

South to the Shade of the Palm They Go

Virginia Press Association Are on the Way to Florida—Passed Through Here Yesterday

Down towards the Florida coast a car load of Virginia journalists are speeding this morning where for several days they will bask beneath the southern sun, and woo the natives north the shade of the sheltering palm.

The Virginia press association passed through town last night on the fast train for Jacksonville. It was a happy crew of scribblers that occupied the special car, "Calumet." Leaving the tripod and the nightmare of the pastepot and brush they intend—not to forget Virginia; a Virginian never forgets home—to enjoy themselves; to see Florida and profit by their journey. They are traveling in two divisions, one of which passed here at 6:25 last night.

The other division came through at 2:30 and will join their main body today. In the first division were:

R. H. Benzley and wife, South Boston News; E. M. Black and wife, Abingdon Virginian; E. D. Gregory and mother and Miss Jeter, Bedford Democrat; A. S. Morton and sister, Spectator-Vindicator, Staunton; M. T. Harrison, Bedford Democrat; J. E. Wood and wife, South Boston Times; Misses Lovenstein, Times-Dispatch; Dr. J. M. Hamlet and Mrs. McIlwaine, Farmville Examiner; C. M. Walker and daughter, Farmville; George W. Warren and George O. Green, Clifton Forge Review; Fulton Kegley, Bland Reporter; R. S. Gardner, Pulaski News; James Mullin, Richmond Times-Dispatch; F. W. Baker, Southern Churchman; Catesworth Pinckney, Richmond Times-Dispatch; Mrs. C. A. Hurt, Smithville Gazette; C. B. Camper and daughter, Fincastle Herald; Alex. Forward, Wytheville Dispatch; J. J. Hart and wife, Farmville Herald; and A. S. Gravely, Martinsville Bulletin.

Editor Copeland who arranged the details of this tour was unable to go along as a press of editorial duties kept him busy.

A number of ladies, the mothers, wives and daughters of the editors are along with them.

WHY NEGROES ARE DISFRANCHISED

(Baltimore Sun.)

Secretary Root in his New York speech, published in the Sun Saturday, concedes that the constitutional amendments and the laws enacted for the purpose of granting the suffrage to the negro in the south and protecting him in its enjoyment have failed. And now, 39 or more years after their enactment, the negro is disfranchised in every State where he constitutes any considerable portion of the population. A writer in the New York Tribune undertakes to give a history of this disfranchisement. But neither Secretary Root nor the Tribune writer makes any mention of the reasons which led up to this movement in the South. It is well in the interest of truth and fair dealing, to have this in mind.

In the first place, it is a recognized fact that the amendments conferring political rights upon the negro were never regularly adopted by three-fourths of the States, as the constitution requires. They were in fact forced upon the country by the military power and against the will of the people. A law so enacted will never receive the willing obedience of even the most law-abiding citizens.

But, notwithstanding this fact, the negro enjoyed the unrestricted right to vote during a portion of the administration of Andrew Johnson and during the two administrations of General Grant. It was the white people of the South who were disfranchised for a period of more than 10 years, and the negroes, backed by the United States army, had an ample opportunity to show their capacity for self-government and their fitness for the exercise of the suffrage. Figures may give some little idea of some of the results of unrestricted negro suffrage during that terrible time. But neither words nor figures can make an adequate description of the naturalness of grand and petty larceny, of violence, of plunder, of fraud, of lust and of every crime in the Newgate calendar. Not even the most law-abiding nor the quietest citizen was safe from violence. Thousands and tens of thousands of citizens, upon the slightest charges and without a particle of evidence, were torn from their homes and families and cast into prison. In North Carolina the Legislature authorized the

governor to proclaim martial law in every county, to arrest and try by court martial, and the soldiers were negroes. In South Carolina alone, according to the declaration of Governor Chamberlain, a Republican governor of that State, when he succeeded Moses he found that two hundred trial justices were holding office by executive appointment who could neither read nor write. Negro majorities had complete control of the State governments, taxes were multiplied and the money gathered from the unfortunate whites was stolen by the negroes and their white leaders from the North, who had flocked to the South as vultures gathered on a carcass.

