

TEA TABLE TATTLE

By TEEBEE.

"Hello, Jack! How are you today?" "Just totable. Had a good breakfast this mornin'."

"You make a fine military appearance, Jack, in your big soldier coat." "This ain't no soldier coat; I got this Durh'ma."

"What do you think, Jack, of the bond issue proposed by the Legislature?"

"Why, you understand, it is proposed for the state to borrow \$400,000 to pay off its floating debt and provide for the appropriations."

"Well, I don't know much about paying debts and appropriations. I can't see the use of that any way. I am always in favor of borrowing, and if the state knows where it can get credit for \$400,000 I am in for borrowing the money."

"Do you think four per cent. would be about right for interest on the loan?"

"Why, money that the state will pay for the use of the loan."

"Well, I'm not in favor of paying anything back. If the state can borrow a big lot of money, why that's all right; but I believe in keeping all I can get except what I have to spend, and I think the state should do the same way. Say, don't you think when the state gets the money I could borrow enough to buy a breakfast some day?"

To tell the truth, Jack's last proposition stumped me; so I decided to turn the conversation into a different channel. Then I ventured to ask the colonel's opinion in regard to municipal affairs, especially with reference to the coming spring election.

"But I am digressing from the subject of letter-writing, which was to be the subject of a few remarks. Well, if any citizen of the United States (which is 'it' according to the latest congressional authority) has that art reduced to an exact science, that citizen is Grover Cleveland, who once twisted the British lion's tail with a few words that he placed on paper with his good goose quill. But, as I was about to say, there is no one who has a better knowledge of the art of concealing his thoughts in writing than the fisherman of Buzzard's bay."

And this brings me to remark that a very striking example of this art was given to the public through the press the other day when a letter from the ex-shepherd to a Cincinnati editor was published. The editor had heard some talk about Mr. Cleveland being in danger of experiencing another stroke of presidential lightning, and he wanted to know how the old man felt on the subject. And how should he find out except by asking? Well, he tried the experiment, and while the result may not have been what he wished, or even what he expected, the public has no right to complain, for a finer example of the art I have been writing about was never penned than the letter that the editor received. It was courteous to the last degree and the English was elegant. Of the penman ship I cannot speak, having only seen a printed copy of the letter. What I was going to say was that after reading the letter the Cincinnati editor, nor anybody else, has the slightest idea of whether your Uncle Grover considers it necessary to put up a lightning rod or not.

Meanwhile the old man has shouldered his fishing rod and gone to Florida to catch tarpon.

The density of Raleigh's population has been the subject of a great deal of comment lately. It has been said that the population is denser than that of New York city. Upon first blush it seems that it is a severe tax on the credulity to accept that statement; but remembering that I have seen it stated that there are acres of wilderness in Greater New York and large areas of marsh lands in Chicago, it does not appear to be such a great strain on the imagination to believe that Raleigh is one of the most densely populated cities outside of China. The trouble about Raleigh is that there is a great deal of city that is not in the city; which is not so much of a paradox as you might suppose, when you consider that you can walk out of town and get away from the policeman's heel without ever suspecting it if you do not happen to have a map of the city limits in your mind. Again, a stranger approaching Raleigh would imagine himself in the heart of the city by the time he was within half a mile of the limit separating the city from the country.

These facts have been used as arguments in favor of spreading the town out so as to relieve the density, which is really oppressive to contemplate in the weather. Nobody, you know, likes to think of being cooped up in an airtight city unless he lives in a big city for a fact, which we do not claim that Raleigh is at this writing, though we entertain great expectations on that line when we expand enough to take in what rightly belongs to us.

But there are other reasons, as I am informed, why the city should extend her borders. As has been said, there are several thousand people here living in town who are not in the city, strictly speaking. If a burglar breaks into their house they send for the city policeman; if their house catches fire they send for the city fire department; they have gas, electric lights and water in their homes, and sewerage connections as well, and street cars at their doors besides; and they do not have to pay anything for the privilege of enjoying these things that are incidental to city life, although, of course, they pay their bills for them just the same as city folks. The point is, that if there was no city there would be none of these conveniences of city life which have become necessities to people who have become used to them.

