The North Carolinian

Successor to the News and Observer, the State Chronicle and the Farmer and Mechanic.

LUME XXIV. NUMBER 10 RALEIGH, NORTH CAROLINA, THURSDAY, MARCH 4, 1897 PRICE $1.00 A YEAR

e Investigation of The 99-Year Lease.

From the News and Observer of Feb. 24th.

:15 o'clock last night the re-assembled to continue vestigation of the directors orth Carolina Railroad in connec- h the leasing of that road to the n for 99 years at 7 per cent. The ee failed to meet at noon by ap- nt, having concluded to finish the last night.

were present Messrs. Grant man), Abell, Butler, McCarthy, ler, absent Whedbee. The room of te Library was well filled with he same gentlemen as were pres- nday.

Benehan Cameron first took the stating that he was not a director time the lease was made, but was ted as a stockholder, and after the rence" with Col. Andrews, the Gov- wired him the terms. He then tried rest Mr. Warren Eliot, of the At- Coast Line who, however, pro- d the offer of the Southern a good Two other busniess men at the Sulphur where he was, namely ackney, of South Carolina, and Mr. P. Branch, of Richmond, pro- ed the offer a good one, especially year feature was mentioned by Mr. h as making the stock a choice investment. Also. Col. iA. S. Bu- the old president of the Richmond Danville, thought the offer good, and is reasons for it. After these con- ions, he wired Governor Carr that fluence would be used with the pri- stockholders in behalf of the lease; ince then, he has had no reason to e his opinion.

ss-examined by Judge Avery, War- Eliot was president of the Atlantic Line who, Mr. Benehan Cameron earned since, probably acted in con- with the Southern. Col. A. S. Bu- was ex-president of the old Rich- and Danville, and had been drop- and for that reason he might natu- be disposed to feel hardly against ystem. John P. Branch, Mr. Camer- d not know whether or not he was a stockholder in the North Carolina oad. Mr. Cameron was trying to interested, not disinterested men to e him in the matter.. Mr. Cameron bought some stock for his sister a while after the lease; also he had ht some for a cot in the hospital as a orial to his little boy at 133, also for his sister's children; also had ht some that came from England falling market during the campaign and silver agitation.

r. Manning stated that the other di- ors of the North Carolina Railroad present, and they were all tendered sworn.

hairman Grant said that hereafter wanted to hear only about the lease he North Carolinia Railroad to the thern, because he must finish the in- igation to-night (last night).

DIRECTOR FRIES.

r. H. W Fries first took the stand. o Judge Avery: He was not one of the mittee in Raleigh, but was in Bur- ton. He preferred the 99-year lease ause with 99 years they agreed to pay es and give the betterments to the e. He had owned stock ever since road had started, had bought no stock e the lease, but would have done so he had the opportunity.

DIRECTOR SPRUILL.

Mr. Spruill succeeded Mr. Pace as di- tor, and was not at the Raleigh meet- , but was at Burlington. He did not or a 99-year lease, and had stated that voted against it, but subsequently a mber had suggested that they had all ted together, but talking with Col. erman since he had refreshed his mem- , and could now say that he and Col. erman voted for 50 years, though he posed thirty years in the board, which s voted down; Capt. Young made the year motion, according to the records. was one of the committee to propose ultimatum 50 years. Capt. Alexander chairman of the meeting. s added a moment later, and followed the room where Andrews, Spencer d Ryan. He stated the ultimatum, t Capt. Alexander spoke and left the pression that he was favorable to a -year lease, by agreement with An- ews, but said that 50 years was the ulti- atum. Mr. Spruill believed that Mr. pencer would have accepted the 50-year ase, had it not been for the remark of apt. Alexander, but he didn't believe ol. Andrews ever would. In justice to apt. Alexander, Mr. Spruill thought he as only trying to explain his indvidual titude to be consistent, though he stood the ultimatum. Mr. Spencer's willing- ess to accept the 50-year lease was be- re the remark of Alexander in favor of 9 years. Governor Carr had in no way fluenced him, but he had offered his signation because he felt that his views ffered from those of Governor Carr, hich he knew to be for 99 years.

