three large systems—the Atlantic Coast Line, the Seaboard Air Line and the Southern Railway companies control more than three-fourths of the mileage in the State. The Atlantic Coast Line has 948.77 miles; the Seaboard Air Line, 811.52 miles; the Southern Railway, 1,289.36 miles—total of the three systems, 2,849.55. Miscellaneous roads, 632.40 miles—and total mileage of the State, 3,681.95 miles.

The total assessed valuation of these and other properties assessed by the commission is as follows: Atlantic Coast Line, \$11,978,440.50; Southern Railway, \$15,835,577.59; Seaboard Air Line, \$3,712,738.63; miscellaneous railroads, \$4,110,414.58. Total, \$42,822,811.57. Telephone companies, \$388,984.50; steamboat, canal and ferries, \$645,950; street railways, \$1,199,590.00; electric light and gas companies, \$288,050.00; water companies, 290,980.00; telegraph companies, \$204,140.00; sleeping car companies \$150,295.00; express companies, \$225,779.00. Grand total, \$45,308,330.07.

The taxes paid by the railroads of the State are: Atlantic Coast Line, \$155,710; Seaboard, \$29,590; Southern, \$291,077; miscellaneous, \$40,370. Total, \$517,747.

The total number of employees by railroads of the State, 11,841. Total amount of freight carried, 5,741,046.

There were 87 persons killed and 1,068 injured.

STREET RAILWAYS.
Capital stock, \$3,427,424; funded debt, \$3,273,000; gross earnings, \$531,010; operating expenses, \$408,338; number of passengers carried, 5,741,046.

TELEPHONE COMPANIES.
There are 65 telephone companies:
Capital stock, \$1,709,240; funded debt, \$329,534; assessed valuation, \$388,984; earnings, \$169,952.81.

BANKS.
The general assembly at its session in 1899 placed the State, private and savings banks under the supervision of the North Carolina corporation commission. At that time there were only 65 banks; there are now 120—32 State, 23 private, and 14 savings.

In 1890 the capital stock of the banks was \$2,307,297. The deposits were \$7,477,512. Gold silver and national bank notes, \$767,036. Total resources, \$11,275,490. In 1902 the capital stock is \$3,518,564. Deposits, \$14,046,775. Gold, silver and national bank notes on hand, \$1,158,810. Total resources, \$30,725,288.

Five reports are called for from each bank every year, besides a special examination which is made by bank examiners appointed by the commission. All of these reports are tabulated and on file in the office for convenient reference.

BUILDING AND LOAN ASSOCIATIONS.
There are thirty building and loan associations with assets amounting to \$1,030,676.



Neuralgia, says a writer in La Nature, is sometimes caused by a lesion or functional trouble of the nervous centers and sometimes by an inflammation of the nerve or peripheral neuritis, but whatever may be the cause all neuralgia is characterized by pains the violence and intensity of which we all know more or less. There is no form of illness which is more rebellious to treatment, and in certain very painful cases it has been necessary to perform grave surgical operations. Here is a new and very ingenious mode of treatment, discovered by Dr. Cordier, a surgeon of the hospitals of Lyons, which is based on the fact that in certain cases of troublesome sciatica the elongation of the nerve has not only been advised, but practiced, the nerve, after having been quickly stripped of its coverings, being raised and drawn in such a way as to stretch its fibers.

Inspired by this idea, M. Cordier thought that in treating in the same way the peripheral network, the smaller or nervous ramifications, one would succeed in easing the pain. To obtain the distention of the nervous network he has recourse to gaseous injections and to insufflations of air, which are simple to make, painless and harmless. In this procedure we have a great advance over the elongation which necessitates a real operation under anasthetics.

The needle used in ordinary hypodermic injections is sufficient to make the insufflations of air, and a rubber ball can serve as an insufflator, but it is better to take a little bellows like that of the Potain apparatus, and as the air contains but few microbes it may be injected in its native state. To measure the fluid, however, it is easy to place between the rubber bulb and the needle a glass filled with sterilized wadding, which will arrest, if there be need of such, all microbe life, and in this connection it is useless to insist on the absolute necessity of the aseptic condition of the needle, of the skin and of the hands of the operator.

The needle is buried in the cellular, subcutaneous tissue, and a certain quantity of air, variable according to the locality, is slowly injected, following which there is formed a ball, the result of the distention of the skin. This distention is not painful, the patient having merely a slight tingling and a disagreeable impressing of puffing. To bring about the real distention and the elongation of the fine nervous terminations M. Cordier recommends that the air ball once obtained, a vigorous massage should ensue in order that the air may be diffused.