Now, I do not suppose that anybody living in the environs objects to becoming a citizen of Raleigh and bearing his part of the burden that is now borne by people who are already citizens. I am only speaking about things as they are. I really expect that when matters are explained to our neighbors who are not our fellow-citizens they will fall over each other in their haste to petition the Legislature to annex the city to the city in time to vote at the election this spring.

So let the work of making the Greater Raleigh go on. Let us make haste to extend the privileges of citizenship to as many of our neighbors as can be embraced in the city limits conveniently, and at the same time get rid of the oppressive feeling occasioned by contemplation of the density of our city population.

Press dispatches one night last week brought the distressing information that Little Pauline de Kol was dead. Although she was not generally known in Raleigh and her name, while living, had never been mentioned in the presence of the Tattle man, it is learned that she belonged to a family that has numerous connections in the immediate vicinity of our capital city. The death of Little Pauline occurred in New Jersey, where she had always lived. She was well and favorably known in the trust Paradise and her fame had even extended beyond the confines of the land of shining sand and voracious mosquitoes, for she held the world's record as a butter producer, being a cow of the Holstein-Friesian persuasion. Peace to her ashes and condolence to the surviving relatives.

It has been said that conversation is the art of talking so as to conceal one's thoughts. The same might be said of letter-writing as practiced by experts. For instance there is Grover Cleveland, who discovered the famous expression, "innocuous desuetude," not to mention several other important discoveries that will prove a lasting boon to the human race, including his discovery of the duck-shooting grounds of eastern Carolina.

But I am digressing from the subject of letter-writing, which was to be the subject of a few remarks. Well, if any citizen of the United States (which is "it" according to the latest congressional authority) has that art reduced to an exact science, that citizen is Grover Cleveland, who once twisted the British lion's tail with a few words that he placed on paper with his good goose quill. But, as I was about to say, there is no one who has a better knowledge of the art of concealing his thoughts in writing than the fisherman of Buzzard's bay."

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The earliest mention of Seven Pines, so far as we know, occurs in the records of Henrico, 1738, when "Jos. Mayo, gentleman," was ordered to take a list of all the tithables from Cornelius "across to the Seven Pines and upward to the Chickahominy Swamp and James river to the upper bounds of this county."

One of the traditions of the origin of the name, Seven Pines, is that seven pines once grew there from a common root, upon a farm which marked the junction and the Nine Mile Road. That is not a very credible story, but there are no living witnesses to contradict it! Likely as not the name was given simply because seven plain, commonplace pines stood in conspicuous position there, and from them surveyors may have taken their courses and landlords marked the boundaries of their plantations.

While the Confederates always called this battlefield "Seven Pines," our

friend, the enemy, called it "Fair Oaks" from a nearby station on the fork river railroad. The surface of the ground is but slightly undulating in that vicinity, while the Chickahominy with its swamps and tangled undergrowth is not far distant. But the country thereabout must have looked lovely enough in May, 1862, covered as it was with fresh verdure and blooming with wildflowers. Tranquil, too, it was until the two maddened hosts began to come together and shake the earth with their artillery and stain nature's carpet of green with blood.

McClellan's army occupied a line which ran across the Chickahominy; his right near Mechanicsville; his left near Seven Pines. Seeing him in that position, General Johnston planned to fall upon McClellan's force south of the Chickahominy and crush it before relief could come from the other side. D. H. Hill, Longstreet, Huger and G. W. Smith were the Confederate Division commanders, but their attack, which was to have been begun early in the morning, was unfortunately delayed until 10 o'clock, by which time the enemy was fully aware of our movement and prepared for it. However, a heavy rain had fallen the night before and raised the stream and this prevented them from getting reinforcements until the evening.