Mr. Spruill here referred to a remark of udge Avery's of the day before, exonerat- g Judge Hoke in so many words, and Mr. Spruill considered that inasmuch as his exception was made, the other direc- ors, if they were implicated by indirec- ion, should be exonerated one by one un- il a proper ground for not doing so might e found. Mr. Spruill demanded, so far as he fas concerned, to be exonerated, which somewhat aroused Judge Avery, who simply looked at the matter from a different standpoint, with no desire of reflecting on Mr. Spruill, but the Judge he would answer no demands and de- sired peace, but if Mr. Spruill wanted to shake out his coat-tail and seek a difficulty he could be accommodated. The Judge said, on the contrary, that he had conduct- ed his investigation of Mr. Spruill with the distinct idea that he was against the 99-year lease, but he was not here to ex- onerate anybody; that was the duty of the directors. Yet all this was but a passing spat, as there was seemingly no offense meant by Judge Avery, and only on Spruill's part a sensitiveness that was to his credit, even though it may have caused him to make a point which the average one present seemed hardly to consider necessary. After this Mr. Manning put the question as to undue influence, receiving a negative reply in each instance.

DIRECTORS JOHNSON AND YOUNG.

Mr. Johnson came, then Mr. Young. Nothing new from Mr. Johnson. Mr. Young's attention was called, he (Young) thought, to the fact that the net earnings now were only $27,000 more than in Joe Turner's time, but it had not impressed him against the feasibility of the present lease. He thought even with the lease and through line to Norfolk, with completion, the $27,000 difference was not remarkable.

DIRECTOR MOREHEAD.

Col. Morehead represented the private stockholders, and was in favor of 99 years.

DIRECTOR TURNER.

Dr. V. E. Turner considered himself a director on the part of the State. Did he not (from Judge Avery) consider that the people should be consulted. Dr. Turner thought directors should, representing the people, conduct the road on business prnciples, and he did not think, if the people had understood the situation, they would have opposed it. He remembered no newspaper that had not opposed it. ance with his own views, he thought the situation was not evorrectly understood. Didn't he think the 6 years date before hand cut off all competition. Yes, but if certain things could be cured, as leaving the improvements, the arrangement would be better than the old one. What was the advantage in betterments? "Heavier rails," etc. Dr. Turner understood that the old lease permitted them to denude the road. He thought the new lease would have more permanent improvements, but Judge Avery's question suggested that at six years before the end of the 99 years lease, the road would be run down as well as could have been done under the old lease, so that why didn't the directors insist that the improvements should be turned over at the end of the 99 years. Doctor Turner didn't know; he thought the improvements would accrue, and they had acted according to their best judgment.

DIRECTOR ALLISON.

Mr. Allison answered Mr. Manning's usual "inducement" question in the negative, and (to Judge Avery) was a State director was not in Raleigh, was in Burlington; he voted for the 50 years ultimatum, but afterwards accepted the 99 years—didn't remember anything about the conference between Spencer and Alexander, etc. All he heard about danger of litigation was what the News and Observer said about it—it made a great to do over it. His town and county were in favor of it, and but the opinions were so much at variance with his own views, he thought the State was in favor of it—he probably judged by Cabarrus—he had no means of communicating with the people at large—he heard very little opposition. He thought the general opinion was in favor of it as far as they cared anything about it one way or the other.

Earnings were taken up, and Mr. Allison knew they were making a good thing out of it, but the State was, too. He didn't see the $367,000 net receipts; if he had, he would have thought it right small out of $1,400,000 gross receipts. Never consulted Gov. Carr—thought he was opposed to it.

The directors having been exhausted, Mr. Manning put in a copy of the old lease and the new one.