If your blood is impure, thin, diseased, hot or full of humor, if you have blood poison, cancer, carbuncles, eating sores, scurvy, eczema, itching, rashes and eruptions, scabby, pimply skin, bone pains, catarrhs, rheumatism, or any blood or skin disease, take Botsch's Blood Balm (B. B. B.) according to directions. Botsch's Blood Balm cures and cures, the blood is made pure and rich, leaving the skin free from every eruption, and giving the rich glow of perfect health to the skin. At the same time, B. B. B. improves the functioning of the digestive, circulatory and excretory organs. Just the medicine for old people, as it gives them new, vigorous blood. Price, 50 cents per bottle. Sample free and prepaid by writing Blood Balm Co., Atlantic City, Delaware. Botsch's Blood Balm is especially adapted for the treatment of all blood and skin diseases, and cures all the ailments mentioned above. It is the only medicine that cures all the ailments mentioned above.

Remarkable Cruise Of the Forgetmenot

A few weeks ago there sailed into St. John's, N. F., the Forgetmenot, a little Yarmouth trawler of only forty-six tons register. Considering her size, she may be said to have made one of the most remarkable voyages on record. She had traversed over 3,200 miles, and it was over a year and a half since she left her English port. Designed for a summer cruise in the land of the seal and walrus, she had been caught by the ice and undergone all the perils and trials of a ten months' arctic winter.

The vessel sailed from Yarmouth round the north of Scotland and then away to Cape Farewell, in Greenland. In fifty days she arrived at her station, and the crew commenced to shoot and trade. About the end of September they were thinking of packing up and voyaging off southward, as their plan had been, when down upon them came the great ice pack from the north, blocking the entrance to Frobisher strait by a wall fifty feet high and hemming them in for the ten months of arctic winter. Fortunately for them a local tribe of Eskimos came to know them and proved stout companions, sharing in the hunting and the dangers endured therein.

Walrus hunting is exciting enough as a sport, for there is a great element of danger attached to it, especially when the animals have young ones with them or when they are hunted in boats or kayaks. On one occasion an infuri-



ated bull tore a stroke clean out of one of the boats with a single stroke of his tusks, but fortunately no one was hurt. Many minor accidents and casualties occurred on the various hunting trips, but on Sept. 4 of this year came the worst of all, for two Eskimos were shot dead by one of their companions.

The boat was manned by natives who were after seals. One of the men in the bow with his rifle. A seal came up, and Onocto aimed at it, but the seal dove, and he lowered his weapon. In doing which the charge went off, the bullet going through the heads of both men who were pulling the oars, killing them instantly.

The bodies were brought ashore amid the loud lamentations of the entire tribe and in the afternoon buried in native fashion. Tonnachilling's body was taken to an island, laid on a rock and then covered, coffinless, with large stones.

Poor Calegevan, a youth of seventeen, had made himself beloved by all at the station, both whites and natives, so out of the truly odd pieces of wood we had we made him some kind of a coffin. His friends took him to a hill to the northwest and buried him above ground by piling rocks on the coffin.

On Sept. 5 the hoisting of a steam whistle was heard. A boat's crew was gathered and the entering steamer boarded. She proved to be the Windward. Captain Bartlett, with no less a person than Captain Perry, the arctic explorer, aboard. From him they heard for the first time that the *Forgetmenot* in tow and kept her so for nearly the whole day, but at 4:30 p. m. parted from them, promising to send a cable to their friends on arrival at a port.

During all these long months the little *Forgetmenot* had been given up as lost, and Lloyd's was only waiting for the claim to be preferred to pay the amount of the insurance when the telegram from Perry proved her existence. She had 1,500 miles to sail when she parted from the *Windward*, and it took her three weeks to make port.

THE ITALIAN RIVIERA

(Special Correspondence.)

Pegli, Italy, Nov. 28.—What is the Riviera? The word means "shore," and the name is applied to that part of the northern coast of the Mediterranean from a little eastward of Marseilles, France, to Spezza, Italy. All the Riviera was formerly Italian territory, but since 1859 that part of it which includes Nice has belonged to the French. Mentone is the border town. The shore west of it is the French Riviera, east of it the Italian Riviera.

Beautiful little Pegli is a suburb of Genoa, reached by train from that city in a few minutes. The English have long known Pegli as a quiet, old-fashioned winter resort, where the temperature for the months of December, January, February and March averages 50 degrees. For the reason that it possesses so unobstructed a view of the Mediterranean to the westward its inhabitants claim that it enjoys an hour more of daily sunshine than some of the other Riviera resorts. There are no mountains or shore obstructions for the sun to sink behind early in the afternoon.