The battle of the 31st, continued into next day, was dreadfully bloody, but decisive, though each side lost more than five thousand men. Its consequences were far-reaching, for on that field General Johnston was wounded and General Lee succeeded him in command, no more to surrender his relations with the Army of Northern Virginia until that dismal day at Appomattox, when occurred the most pathetic parting recorded in history as taking place between a general and his army.

It used to be said here that not until the battle of Seven Pines took place did the Confederate authorities really understand the magnitude of the conflict before them. Such military hospitals as we had in this city were already crowded with men wounded at Williamsburg and with the sick, and though large new ones were being built, they were not quite ready.

So our hospital accommodations proved frightfully inadequate. But the sympathy and patriotism of the men and women of Richmond rose to a sublime height to meet the emergency. With their carriages and wagons they helped to bring the wounded into the city, and such soldiers as the military hospitals could not receive they made room for in their homes. Churches, too, were converted into emergency hospitals. But with all that they and the military authorities could do, the night of May 31st closed with many of our wounded soldiers lying by the roadside between Seven Pines and Richmond, while some lay in our parks or upon our sidewalks until beds could be found for them.

Alas, that was a dreadful time here in Richmond! But one good result of it was that the Confederate Government went to work with five-fold more energy than before to provide hospital accommodations. And it was not long before they were all needed. As for Lee, he soon mustered here the largest army the Confederacy ever had, and in about a month fell upon McClellan at Mechanicsville and began that wonderful series of attacks known in history as "the Seven Days' Battles."

TAXATION OF RAILROADS AND OTHER PROPERTY IN THE STATE

(Continued from Fourteenth Page.)

is using every effort to locate along where industries that will bring large returns for taxation and give employment to thousands of people. Our industrial department advise that there was located on the Southern Railway during the past year ended June 30th, 1902, industrial plants and developments representing an aggregate capital of \$12,441,559 of which there was completed and put in operation industries costing \$69,070,969 and there were in course of construction industries costing \$23,376,600.

The number of plants completed and put in operation was 556. In the textile industry, which has been such a marked feature of Southern development, and in which North Carolina has shared, there has been an increase. There were 42 new plants and 37 additions to plants, representing an increase of 8,857 looms and 253,940 spindles, and there were under construction 21 new textile plants representing an aggregate capital of \$6,800,000, which when completed will put in operation 7,600 looms and 342,200 spindles.

We have not confined ourselves to this branch of industrial development, but also to immigration, and our records show that 583 northern and western farmers are credited as having purchased 177,256 acres of farm land, on and adjacent to the company's line.

I have not had time to secure data showing what development was made particularly in North Carolina, but I can assure the committee that North Carolina shares largely in the general development I have just given.

I speak for all railroad companies when I say they are doing all in their power for the development of North Carolina.

THE COMPROMISE OF 1901.

"Now, before I close, a word about the compromise."

Much has been said about the settlement of the railroad tax assessment cases in January, 1901. It has been claimed that the railroads agreed that sections 50 and 51 of the present Machinery Act might be enacted provided they were not enforced until 1903; it is claimed that the railroads in now opposing these sections are guilty of a breach of faith. THIS CONTENTION IS WHOLLY WITHOUT FOUNDATION.

The tax assessment cases were instituted by the railroads upon the contention that the Machinery Act of 1899 and the assessments made upon them in said Act imposed a value upon their property greater in proportion to that imposed by the assess upon the property of individual citizens. The act of 1899 is the act which the railroads were attacking and it was the act which the State was defending.