Judge Avery asked if according to request a summons hau been issued for Mr. Herbert Norris, and Mr. Beckwith as members of the Board of Internal Improvement. There had not been. Judge Avery had requested Grant to summon them, and Editor Daniels had written asking that they be summoned. Grant here got in a huff and said he would not summon Norris and Beckwith—though Judge Avery said they were in the building. Mr. Daniels was given five minutes to appear and was telephoned for.

JUDGE AVERY'S STATEMENT.

The statement was tsraightened out, Judge Avery stating Grant's denial, and telling what he wanted to prove by Beckwith and Norris. They had been consulted as a Board of Internal Improvements by Governor Carr, who had thought their acquiescence possibly essential to the legality of the lease, and Judge Avery wanted to get from them what occurred at the conference with Gov. Carr.

Senator Grant made his statement about Judge Avery's request, etc., and announced that the committee had decided to hear Messrrs. Norris and Beckwith. Judge Avery had some trouble in getting Grant to issue summons, though he told Grant that the gentlemen would not come as voluntary witnesses. Grant seemed to take this new turn with uneasy grace, and was steaming mad.

EDITOR JOSEPHUS DANIELS ON THE STAND.

Editor Daniels arrived; and Mr. Henderson was asked to conduct the examination by Grant—and he proceede—he had gathered—ah—that he was an editor—ah—here of the—ah—News and Courier—ah.

"Had Mr. Daniels taken an active part in this lease matter?"

"My paper has taken an active part to annul the lease."

"What party does your paper represent?"

"Democratic."

"Ardent?"

"According to Chicago platform."

"Did you support Gov. Carr?"

"After he was nominated."

"Since?"

"I have supported him when he was right and have not when he was wrong."

"You were the judge?"

"I was the judge."

"He was right when he agreed with you and wrong when he did not agree?"

"I thought he was wrong when he disagreed with me."

In answer to questions, Mr. Daniels had had intimate relations with Gov. Carr; had had no feeling against Gov. Carr except in the line of opposing the lease; he had never had any trouble with Gov. Carr on account of printing. (Suggested by Henderson.)

As to his relation with the Southern, Mr. Daniels's relations had been very pleasant up to recently. Then Col. Henderson had Mr. Daniels to go into a history of the "transportation" relations between the Southern and the News and Observer—and correspondence was referred to in which his pass had been discontinued by the Southern on account of his stand against the lease. He had not been hostile to the officers except as to their action in the lease matter. He had a pass from the Seaboard; he had used it but once this year, Saturday night to Weldon and back.

"Have you received any consideration for your advocacy of the Seaboard Air-Line's controversy?"

"What do you mean?"

"Have you received anything?" (confused.)

"I have not" (indignantly.)

"Did you not receive a $100 check, a cut of which appeared in your paper?" (Referring to the Reynolds check.)

"I did"—(producing the check.)

"You have not cashed it?"

"It would not be proper for an EDITO cash such a check"—(sneeringly.)

Mr. Daniels here stated his reasons for opposing the lease, saying that no lease should have been made at any time until it had been sumitted to the General Assembly.

"Why not have a general election?"

"That is not practicable."

"Why is it not?"

"Because it is the nearest way to a general election to get the consent of the General Assembly."

Mr. Daniels stated, moreover, that the directors were trustees and had no right to lease this road, and if they had been a private trustee they should be made to pay the money back that had been lost by their bad trade. And in this case, the people should have a remedy against the bad trade of the directors who had leased this road for three generations, with the result of the increment along the road during that time not being saved to the people. He had never advocated the acceptance of the Seaboard's bid, but wanted the highest bid to be submitted to the General Assembly and have them tell the directors what to do.

Mr. Henderson here wanted Mr. Daniels to tell what the Seaboard could do with the line under all kinds of circumstances. Mr. Daniels couldn't answer the conundrums, but stated the profits in 1871, $340,000 under State control, and the status of the town then. Mr. Henderson was very patronizing with his deep bass $10,000 Free Pass voice as if trying to persuade himself that it was all "nuts" for him, but Mr. Daniels promptly replied to each question, saying that the fact of the rates being 4 times as much then had nothing to do with the case, as the increase of traffic now was much more than the increase of rates then.

