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## WASHINGTON LETTER.

From our Regular Correspondent.

WASHINGTON, Nov. 9.—Had it been possible for the voters to have seen one week before election the remarkable demonstration of the revival of public confidence which has come from every section of the country since the election of Maj. McKinley, there is no doubt that McKinley and Hobart's popular majority would have been a million greater than it is. Republicans had no doubt that apprehension, caused by the fear of those who controlled money that all our standards of value might be upset had done more to paralyze business than any other one thing, and they so told the people from every stump and through the columns of every Republican paper. They convinced many, but if the starting up of idle mills and manufactories and the inauguration of great enterprises involving vast expenditures and the employment of all the unemployed could have taken place before the election a million more would have been convinced and would have voted for real prosperity instead of for a chimera.

However, it was only by waiting until a restoration of Republican control executive and legislative, was absolutely assured that the great business interests of the country, the prosperity of which involves the prosperity of all our people, could show to the world the faith felt in the wisdom of the Republican party. The Republican who does not feel his heart swell with pride merely to belong to an organization which can inspire such faith must be cold blooded indeed. The news columns of the press since the election of McKinley and Hobart was announced have by printing the cold facts about the actual, not prospective, revival in almost every part of the country and in almost every line of industry and business, paid the highest tribute of praise to the Republican party ever paid to any political organization in any country in the history of the world.

It is now for the Republicans to show to the world that this tribute was deserved. No one who is familiar with the life and record of President-elect McKinley and of those of the Republicans elected to the fifty-fifth Congress and those holding seats in the Senate can entertain a doubt on that subject. With President McKinley to suggest and Speaker Reed, the Republican majority in the House, and the hoped for Republican majority in the Senate, to execute, the legislation will be such as will expand and make permanent the business boom which started the hour Republican success was assured, and which will, it is confidently believed continue to grow and grow until the country enjoys a long era of the greatest prosperity in its history. And one of the good things about it will be that the misguided popocrats who tried so hard to prevent Republican success will be equal sharers in the general prosperity. It ought to make them see things as they really are, instead of as they are represented by demagogues who try to trade upon "hard times" and public credulity.

That some appointments of importance will be tendered to gold Democrats for their assistance in the campaign is probable, but I have talked with no Republicans who believe that they will include a cabinet position. The diplomatic service offers opportunities. A man has only to be a patriotic American to represent his country satisfactorily abroad, but a member of the cabinet must be in sympathy with all the policies of the head of the administration under which he serves, or he disarranges machinery which ought to run smoothly to get the best results.

Senator Quay stopped in Washington long enough while on his way to Florida, where he will fish and rest until Congress meets, to express the opinion that there was a probability that the House Emergency Tariff Bill, passed at the last session and held up in the Senate by the refusal of some of the Republican silver senators to support it unless a free coinage amendment was attached, might be taken up and passed at the coming session. Senator Quay did not enter into details—he seldom does—as to why he thought the bill might be passed. It is supposed that he thinks, as many others do, that the Republican silver senators, seeing the absolute impossi-

bility of securing silver legislation, will vote for the bill which would, if enacted into a law, provide the government with revenue enough to make the receipts more than equal the expenditures. While Mr. Cleveland has never said that he would sign this bill, the impression is general that he would veto it. So that if passed by the Senate, it is reasonably certain to become a law.

Senator Butler, the Populist chairman, rather rubbed it in on the Democrats when he issued an address to the country putting all the blame for defeat on them, and asserting that the Populists will be the principal opponents of the Republicans in 1900. The address has made the Democrats hopping mad, but Butler thinks them of so little consequence now that he doesn't care.

## TO LEASE A RAILROAD.

Stockholder's Meeting of the Atlantic and North Carolina Railroad.

RALEIGH, N. C., Nov. 4.—A meeting of the stockholders of the Atlantic and North Carolina Railroad is advertised to be held in Newberne Monday. This road runs from Goldsboro to Morehead City, a distance of ninety-six miles. At Goldsboro it makes connection with the Southern and the Atlantic Coast Line. This State owns two-thirds of the stock.