Among other grievances, the railroads claimed that the common law assessed upon his real estate once in four years, while the railroad was assessed on theirs every year. When the case came to and end it was agreed that the State would recommend to the General Assembly that the Machinery Act would be changed so that the physical property of the railroads (not included in rolling stock) would be assessed for four years at the same time that real estate was assessed. This was done to make the act of 1899 as nearly identical as possible with the method of assessment of the property of the citizen and the property of the railroad. Nothing was said about the exact form the statute was to assume, but the act of 1899 was the act which was under fire, and this change was the only change suggested. It was made, but in addition to making that change an entirely different method of assessment of railroad property was introduced. No notice was given to the railroad companies of this fact and they were not heard upon it; and they now find that instead of being assessed under an act substantially like the act of 1899 with the provision that the assessment is made for four years like land, they find themselves assessed under a totally different law. They find that they are assessed not under the North Carolina law of 1899 with the modification aforesaid, but they are to be taxed under the Connecticut law at the highest possible valuation, while all other property in North Carolina is to be assessed under the old North Carolina system. This change was made without notice and without hearing.

The facts stated here will be disputed by no one; the Corporation Commission, the Governor and the lawyers employed in the case on both sides will agree that this was the understanding when the tax assessment cases ended. And the members of the finance committee of the last General Assembly will agree that the Connecticut law was incorporated in the North Carolina statute without notice to the railroads or hearing from them.

The railroads now ask that they be permitted to show that this is an unjust system of taxation. They refute the charge that they are guilty of breach of faith and assert that they are acting exactly in accordance with the understanding of January, 1901. They do not believe that any one is acting in bad faith, but they believe that sections 50 and 51 of the Machinery Act were incorporated without consideration and without discussion by the last General Assembly.

I cannot believe that the Legislature intends to continue in force a statute which would work a great hardship upon the greatest agencies for the industrial development of the State.

I know that you gentlemen will consider this question well and in the broad light of even justice. I myself,

feel as I have endeavored to show, that the railroad companies in this State, considering the matter in all places bearing on the assessment of railroad property, are bearing their share of the burden of taxation. And I ask the committee, in all justice to the largest tax payer in North Carolina, not to continue in force a law which looks towards assessing property upon a fallacious and fluctuating basis.

Put us in the position of other taxpayers, leave our property to be assessed by three individuals, as is done with other property, and leave with those three men the power of discrimination as between the different elements of value. When this is done you will have treated all property alike.

I thank you, Mr. Chairman and gentlemen of the committee, for the patient hearing you have given me.

SPECIAL RATES VIA S. A. L. RAILWAY

Account of Southern Educational Conference, Richmond, Va., the S. A. L. Railway will sell round trip tickets from Raleigh and all points at the rate of one-third fares for the round trip. Tickets on sale April 20th and 21st with final limit April 28th.

Account of Anniston Chautauque, Anniston, Ala., the S. A. L. Railway will sell round trip tickets to Anderson, Ala., at the rate of one first-class fare for the round trip. Tickets sold April 15th to 24th with final return April 24th.

Madrigals, New Orleans, Mobile and Pensacola, Feb. 23rd-24th.

Account of the above occasion, the S. A. L. Railway will sell round-trip tickets to the above points at the rate of one first-class fare for the round trip. Tickets will be sold February 17th to 23rd, final limit February 24th, but may be extended for a longer period.

For further information apply to C. H. GATTIS, C. P. & T. A., Raleigh, N. C.

H. S. LEARD, T. P. A., Raleigh, N. C.

Memphis Commercial Appeal. If General Wood isn't careful how he whacks up the President the latter may dray a razor on him.

SEABOARD AIR LINE RAILWAY

Short Line to principal cities of the South and Southwest, Florida, Cuba, Texas, California and Mexico, also North and Northwest, Washington, Baltimore, Philadelphia, New York, Boston, Cincinnati, Chicago, Indianapolis, St. Louis, Memphis and Kansas City.

Trains leave Raleigh as follows: No. 34, 1:20 a. m. - "SEABOARD EXPRESS" for ALL POINTS Raleigh to Portsmouth, Richmond, Washington, Baltimore, Philadelphia, New York, Boston and all points North, Northeast and Northwest.