Mr. Daniels knew, and charged no corruption of the directors, but as directors they did very wrong to lease the road for the time and rate, and in the secret manner they did. He thought they made it because threats were made and instead of standing up like men for the State, they permitted themselves to be bull dozed.

If it became necessary to save the life of the North Carolina railroad, Mr. Daniels would undoubtedly be in favor of not letting it be paralleled—if that would kill the road.

The fiscal status of the road, bonds, etc.., was gone into.

Mr. Henderson wanted to know why should the State make a difference between its own property and any other railroad.

The question was so ridiculous that Mr. Daniels smiled and let it answer itself.

Mr. Daniels said there was no danger of the Southern carrying out their threats—he thought only portable things could be carried away. He would have examined the earnings. The directors made no investigation—took the Southern report only as a guide. He had never heard of any such investigation.

Mr. Daniels went into an interview with Hoffman printed 4th day of August, in the Charlotte Observer, before the lease, to the effect that he would like to have an opportunity to make a bid.

Mr. Daniels did not think Hoffman would have then bid, but on that very account the directors should not have let the property go on the lessee's terms.

Mr. Henderson wanted to force Mr. Daniels to say what was a proper time. Mr. Daniels refused and insisted on answering repeatedly such time as the legislature thought best.

Then your idea is that the bad judgment consisted in not submitting to the legislature the proposition before closing the trade,

Yes, sir; for so long a term and before its expiration.

Here Mr. Busbee popped up with a News and Observer editorial of Wednesday, which Henderson started to brush aside, but which Mr. Busbee read at the request of Mr. Daniels, who heard the half-toned suggestion of Mr. Bus bee. The object was to hold Mr. Daniels to the letter to the Governor's original bill, which theory Mr. Daniels repudiated—but Mr. Daniels insisted that the word "impregnable," as used by him in the editorial as applied to the Governor's position, referred to the general policy of the Govenor against the 99 year feature.

Mr. Daniels stood aside.

GRANT AGAIN ON HIS HIND LEGS

Judge Avery wanted to know now whether it was the committee's opinion or Grant's opinion that Beckwith and Norris should not be summoned. He asked to take the sentiment of the committee. "I will do that," snorted out Grant with a hump on his voice.

DANIELS CROSS-EXAMINED.

Mr. Daniels, examined by Judge Avery, recalled the extra sesison called by Gov. Jarvis in connection with the Western North Carolina railway, and thought that, as suggested by Avery, it was usual to submit such a lease as this to the legislature.

Judge Avery suggested that Gov. Carr had been averse to giving out details about this lease, in which Mr. Daniels assented, Mr. Daniels thought they were afraid of an injunction.

To Capt. Day: Mr. Daniels told about the A. and N. C. railroad the first time he heard about it, and how Gov. Carr did not lease it after opposition had been made through the Secretary of State whom Mr. Daniels had seen. Then the Scales policy toward the A. and N. C. railroad was gone into, making it a condition of taking the N. C. railroad that they should take the A. and N. C. railroad also.

"You took measures against the lease of the A. and N. C. railroad did you not?" asked Col. Henderson.

"Yes."

"You would like to have it leased now, wouldn't you?" (sarcastically.)

"I would not like to take any measures to have it done SECRETLY," answered Mr. Daniels, quietly, with stress on "secretly," and then he stepped from the stand with the composure and conviction that had characterized his whole testimony, which was strong against trifling lawyers' technicalities because it kept close to and revolved eternally around the people and their representatives in the General Assembly.

NORRIS'S BOMBSHELL.