The meeting is called for the express purpose of leasing the road to a number of local men, but it is understood that these gentlemen will make a contract with the Southern to operate the road. Gov. Carr, who appoints the proxy to vote the State's interest, is strongly in favor of the lease, because he says a rental of six per cent on the capital stock can be obtained, and this is more than the road is making. Another reason for the proposed lease is that the control of the road will pass into the hands of the Republican Governor, Russell, after next June, and Governor Carr wants to deprive Russell of this patronage.

The News and Observer of this city the Democratic organ, is intensely hostile to the lease, and will bitterly oppose this action and denounce Gov. Carr for favoring it.

## FULL WORKING TIME RESTORED.

One Result of the Issue of the Election.

PITTSBURG, Nov. 4.—For about three years the skilled workmen employed in the Pennsylvania Railroad shops between Pittsburg and Altoona, have been working only five days in the week, and only eight hours a day. This morning the General Superintendent of the division issued an order restoring all shopmen to work full time, at six or seven days a week, as desired by the men at twelve hours a day, and at an advance in their wages of 10 cents per day all around.

Notice to the above effect was posted at 6 o'clock this morning in the Twenty-eighth and Thirty-third Street shops. As a result, 600 idle men, who had anticipated the turn of affairs were on hand and went to work. Tomorrow the order will go into effect at the Wells and Altoona shops, H. W. Chandler, General Secretary of the Pennsylvania Railroad department of the Young Men's Christian Association, stated that the above order is the result of yesterday's election.

Inquiry at the office of General Agent Robert Pitcairn failed to secure a confirmation of the report. The information, they say, must come from Altoona.

## KENTUCKY IS MCKINLEY'S.

He is 345 in the Lead—Some of His Votes Thrown Out in the Count.

LOUISVILLE, Ky., Nov. 7.—McKinley is 345 in the lead with the official count not yet completed. Besides the changes to be made by the official count, these figures may be affected by trouble in Campbell county, where two precincts have already been thrown out for irregularities, and four others which gave McKinley a large majority may be thrown out because the election officers burned the poll books after making out their returns.

The official count in Jefferson has increased McKinley's plurality in the Fifth district to 2,311. The Eleventh district now shows a plurality of 14,266 for McKinley.

## GET TWO MORE ROADS.

ADDITIONAL PROPERTIES NOW CONTROLLED BY THE SOUTHERN.

Extending Its Connections Further—No Agreement Reached As to the Transportation of Immigrants.

The Southern Railway Company, it is believed, through parties in its interest, has acquired possession of another valuable property, the Marietta and North Georgia, which has passed into the hands of a corporation known as the Atlanta, Knoxville, and Northern Railway Company, three of whose directors reside in the city of New York.

It would perhaps be speaking more nearly correct to say that the property will be valuable, as it has not proven a very remunerative stock in the past, and has just emerged from the hands of receivers, to do which it was materially assisted by the New York parties already referred to.

The Marietta and North Georgia is 205 miles in length, and extends from Atlanta to Murphy, at both of which cities it connects with the main lines of the Southern railway, and at the latter point will afford the Southern a new route of its own via Asheville, N. C., to Atlanta, and for the South.

The Marietta and North Georgia has been in the hands of the court for about five years. The new purchasers have paid about \$552,000 on the property, or rather more than half the purchasing price agreed upon.

The directors of the new company comprise Messrs. Henry K. McHarg, General Monroe Porter and Walter Ferguson, of New York; E. C. Spalding, of Atlanta; Joseph McWilliams and J. B. Glover, of Marietta, and B. A. Denmark, of Savannah.

The officers are: Henry K. McHarg, New York, president; E. C. Spalding, vice-president; Atlanta; H. W. Oliver, secretary-treasurer and auditor, Marietta, Ga.; Joseph McWilliams, general manager, Marietta; W. G. Bradley, general freight and passenger agent, Knoxville, Tenn.; Alexander and Victor Smith, general counsel, Atlanta. President McHarg is also Vice-President of the Manhattan Bank, New York, and of the Texas Central Railway Company. Gen. Horace Porter has just resigned the vice-presidency of the Pullman Palace Car Company. Mr. Ferguson is a New York contractor and capitalist. Mr. Spalding is general manager of the Southern Iron Car Company. Mr. Glover was for years receiver and manager of the Marietta and North Georgia. Mr. McWilliams is a practical railroad man, formerly with the Texas Central. Mr. Denmark is a lawyer of Savannah and president of the Southwestern Railroad Company.