No. 38, 11:15 a. m. - "SEABOARD LOCAL MAIL" for ALL LOCAL points, Raleigh to Portsmouth, Norfolk to Richmond connects at Henderson for Oxford, and with A. C. L. at Portsmouth-Norfolk with ALL STEAMERS for points North and Northeast.

No. 66, 11:50 a. m. - "SEABOARD MAIL" for Richmond, Washington, Baltimore, Philadelphia, New York and Boston. Connects at Richmond with C. & O. for Cincinnati, Chicago and St. Louis, at Washington with Penna. and B. & O. for all points. SOUTHBOUND.

No. 21, 5:25 a. m. - "SEABOARD EXPRESS" for Charlotte, Atlanta, Columbia, Charleston, Savannah, Jacksonville, St. Augustine, Tampa and all points south and southwest.

No. 41, 4:00 p. m. - "SEABOARD LOCAL MAIL" for Charlotte, Atlanta and all local points, connects at Atlanta for all points south and southwest.

No. 27, 6:27 p. m. - "SEABOARD MAIL" for Southern Pines, Pinehurst, Atlanta, Columbia, Charleston, Savannah, Jacksonville, Tampa and all points south and southwest.

Tickets on sale to all points, Pullman beds reserved, tickets delivered, and baggage checked from hotel and residences without extra charge at UP-TOWN TICKET OFFICE, YARBORO HOUSE BUILDING, C. H. GATTIS, C. P. & T. A., Raleigh, N. C.

CHESAPEAKE ROUTE AND OHIO ROUTE TO THE WEST

C. & O. ROUTE TO THE WEST. S. A. L. train leaving Raleigh 11:50 a. m., arrives Richmond 4:55 p. m., connects with C. & O., leaving Richmond 5:00 p. m., daily, arriving Cincinnati 5:00 p. m., Chicago 7:10 a. m. and St. Louis 7:25 a. m.

Southern Ry. train leaving Raleigh 8:56 a. m., arrives Greensboro 11:50 a. m., Lynchburg 3:00 p. m., connecting with C. & O. Ry.

5:50 p. m., connecting with C. & O. Ry. C. & O. James River Div. train leaves Lynchburg daily 4:10 a. m. (waits till 4:30 p. m. for Southern Ry. and connects at Clifton Forge with Main Line train, arriving Va. Hot Springs 9:45 p. m., Cincinnati 7:35 a. m., Louisville 10:35 a. m., Chicago 5:30 p. m., and St. Louis 6:45 p. m.

C. & O. through trains are Vestibule, electric lights and carry Pullman, or Pullman Sleeping Cars and Dining Cars, and connect for all points in

Michigan, Colorado, Pacific Coast, the West, Northwest and Southwest. For Rates, Tickets, Pullman Sleeping Cars and detailed information, apply at your Ticket Agent, or address W. G. Warthen, D. P. A., C. & O. Ry., Richmond, Va.

H. W. FULLER, G. P. A. C. E. DOYLE, General Manager. February 1, 1903.

ATLANTIC & NORTH CAROLINA RAILROAD COMPANY

To Take Effect Sunday, June 8, 1902, at 12:01 a. m., Eastern Standard Time. Supersedes Time Table No. 26, of June 3, 1901.

Eastbound. Westbound. Passenger. Passenger. Daily. Daily. No. 1. No. 4. P. M. P. M. STATIONS. STATIONS. No. 1. No. 4.

Raleigh, N. C. ... 7:00 a. m. ... 4:00 p. m. ... 7:00 a. m. ... 4:00 p. m. ... 7:00 a. m. ... 4:00 p. m. ... 7:00 a. m. ... 4:00 p. m.

SCHEDULE OF THE SALBIGH AND CAPE FEAR RAILROAD. DAILY EXCEPT SUNDAY. SOUTHBOUND TRAINS.