Mr. Norris had arrived, and came forward, and told of the message from the Governor to see him as a member of the Board of Internal Improvements, and wanted him to acquiesce in the lease. Mr. Norris did not think this necessary. The Governor thought it was by a parity of reasoning that their action was necessary to a leasing of the A. and N. C. Railroad. The Governor got down his Code, but couldn't find the place and called in Mr. Fab. Busbee—but finally Mr. Norris refused to do anything until he had looked into the matter. The Governor wanted haste, as there were injunction proceedings pending, and it was suggested that the Governor summon witnesses to tell about the matter, but the Governor seemed to think this would militate against the consummation of the lease in the face of the injunction proceedings. Then while they (Beckwith and himself), were reading the charter of the A. and N. C. railroad, Col. Andrews came into the office and took Gov. Carr out into the other room. The Governor on his return said, gentlemen, you should have no objection to this North Carolina lease—it is a good thing—and we assented according to my recollection, to directors he had chosen. Mr. Beckwith making the motion. The next morning, we met the Governor, who inquired if we had met Mr. Busbee. I told him not to trouble about Mr. Busbee, that I had now made up my mind and that I didn't think we had any duties to perform; that we had nothing to do with the lease. Then I stated to the Governor that I would have to move to rescind the action of the day before on the North Carolina railroad—and the secretary who had not recorded the minutes, struck out the notes of the first resolution.

To Judge Avery: Maj. Telfair saw him that night and told him not to give Mr. Olds (the newspaper correspondent) any information of what had transpired.

"Was Mr. Busbee then counsel of the Southern?"

"That was my understanding"—(this was confirmed by Mr. Busbee.)

To Mr. Manning: "Mr. Norris understood the acquiescence to be in the appointment by the Governor of the directors."

To Mr. Busbee: The Governor had asid that Mr. Busbee did not consider it necessary, but he wanted to make assurance doubly sure.

To Judge Avery: "Did you consult with other lawyers?"

"Yes, sir; with Mr. Mordecai."

Mr. Mordecai had been a member of the Board of Internal Improvements, and Mr. Mordecai said he wouldn't be surprised if it were necessary for the Board to give acquiescence in the lease.

BECKWITH'S SALUTE.

Mr. Beckwith: "The Governor handed him a lease which he wanted him to ratify—he didn't know that it was necessary, but wanted them to do it out of abundance of caution."

Mr. Beckwith was not sure he did not have the power. He had never seen the North Carolina Railroad lease, and, therefore, he didn't care to act on it, though he thought he had the power, but "I suggested that he get the opinion of the Attorney General." As to the appointment of directors of the North Carolina Railroad he moved the first day to do that, but not to act on the lease, as it involved $3,000,000 or $4,000,000." He had later ben told by Mr. Norris on behalf of the Governor not to say anything about it.

WILL KOPE CONSULT?

(Asheville Citizen.)

Judge Ewart nominates W. S. O'Brien Robinson, among other talent, to the judgeship made vacant by the death of Judge Seymour of Newbern. Does the Hon. Kope Elias approve?

Review of the Fight In the Senate.

It was midnight in Burlington. No sun, moon nor stars. There was the sigh of summer. It was raining. It was August 23rd, 1895.

It was noon-day in Raleigh. The sunlight shot even through the hearts of men. There was just the initial trill of the song of spring. It was February 26th, 1897.

In Burlington, at midnight, were gathered the directors of the North Carolina Railroad.

In Raleigh, at noon-day, were gathered the representatives of the people of North Carolina.

In Burlington, through the dismal night glimmered a light with that peculiar glimmer that rebounds upon midnight from the glow of sumptuous interiors and from hard-woods brilliant with polish.

From the private palace car of Samuel Spencer, President of the Southern Railway—it glimmered.

That was the one ray of hope in the midst of drizzling despair.

It glimmered, "oh, my brothers," it glimmered—for you and for me—it glimmered for the weary and ill-clad knee-joints of your Tar-heel man in the cornrows, for your Tar-Heel bairn tucked in under the home-made cotton quilt, for your Tar-heel woman with her baby on her knee: it glimmered through fogs pendant between Tar-heel mountains; it blazed the way of hope along the path that leads down by the spring-house, across the branch, through the snatch of woods over the hill to the free school.