At the close of the war the debts of the seceded states aggregated \$37,000,000. During the ten years of negro rule \$300,000,000 was added. In North Carolina the state debt increased \$28,000,000 and the assessed value of property sank from \$292,000,000 in 1860 to \$100,000,000 in 1870. The taxation for state purposes in 1880 had been \$24,000,000 a year. The negroes increased it to \$1,180,000. The negroes issued \$14,000,000 of bonds to aid railroad construction. It was all spent and not one mile of railroad was built. School fund securities were sold to carpetbaggers at one-third their value and the money received divided among the negro legislators. In two years there was not a public school-house open in the whole state. The same story might be told of every state in which the so-called disfranchisement has taken place. In Mississippi 6,000,000 acres of land were confiscated because the owners were unable to pay the heavy taxes levied upon them, and wholesale taxation took place in all the states. The land so confiscated was largely given to the negroes. In short, there was a reign of terror in the south, and the miscreants were supported in every town and village by United States troops, many of whom were negroes themselves and lent willing aid in humiliating, robbing and insulting their former masters. The local governments of cities, towns and counties were as corrupt under negro rule as the state governments. Plunder and barbarism were everywhere.

In 1877 President Hayes withdrew the army from the south, and as the soldiers turned their backs the negro governments melted away and disappeared. Unopposed by the bayonet they did not exist one day. Just as soon as the white man again got control of the south began to revive from an affliction far more costly than the civil war had been. Wealth has increased and the owners of that wealth have no mind to permit its spoliation by an

other period of negro rule. And that such a rule would follow unrestricted negro suffrage in those states, counties and cities where the negroes have the majority there can be no doubt.

But it may be said that in the thirty years which have passed since the reconstruction period ended the negro has become better qualified for self-government and the use of the ballot. Unfortunately there is no evidence of this. In casting his vote the negro is no more controlled by principle today than he was 30 years ago. He is governed exclusively by race prejudice and votes solidly in a mass. "The teachings of the negro, in various ways, for the last 20 years," said Booker Washington in a speech delivered at Madison, Wis., "have tended too much to array him against his white brother rather than to put the races in co-operation with each other. More than once I have noticed that when the whites were in favor of prohibition the blacks, led even by sober, upright ministers, voted against prohibition simply because the whites were in favor of it. If the whites vote to lay a tax to build a schoolhouse it is a signal for the blacks to oppose the measure simply because the whites favor it." Thus, upon the testimony of the wisest of their own race, the negro is still unfit for the ballot. Secretary Root admits it when he says, according to the reports of his speech: "So the country was to face the failure of the plan adopted by conferring upon them the suffrage—the failure to reach them the competency to employ it." Negroes in the south are still what Thaddeus Stevens designated them—"voting cattle." It is necessary for the southern states to disfranchise them in order to preserve their property from plunder and their civilization from destruction. And as some of the property in the south is owned by northerners, there is a strong sentiment in that section also in favor of "grandfather" clauses.

And whatever may be said of disfranchisement of negroes by such constitutional devices it is far more decent and honest than the disfranchisement of white people in Pennsylvania by ballot-box stuffing and perjury.

AMERICAN AND BRITISH RAILWAYS

In a second article on American railways the London Times points out many differences between the English and the American systems. The most striking of these differences, it says, is to be found in the respective mileage of the two countries. The total length of completed railways in the United States on December 31, 1901, was 198,787 miles, whereas the length of line open for traffic in the United Kingdom on the same date was 22,673 miles.

The longest railway system under the control of a single company in Great Britain is the Great Western which represents 2,656 miles. The next longest is the London and North-western, with 1,837 miles, and this is followed by the North-western, with 1,654 miles; the Midland, with 1,441, and the Great Eastern, with 1,109 miles. But in the United States the Pennsylvania Railroad Company and the New York Central and Hudson River Railroad Company each control over 10,000 miles of railways. There are twenty-eight systems which own and control over 2,000 miles each, and forty-nine which operate a mileage of over 1,000 each. While, too, the mileage of the American railway is greatly in excess of that of the British railways, the density of passenger traffic in Great Britain is far greater than that of the United States, for whereas in 1900 the number of passengers carried (exclusive of season ticket holders) was 1,142,000,000 in the case of the British railways, it was only 576,000,000 for those of the United States, though the length of railway there is nine times that in Great Britain.

In Great Britain the railway companies must provide for a prodigious number of people traveling short distances, while they stretch from London to Glasgow or Edinburgh as a typical long distance journey. In the United States there are fewer passengers, but far longer journeys. The British companies draw the larger proportion of their revenues from passenger traffic, whereas in America the companies derive their largest income from the movement of freight.