Stations. No. 1. N. 3. Lv. Raleigh ... 7:00 a. m. ... 4:00 p. m. ... Lv. Caraleigh Junct. ... 7:05 a. m. ... 4:05 p. m. ... Lv. Caraleigh Mills ... 7:10 a. m. ... 4:10 p. m. ... Lv. Sylvania ... 7:15 a. m. ... 4:15 p. m. ... Lv. Burnes ... 7:22 a. m. ... 4:22 p. m. ... Lv. Hobby ... 7:28 a. m. ... 4:28 p. m. ... Lv. McCollers ... 7:40 a. m. ... 4:40 p. m. ... Lv. Banks ... 7:45 a. m. ... 4:45 p. m. ... Lv. Austin ... 7:50 a. m. ... 4:48 p. m. ... Lv. Willow Springs ... 8:00 a. m. ... 4:50 p. m. ... Lv. Sexton ... 8:20 a. m. ... 5:10 p. m. ... Ar. Sipshaw ... 8:25 a. m. ... 5:15 p. m.

NORTHBOUND TRAINS. Stations. No. 1. N. 4. Ar. Sipshaw ... 8:40 a. m. ... 5:40 p. m. ... Lv. Sexton ... 8:45 a. m. ... 5:45 p. m. ... Lv. Willow Springs ... 8:55 a. m. ... 5:55 p. m. ... Lv. Austin ... 9:05 a. m. ... 6:00 p. m. ... Lv. Banks ... 9:10 a. m. ... 6:05 p. m. ... Lv. McCollers ... 9:25 a. m. ... 6:20 p. m. ... Lv. Hobby ... 9:30 a. m. ... 6:30 p. m. ... Lv. Barnes ... 9:35 a. m. ... 6:30 p. m. ... Lv. Sylvania ... 9:45 a. m. ... 6:40 p. m. ... Lv. Caraleigh Mills ... 9:55 a. m. ... 6:50 p. m. ... Lv. Caraleigh Junct. ... 10:05 a. m. ... 7:00 p. m. ... Ar. Raleigh ... 10:10 a. m. ... 7:05 p. m.

All schedule trains carry passengers. Connections at Fayetteville with train No. 78 at Maxton with the Carolina Central Railroad, at Lee Springs with the Red Springs & Rowers Railroad, at Sanford with the Seaboard Air Line and Southern Railway, at Swift with the Durham & Charlotte Railroad.

Train on the Scotland Neck Branch Road leaves 6:55 p. m. Fayetteville 5:22 p. m., arrives Washington 12:30 a. m., and 6:15 p. m., daily except Sunday. Train leaves Fayetteville 8:45 p. m., arrives Sanford 4:55 p. m., Monday 4:55 p. m., arrives Plymouth 6:25 p. m., 6:30 p. m., returning leaves Plymouth daily except Sunday, 6:00 a. m., and Sunday, 6:00 a. m., arrives Tarboro 9:55 a. m., 11:00 a. m.

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Solid Pullman Train Between New York and St. Augustine

FASTEST SCHEDULE | SHORTEST LINE

NORTH BOUND. SOUTH BOUND. Lv. Raleigh (Johnson St.) ... 2:42 a. m. ... 7:00 p. m. ... Ar. Washington ... 10:10 a. m. ... 11:30 a. m. ... Ar. Baltimore ... 11:45 a. m. ... 1:05 p. m. ... Ar. Jacksonville ... 1:36 p. m. ... 1:20 p. m. ... Ar. New York ... 4:15 p. m. ... 2:30 p. m.

A Luxurious Train in each direction composed of the most modern Pullman equipment as follow

Dining Car Drawing-room Sleeping Car Compartment Car Observation Car

THERE are no day coaches on this train and passengers desiring accommodations will please make their reservations in advance.

TOURIST tickets on sale to all resorts in Texas, Mexico, California, Florida, Nassau and