For centuries probably the Italians have looked on Pegli as a summer sea bathing place, and it fits this description, too, for even in hot weather the waters of the blue and purple Mediterranean are of bracing coolness because Pegli is so far north as to latitude. How far north it is difficult for Americans to realize when they come here in midwinter from Boston and New York and take sun baths with the thermometer sometimes at 70. The actual fact is that Pegli, the half tropical winter resort, is latitudinally 150 miles north of Boston and only about forty miles south of Halifax, Nova Scotia. If the American Atlantic coast had such a climate as that nature gave to the coast of western Europe, it would be the paradise of earth, with its clear sunshine and ocean purified air. Our Pacific coast is more like the shores of the Mediterranean.

All the world travels now. A new migration of nations has set in, not now to seek relief from overcrowded conditions or from love of adventure. There are no more adventures. Present day people travel through sheer restless love of novelty or from the even tamer motive of getting into a place where they are comfortable in body—warm in winter, cool in summer.

The migratory clans that desire to be warm in winter are already gathering at little Pegli, and numerous Americans are among them. Professor Ledochowski, the meteorologist of Vienna, says the coming winter will be the coldest in fifty years, with snowstorms and violent winds. Tourists to Pegli are getting in out of the cold early. Well, we shall see.

All winter long the gardens here are green. There are two principal ones, the Pallavicini and the Rostau. They belong to private estates, but are open to the public. In the Pallavicini is a camphor tree of exceeding beauty and symmetry. The Rostau gardens are quite two centuries old and to this day show how away back in the early eighteenth century trees and shrubs were stunted and pruned into various artificial shapes like the court dwarf's of the paragon. And little Pegli itself is older than Rome, so old that nobody knows who its aboriginal inhabitants were.

Pegli is like Genoa, Turin, Milan and other western Italian cities, a collection of glistening, whitewashed stone



houses, with walls sometimes a yard thick, more or less, these gleaming out in the sunshine from among beautiful green trees and shrubbery. All these Italian cities have palaces containing rare and admirable works of art—oh, yes, epic-did works of art—old, and alike, no steam heat, not even an old fashioned hot air furnace. The Italians and the English, who till recently have been the leading winter tourists here, do not know what real warmth and comfort in winter are. Worse still, they are not aware of their misery.

A furnished flat, or "apartment," as I suppose one ought to say, can be hired here for from \$30 to \$50 a month if one does not wish to live in a hotel. Finally, Pegli is one of the few resorts left in this world where there are no mosquitoes. It is as pleasant in summer as in

winter, and you can sit outdoors any time of the day or night without being forced to dance about because of these poisonous pests. For that reason it is well worth visiting by Americans in the summer time. BEN JOYCE.

Caught Again.
Maud (under the mistletoe)—Now, George, you must take only one.
George—But one from one leaves nothing. Let's make it one each and tie.
Maud (shyly)—Oh, well, it's sudden, but you may ask papa.—Yonkers Statesman.

Fought Twelve Duels in Three Days

Twenty-nine duels in twenty-five years is the remarkable record of a young Hungarian nobleman now visiting America for the first time.

That he has survived the former is not the least astonishing part of his history.

He is First Lieutenant Marcey de Zoldy, a nobleman and one of the most unique figures in Hungary.

Twelve of the affairs of honor in which he was the victorious principal took place in three days. It came about in this way:

While serving as a regiment fencing master and instructor under titles of distinction and with medals of honor officially presented to him by the minister of war a national military ball was given by the regiment, at which, as usual, De Zoldy performed upon his violin.

During the evening some discourtesy was offered to his dearest friend by a member of the entertainment committee which De Zoldy resented and for



Lieutenant de Zoldy won every fight, which he received the polite challenge from the entire entertainment committee, twelve in all.

This was a rather extensive series of invitations of honor, but by fighting two duels in the forenoon and two in the afternoon De Zoldy managed to accommodate all of these gentlemen in three days, and he proved his remarkable courage and skill by winning every fight.

Really Seemed Too Much.
Mrs. A.—I never saw any one so nery as that woman next door. Why, she actually wanted to borrow a flat-iron to throw at a cat.
Mrs. Z.—That was rather nery.
Mrs. A.—Yes, and it was my cat.—Philadelphia Record.

Dotting Dotage.
Miss De Spite—I just dote on George. I understand he threw you over.
Miss De Sweet—Yes, in dotage one is liable to do almost anything.—Yonkers Herald.