In regard to working expenses, it must be remembered that 1900 and 1901 were record bad years for British railways. Allowing for the slightly larger number of train miles run in 1901 than in 1899, coal cost the British companies over 23,000,000 £ in the former year than it would have done had the price remained the same as in 1899, and against the disadvantage experienced through the increase in the price of coal there was no adequate set-off in the form of advanced profits from business done. On the other hand, there is the fact that the last two years have been record good years for the American railways, that their carrying capacity in respect to freight has been taxed to the uttermost, and that their coal bills, in proportion to the length of their lines and to the amount of their business, are far below those of the English companies.

This matter of working expenses is their comparatively smaller number of employees, the total per 100 miles of line being 548 in the United States, as against 2,635 in the United Kingdom. Contrasting earnings per mile, one gets these figures for the year 1901: United States, gross, £1,697 per mile; net, £581; United Kingdom, gross, £4,826; net, £1,769. The American railways in 1901 at \$11,688,177,999—say \$2,237,625,598—we find that the net earnings were \$104,050,000—say \$4.45, or 44 ¢, per cent. The total capital of the railways in the United Kingdom for the same year (after allowing for nominal additions) was £1,098,107,000, and the net earnings were £39,068,000, say £3.57, or 33.17 ¢, 45¢, per cent. If coal had remained at the same price as in 1899 the net earnings on English railways would have been increased to £41,697,000, thus yielding, say, £4.16, or 44 ¢ 3½, per cent. If, in addition to this, rates and taxes had increased since the year 1891 only in the same proportion as the gross receipts, say 30 per cent., the amount payable in that respect, instead of being \$16,000,000, say \$16,000,000, would have been only \$2,919,000, a saving of £1,680,000. Adding this to the figures given above, the net earnings for the year 1901 would have been increased to £42,207,000, yielding, say, £4.26, or 44 ¢ 5½, per cent.

NONYIELDING CAPITAL. The amount of capital stock in the American railways paying no dividend to each on June 30, 1901, was \$2,829,021,925, or 48.73 per cent. of the total amount of stock outstanding. Omitting equipment trust obligations, the amount of funded debt which paid no interest was \$361,906,202. Of this stock paying dividends, 8.82 per cent. of the total amount outstanding paid from 1 to 4 per cent., 13.37 per cent. from 4 to 5 per cent., 10.47 per cent. from 5 to 6 per cent., and 6.67 per cent. from 7 to 8 per cent. The amount of dividends declared during the year was \$156,735,784, which was equivalent to a dividend of 5.26 per cent. on the amount of stock on which some dividend was declared. It is, however, only during the last year or two that certain of these companies which now pay dividends, and especially in the Western States, have been able to show any profits at all. The effect of increased prosperity, however, is shown by the fact that for the year ended June 30, 1902, the dividends of essentially the same operating roads were greater by nearly \$30,000,000 than for the previous financial year.

Commenting upon the operation of American railways, the Times gets the impression that they are both in advance of their times and two or three decades out of date. Special criticism is made of the grade crossings and the absence of trains through crowded streets of populous towns without adequate protection for the public. "At York, a populous Pennsylvania city," says the writer, "where the trains passed down the centre of an extremely narrow street before it reached the railway station, there seemed to be something peculiarly appropriate in the injunction which was here had painted in prominent letters on a fence alongside: 'Prepare to meet thy God, for thou shalt surely die!'"

Game That Will Over Orders If you want to astonish your young friends at your next party, here is a way you can do it. The success of the trick depends on the well known fact that all bodies have some electricity in them, and that it is only necessary to wake the electricity to make them active.

Take a sheet of thin paper, for example, and rub it briskly with a brush or with your hand or your clothes, much as if it were glued there. Rub a piece of glass in the same way, and it will attract to itself any light thing such as a scrap of cork or a pith-ball. It is with an electrified drinking glass that this trick may be performed.

Place a chair in the middle of the floor, and rub it with a brush or a walking stick, telling the spectators that you are going to make the stick fall off the chair without touching either of them and without even blowing on the stick.

Having first thoroughly dried the glass, rub it with a brush or on your sleeve and hold it near one end of the stick. The wakened electricity in the glass will at once attract the stick and make it swing in any direction that you move the glass, so that you may make good your promise and draw the stick out of equilibrium whenever you please.

You may substitute for the walking stick, if you please, a cane fishing rod or a bamboo fishing duster handle. All you have to do is to balance it nicely on the back of the chair, where it will swing so easily that the small quantity of electricity in the glass will attract it.