It was one of the few glimmers of joy then abroad in this land, and North Carolina got that glimmer full in the neck.

Apart from his wheel-palace, (for Spencer hal "lit") near by, were President Spencer and Vice-President Andrews of the Southern Railway.

Apart from them was a meeting of the Directors of the North Carolina railway.

From that directory there went out into the night a committee composed of Messrs. Maxwell and Spruill. They started out. They carried with them an ultimatum that the directors would not lease the road for a longer time than 50 years. A moment or so later, Capt. S. B. Alexander, president of the North Carolina railroad and chairman of the meeting was added to the committee.

He followed.

The 50 year ultimatum was delivered by the committee, when according to the testimony of Mr. Spruill in Raleigh a few nights ago, Capt. Alexander suggested for the purpose of being consistent with an opinion that he had individually expressed before, that he thought the term of 99 years would be better. But, continued Spruill, Capt. Alexander at the same time said that the ultimatum was 50 years and it must stand. In fact he stated in his own testimony that he was willing to go on the committee only on condition that the 50 year ultimatum should be adhered to.

Mr. Spruill thought before Capt. Alexander spoke that Mr. Spencer seemed disposed to consider favorably the 50 year ultimatum; but Col. Andrews stood out for 99, in fact Mr. Spruill thought he would not have consented to the 50 year proposal.

Thus it stood. Then in the growing storm, the glimmer seemed fainter: for "accents terrible rent the air." The lightning of threats went like so many X. Y. Z's. before the eyes of the directors. A telegram seemed to suddenly leap from the wires all the way from New York summoning Mr. Spencer back at once; no time to wait; 99 years or nothing: must be starting; yes, he must go, but North Carolina would have to wait, and her soverignty should have waited for him to return or not as he would; should have let him board his land yacht and be gone. But no, there was more to come; we will have rails shipped here by telegraph and have the link between Mocksville and Mooresville completed by wire, and in the morning a complete vestibule train would be running solid between Charlotte via Mocksville and Danville to Norfolk. Along the North Carolina railroad the new rails would be melted up in wrath and Burlington would dwindle to a mere chicken-booth.

The Directors returned to the meeting bearing a "banner with the strange device:"

"Ninety-nine years or nothing!"

That was the ultimatum of Col. Andrews at Burlington to the directors.

Yesterday, the ultimatum of Col. Andrews to the PEOPLE was this: "I should be thankful to you, sovereign people to let us have the road at least for 30 years."

There is a difference between the midnight demand and the noonday petition.

On that dark night when "The Earth" (a very proper name for Spencer's car) sped out of Burlington and buried its lights in distance and darkness, there was yet another effulgence. The face of Col. Andrews shone "as a lamp through a whitish vase." The half-hidden smiles trickled

trickled along the crafty channel-ways of his face like the chance sun-glints along ripple-wrinkled half-covert brooks.

And the Colonel's smile grew.

And he entered the gates of North Carolina's capital city with the crown of a Coriolanus upon his forehead, and of course, also—a harp within his hand—all whose strings his master-hand had swept.

But the laurels of Coriolanus had hardly wilted before at the very gates of Rome, he was beckoned to by the Tribunes of the people, who had said: "Come this way, Cory, we have business of import with thee! Come, Coriolanus, and let us hie us to the Senate yonder. There! Coriolanus, and reckon with the people of the victories you have won for Rome!"

And Coriolanus kicked; he humped himself with the scornful abandon of the hump of the rump, of the cow swimming across a mill-pond, and said, "No, no, Lucius, I cannot mix with the people, I am Rome's deliverer!"

And come he would not.

"Then go you must!" said the people, and they expelled Coriolanus from the gates of his city at whose feet he had laid his prowess.

And Col. Andrews, Carolina's Coriolanus, was met by the people, and they said: 'To the Senate, Colonel, with your lease!" and no later than a week ago, it is reported that when a 7 per cent. 30-year compromise was suggested to Col. Andrews by a Republican politician, he replied: 'I'll be damned if I do!"