Purchase has likewise been made also, it is believed, in the interest of the Southern of the Middle Tennessee and Alabama railroad, which extends from Shelbyville, Tenn., to Decatur, Ala. The gentleman in whose name the sale was affected was Mr. Joseph Dickson, who is likewise the receiver of what is known as the St. Louis, Chicago, and St. Paul line, extending from St. Louis to Springfield, Ill.

Mr. Dickson acquired all the first mortgage bonds of the Middle Tennessee and Alabama, and a majority of the second mortgage bonds and stock.

The Middle Tennessee and Alabama was organized early in 1893, as successor to the Decatur, Chesapeake and New Orleans Railway Company, and was completed January 1st, of the present year from Bonnevill, Tenn., to the Alabama-Tennessee State line, a distance of thirty-four miles. The distance from Shelbyville to Decatur is seventy-eight miles. It is laid with fifty-six-pound steel rails, and has a gauge of four feet and nine inches. It had an authorized capital stock of \$1,470,000, and the funded debt consisted of \$350,000 first mortgage, 5 per cent. bonds, and second mortgage bonds to the amount of \$12,000 per mile, to bear no interest for the first year and 5 per cent. thereafter.

The directors of the company are Messrs. J. Edward Simmons, Daniel Lord, Jr., and David Wilcox, New York; Garret A. Hobart, Paterson, N. S.; Robert D. Warren, Fayetteville, Tenn.; Ernest Caldwell, Shelbyville, Tenn., and John T. Cross, New Decatur, Ala.

It is stated that the arrangement

which the Southern and various other roads tried to bring about with the Southern Pacific, which had for its object the harmonious adjustment of differences relative to the carrying of immigrants, and which has been a bone of contention between the big east and west lines of railway for many years, cannot be carried out, and it is feared that the prospects for peace are very remote.

It is said that the recent conference held on the subject in New York between the various executive officers having jurisdiction in the matter developed that the demands of the Southern Pacific were considered by the representatives of the other roads so unreasonable that they could not be complied with. The western roads, it is said, wanted the Southern Pacific to join them in an arrangement for a division of the traffic. This, the Southern Pacific representatives were not willing to do.

They demanded that the western roads should consent to give the same commissions to Southern Pacific agents as they paid to their own agents, not only on business handled by the Southern Pacific to points on its own line, but also on business to intermediate points on western roads, it is understood, replied that they could better afford to go out of the business entirely than to give the Southern Pacific all the profits there were in it.

Finding no arrangement could be made with the Southern Pacific, the western lines decided to no longer follow the Southern Pacific in paying excessive commissions to immigrant agents, and place all responsibility for continued demoralization in rates on that road.

The report circulated a few days ago that the eastern trunk lines had decided to dispense with New York immigrant agents entirely was incorrect, and their services will be retained to prevent them from helping the Southern Pacific.

A proposition has, however, been made by steamship companies who bring large number of immigrants to this country to deal directly with the eastern and western roads and give them all their business, but this was not agreed to.

The Southern Railway Company has completed arrangements for running solid trains between Washington and New Orleans, and a Pullman sleeper between Washington and Galveston, Texas, and the plan will go into effect in a few days. This deal is a little ahead of any traffic arrangement, so far as passengers are concerned, that has ever heretofore been entered into by any railroad company in the United States, and when inaugurated will mark the first time that a sleeper has come from a Texas point across the Mississippi river, thence to an eastern city, or vice versa.

Apropos of the rapid strides that the Southern is making in transporting passengers and freight between all sections of this country, it is stated that President Spencer of that company is the only man in the United States who can travel from the Atlantic to the Pacific and from the Gulf of Mexico to the great lakes of the north on car lines in which he is a director and without the necessity of asking any one for a pass or paying his fare.