The stick is better performed in dry weather, for if the air be damp the electrical effect is much weakened.

Address on College Training Guilford College, N. C., Feb. 9.—Special.—Prof. Thos. Newlin, late of Wilmington College, Ohio, but now vice-president of Guilford College, last Saturday evening, gave a rare treat to an appreciative audience. The title of his address was "College Training and Civilization." After pointing out our advancement in educational lines, he showed how dependent civilization is upon our homes and schools and colleges. He also said that a young man should get as much out of four years well spent in one of our standard colleges as he will get in forty years of ordinary life. Prof. Newlin pointed out the danger of young men specializing before they have received a college education.

He especially brought out the value of the knowledge of history, literature and economics to every one. His culture throughout was just what the young men and women all over our country need to have impressed upon their minds.

There will be gymnasium contest here next Saturday evening at 7:30 o'clock.

BASE BALL AT TRINITY

Schedule of Games Arranged for the Season

Durham, N. C., Feb. 9.—Special.—The base ball team has begun practice. Almost all of last year's team is back and there are several new men who give promise of being good players. Mr. Otis Stocksdale, the coach last year has been engaged for the season. He will be here in a few days to take charge of the team. The manager is P. E. King, and the captain is A. B. Bradsher. The following schedule of games has been arranged:

- March 22, Horner at Durham.
- March 25, Lafayette at Durham.
- April 6, A. & M. at Raleigh.
- April 10, Cornell at Durham.
- April 11, Oak Ridge at Durham.
- April 13, Wake Forest at Durham.
- April 16, Guilford at Durham.
- April 18, Wake Forest at Raleigh.
- April 20, A. & M. at Durham.
- April 21, Guilford at Greensboro.
- April 23, University of Virginia at Durham.
- May 1, Fredericksburg at Durham.
- May 4, Guilford at Guilford.
- May 5, Mercer at Macon, Ga.
- May 6, Wofford at Spartanburg, S. C.
- May 7, South Carolina College at Columbia, S. C.

NEW TRINITY LIBRARY

Formal Opening to Take Place on the 23rd

Durham, N. C., Feb. 9.—Special.—The formal opening of the Trinity College Library, the gift of Mr. J. B. Duke of New York city, will take place Monday, February 23d. The program follows: Address of Presentation—Judge Armistead Burwell, Charlotte, N. C. Address of Acceptance—President John C. Kilgo.

Dedicatory Address—Mr. Walter Page of New York city.

The exercises will take place in Craven Memorial hall beginning at 8 o'clock in the evening. After the exercises there will be a reception in the library building. There has just been issued from the press of the Macmillan Company, New York, a book which has received much favorable comment. The author is Dr. Geo. L. Hamilton, professor of romance languages at Trinity college. The book is entitled "The Indebtedness of Chaucer's Troilus to Guido delle Colonne's Historia Trojana." This volume forms one of the series of Columbia University studies in romance literature and philology.

Commencement Officers

Oxford, N. C., Feb. 9.—Special.—At the last meeting of the Franklin and Washington Literary Societies of Homer Military School, the officers and representatives for commencement, were elected. The full list is as follows: FRANKLIN SOCIETY. President, R. P. Simpson, Wilson. Secretary and Treasurer, W. M. Boylan, Raleigh.

First Assistant Marshal, C. D. Peirce, Warsaw. Second Assistant Marshal, B. J. Boylan, Raleigh. Third Assistant Marshal, Wm. P. Emerson, Winston. Essayist—M. Alan Humber, Lancaster, Pa. Declaimer, E. A. Simon, Statesville. Debater, Thos. O'Brien, Goldsboro. Orator, H. M. Merry, Horr, Montana. WASHINGTON SOCIETY. President C. V. Knight, Lawrence. Secretary and Treasurer, J. A. Hardie, Greensboro. Chief Marshal, C. B. Woodruff, Greensboro. First Assistant Marshal, N. B. Dawson, Jr., Johnston. Third Assistant Marshal, V. J. Cobb, Asheville. Essayist, G. Roy Hales, Rocky Mount. D. Garland Grubbs, Seaboard. Debater, Stahl Lim, Salisbury. Orator, C. R. Haynes, Tarboro.

Wilmington, N. C., Feb. 9.—Special.—In a general row over a game of cards Sunday morning early, Dan Shines, a young negro, was murdered in a gambling house. He was shot and stabbed and then dragged some distance from the house. The police have made several arrests.

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