But all the same, he went to the Senate chamber; he was there yesterday with all four feet; he was there yesterday to reckon with the people at the rate of 7 per cent. for 30 years.

And the noonday sun smiled upon his request, and it was granted; for the Lieutenant-Governor, with whom he walked down Fayetteville street after the morning session—the Lieutenant-Governor had said it, when he had broken the tie of 25 to 25.

Yes, Col. Andrews was with the people's Senators he loves so well—and among whom he appears so seldom—he was there, flanked by Col. John H. McAden, and in touch with Senator Rollins, who seems to be threatened with the Internal revenue collectorship, and Jim Moody and Tommy Heartt, two souls with but a single chair, were protecting the extreme left. Secretary Miller was igniting the air up and down the lines as courier, the picket line had come in and the battle had begun.

The first gun on the other side was that of Scales, but it was soon silenced. All recognized in the young man a heart of high aims as he introduced his amendment. There is character in the man, and the corporation dared not face him. Grant got up, saying: "Your amendment has been presented to the committee and cordially accepted."

When, pray, had it been presented? Grant had not seen it, according to information from Senator Scales, until a half hour or so before its introduction. Did he call a meeting of the committee on the floor? Did they all see it? Did Alexander and Butler see it? Did all the rest see it? What was the name of every man who saw it? Did Col. Andrews see it?

And the battle proceeded. Issue was joined in an attempt on each side, the one striving to have the substitute considered first, the other trying to get the original bill considered first. Lieutenant-Governor Reynolds first decided for McCaskey in behalf of the latter; then for Grant in behalf of the precedence of the substitute. Just before, McCaskey had gone to speak with the chair, but he was overhauled by Grant who hurried around and remonstrated with McCaskey, who drew away. The corporation was not now eager to force a vote, though they need not to have feared it. But they wanted to be sure. So, in spite of the fact that it had been agreed beforehand to call the previous question at 2 o'clock, the motion for adjournment was nevertheless put and carried by a vote of 28 to 23, and Carolina's Coriolanus was happy. Happy? Happy at what? Happy because the people had consented to let him have the road for 30 years instead of being happy over the concession by the directors of a demand for 99 years. This, at this stage of the game, was considered a victory.

But they adjourned: they had not been certain of victory. They would have more parley—and parley they had.

During the recess Senator Odom entered the office of Col. A. B. Andrews and was closeted there for some time behind closed blinds. It was seen of men. And he, too, voted in the afternoon to grant the request of Carolina's Coriolanus. They were certain now; the battle was won.

In the afternoon there was some skirmishing at the outset: Butler introduced three amendments respectively, 10, 9 and 8 per cent. They voted that they were unwilling to receive as much as 10, 9 or 8 per cent, but they were willing to vote for what Col. Andrews was willing to give, namely, 7 per cent. And so the forces clashed.

When the three amendments, notice of all which had been given by Mr. Butler, were coming up one by one—the 8 per cent amendment was reached. Then it was that the chair ruled it out, saying that the substitute was before the Senate—in spite of the notice—and put the question. The ayes responded so faintly to the manifestly revolutionary ruling, that the chair added by "ayes and noes," though no one had called for the ayes and noes. Then sprang Abell into the thick and demanded justice even for his foes; he demanded a ruling, and thus, and seemingly thus only did the 8 per cent amendment get consideration. Ah, it was the danger line, that 8 per cent. The vote of 25 to 25 proved it, and when it came to Governor Reynolds to vote he said from the chair jestingly and laughingly to Abell, who was at the clerk's desk, "How much is it worth?" putting his hand in his pocket, and cast his vote in the negative.

Now the guns of the people had been silenced, and the vote was taken on the substitute, the people retiring in good order. Was it a defeat? Was Lee's surrender a defeat? The numbers triumphed, but the principle of the people against corporate tyrrany still was a hot live coal.

Where, now, were the "vested rights" of the directors, which were held up as sacred, when 66 years of those "vested

(Continued on fifth page.)