Mr. Spencer is now, besides being president of the Southern and also of various lines affiliated with that system, a director in the new Philadelphia and Reading, Chicago, Milwaukee, and St. Paul, Great Northern, Northern Pacific, Wisconsin Central, and other roads "too numerous to mention."—Washington Star.

## Breckinridge For Senator.

LEXINGTON, Ky., Nov. 7.—Blackburn's wire workers will probably hit upon some scheme to disqualify one or two Republican members of the Legislature. They have already trumped up charges against two members, and if they keep them from taking their seats the Republicans will not have a majority.

In this event Col. Breckinridge is being put forward by his friends as a candidate for United States Senator, upon whom the sound money Democrats and Republicans can unite.

Mr. Breckinridge declined to be interviewed tonight and will not say what answer he will make to the importunities of his friends to become a candidate.

## CATAWBA REPUBLICANS CELEBRATE.

Traitors Read Out Of The Party.

UNANIMOUS VOTE AGAINST THEM.

No Compromise With Democratic Allies.

A large number of the Republicans of Catawba county met in Hickory with the McKinley, Hobart and Russell Club No. 1, on the night of Nov. 9th, 1896, to celebrate the victory won in the Nation on Nov. 3rd. On motion Mr. Andrew L. Ramsour was called to the chair, and H. C. McCaul was chosen as Secretary. A committee of five was appointed on motion by the Chair to draft Resolutions for the consideration of the meeting. Committee was on motion composed of R. N. West, Chairman, C. Robert Brady, A. Y. Sigmon, J. A. Bolch, and Wm. Miller. The committee retired, and after being absent one-half hour, reported the following Preamble and Resolutions which were read and adopted without a single dissenting voice, to-wit:

Whereas, At the election held on Nov. 3rd, 1896, when the interests of the Republican party in the Nation, State and county were at stake, three men, who have been for years posing as Republicans, to wit P. M. Hildebrand, Alphonso C. Hildebrand and A. B. Hildebrand did basely betray the Republicans of this county, as they had for weeks and days before said election, canvassed in person, one or the other of them, the whole of Catawba county, and used every means in their power to defeat the Fusion ticket in this county, to the support of which the Republicans of the county were firmly held and bound, and which they proposed to support faithfully. The aforesaid Hildebrands used every art of deception which they were capable, practicing these arts upon the Chairman of our State Committee and the Chairman of our county committee, and further upon the true and tried Republicans of Catawba county, using every effort to defeat the will of the Republicans and Populists of this county. They issued, and had used bogus tickets, and advised the Republicans to scratch the tickets, as prepared and sent out, in order to gratify their hatred and malice. Their work was not to elect Republicans but Democrats to office in this county. They have thus proven themselves enemies to the Republican cause. Therefore,

Resolved, 1st, That we a part of the Republicans of Catawba county, who voted the straight and undefiled Republican Ticket at the election on Nov. 3rd 1896, do hereby renounce all party affiliations with the said P. M. Hildebrand, Alphonso C. Hildebrand and A. B. Hildebrand, and hereby notify them, and all the Republicans of this county, that we do not propose hereafter to affiliate with them in any conventions, or any other meeting of true Republicans.

Resolved, 2nd, That a copy of these Resolutions be sent to our State Chairman and to Sen. J. C. Pritchard—Also that a copy be furnished the HICKORY PRESS and Mercury with request to publish, and that the Charlotte Observer be also requested to publish—We further ask the Republicans, in every Township to get together, and express their opinion of these men, and their conduct and to do this at an early day and send copies of the same to the Sec. of County Ex Committee.

H. C. McCaul, A. L. RAMSOUR, Secretary, Chairman.

## A Factory Resumes.

NEW HAVEN, Conn., Nov. 5.—The hardware manufactory of the Sargents in this city has started up on full time and with a full force. The factory, which employs 2,500 men, is the largest in the city, if not in the State. It was established by Jos. B. Sargent, candidate for Governor on the Democratic ticket, and he has continued its leading spirit. The action of the Sargents in starting up their factory is attributed to confidence in returning prosperity.

The factory has been running three or four days a week for several months.

Davidson county went Republican by a majority ranging from 500 to 900.