Then and Now.
Once, long ago, 'twas her delight To dress up in a handsome gown. But now, when he's out late at night, She likes to dress her hubby down.—Richmond Dispatch.

Practical View of It.
"The spirit moves me!" exclaimed the poet.
"Well," said a friend, "that's cheaper than paying house rent."—Atlanta Constitution.

Getting a Cold.
I sat in a draft a few minutes, and, dash it! The doctor soon after is likely to catch it.—Philadelphia Press.

A New Joke.
She—Did you ever countenance a lady?
He—Yes, I was host man at my wife's wedding.—Yonkers Statesman.

OLD NORTH STATE NEWS AND GOSSIP

ODD AND INTERESTING HAPPENINGS.

The Lenoir News says that as a consequence of dime novels, had company and a reckless disposition, Walter Holder, a seventeen-year-old white boy, now rear behind bars, a self confessed criminal. He broke into the store of Pennardian Lumber company and stole money.

Judge Purnell, of the federal court, is looking into the difference between a "sit" and a "slit." A dispute between makers of truck barrels brings up the question. One claims that the other has used his "slit" (a ventilator) but the other maker says no; that he has used a "slit."

Raleigh Post: A statement was prepared in the office of the superintendent of public instruction Wednesday which shows that the funds in the hands of the State Board of Education amount to \$104,159.18. Of this amount \$143,250 is in 4 per cent bonds, \$2,000 in 6 per cent bonds, \$3,000 in 6 per cent bonds and \$48,907.18 in cash, the latter amount being the proceeds from the sale of State swamp lands.

Goldboro special, 23: The particulars of a negro child being burned to death last week in Princeton have just reached this city. The child belonged to Calvin Edwards and his wife, who left it at home while they went off to work. During Friday morning people living in the neighborhood heard the frantic screams of the child and saw it run from the house into the street with its clothing in a blaze. The child fell in the street and expired amid the greatest agony.

This year seems to have surpassed all others in productiveness of agricultural products. The Goldboro Argus reports having received a turnip weighing thirteen pounds and fifteen ounces and measured 32 inches around. The Shelby Argus says: We were shown a turnip last Saturday by Mr. John McGraw, who farms on Mr. John Roberts' place near Shelby, that for size and weight beats anything we ever saw. It weighed 15 pounds and is about 30 inches in circumference.

Phillip and George Morgan, brothers, and George Cunningham, living about three miles from Dillsboro, at the Harris Clay mine, went to Dillsboro Wednesday morning and became intoxicated and disorderly. When Town Marshal C. W. Dills, assisted by T. W. Mason, undertook to arrest the men, who had created somewhat of a panic, all three men drew knives and pistols and dined the officers. A fusillade of shots followed. After the shooting ceased it was found that George Cunningham was shot in the shoulder, George Morgan in the head and Phillip Morgan just above the eye. George Morgan will probably die, but it is thought the others may recover. Dills and Mason were not hurt.

Capt. D. Light, of the S. A. L. railroad, conductor of a freight train between Durham and Henderson, met with a rather peculiar accident Wednesday night. He had taken a seat upon the end of a cross-tie and gone to sleep. When the 6:45 Oxford and Clarksville train came along, the engine seemed to strike Capt. Light just as he fell from his position. It is thought that he must have been aroused by the noise of the train, and as he arose the engine must have assisted him in the fall sufficiently to knock him off the track. Anyway his face was badly torn in the fall and he received a number of cuts and bruises about the head and face.

Letter to S. M. Harrell.
Dear Sir: The cost of labor in painting a house is three times the cost of the paint. You seem to save a little when you buy a lower priced paint, but you certainly add to the cost of labor when you pay for spreading more gallons. You don't even save on the paint, Devco Lead and Zinc costs a little more than mixed paints, but it takes fewer gallons, and the cost is actually less. Wears longer too—longer than mixed paints, longer than lead and oil. You don't save a cent.

Mr. C. Loch, a painter in Magnolia, Miss., writes:
After years of experiments with mixed paints, I find that your paint covers twice as much as the gallon than any I have ever used. For density and wearing qualities it cannot be excelled. Compared with lead and oil: A house belonging to the late president of the Craton River Bank, at Brewsters, N. Y. (cost \$31,000) was painted with lead and oil in '81 at a cost of \$400. In '87—three years—it was re-painted with Devco at a cost of \$250. In '97 the house was still in good condition. Receipts: lead and oil—cost \$400, wear two years; Devco—cost \$250, wear ten years. Yours truly, P. W. Devco & Co., New York. P. S.—B. W. Canady & Son sell our paint.