

AGAINST THE N. C. LEASE

Gov-Elect Russell Wins Butler Over the Head.

REGARDS TO DOCKERY.

Judge Russell Gives His Views and Outlines His Policy—Not for the Gold Standard—Oppose a North Carolina Lease.

The Wilmington Messenger publishes the following very interesting and important interview with Gov-Elect Russell.

What do you think will be the outcome of the senatorial contest?

"I hope Pritchard will be elected. What will be the chances for Guthrie and Dockery?"

"Neither of them will have any showing because neither of them can ever get anything but democratic votes. The democratic members might swallow Dockery but he will be an awful dose even for them."

But Dockery says he was conscientiously for silver and would have refused the republican nomination after the St. Louis convention declared against silver.

"Yes. And he was fool enough to think that somebody would believe him! Before the republican convention he was pretending to be for Allison, an anti-free silver man, for president. But after the republican convention turned him down then he was so strong for silver that he could not support McKinley! Nobody ever heard of his being for silver till Butler picked him up and chucked him at the republican party. Butler thought that was great politics. By it he was going to disintegrate the republican party, give Russell a 'shakin' good' and 'skeer' him so bad that he would come down in favor of the populist candidate for governor. So out went old Dockery 'a snortin' through the woods, gliding out, exploded unceremoniously about Russell's buying the republican convention and about his knifing the republican ticket in 1888, and appealing to republicans to vote for Bryan and Guthrie and free silver. (I hear that he voted for Watson and I believe it). Everytime Dockery opened his head he rallied the republicans to Russell. He was about the cheapest help any body ever had. He could not have done better for me if I had him on a salary and he had honestly tried to earn it. Butler's smart management resulted in forcing upon his party a worthless hunk that they were and are ashamed of and in solidifying the republicans so that in all the state there was scarcely one vote not even his own, which left us to follow Dockery. Butler thought he was loaded! And he fired. He 'busted' his gun but didn't even 'flush' the game. However, Butler's case is not hopeless. He is young yet. Besides, his follies have not sprung from treachery, but from a laudable purpose to advance his own party. I believe that those republicans are in error who think that Butler is a general who wants to betray his army by leading them back to the enemy's camp for capture, condemnation and execution. I believe that he is sincere in saying, as he does say, that North Carolina must not be turned backwards to be run over by the democratic machine."

Why was it that you did not reply to Dockery's attacks on you during the campaign?

"Have I not already told you that I wanted to keep him going? Besides it consumed too much time in a speech to take up in detail his stupid falsehoods. For example, he said that my brother Thomas B. Russell went to his house in 1888 to get him to support me for governor. In this there was not one word of truth. It was well known that I would not accept the nomination for governor or anything else in 1888, because I wanted to head off the democrats by refusing to run a state ticket in that year. The result showed that I was right. He said that I bolted the ticket and caused his defeat for governor. The truth is that I supported him and the whole ticket. I quit my private business and lost several weeks in that campaign, paying my own expenses, as I always have. Time was worth something to me. My personal earnings have not been confined to besting contending friends by borrowing their money and paying them in bankrupt notices or desperate compromises. I have not followed the profession of office seek-

ing for a living. Indeed, I have never held an office that did not involve a pecuniary loss. Yes, in 1888 I bowed to the decision of the party because of my devotion to its principles."

They say you changed your ground on the silver question after the St. Louis convention?

"I do not claim absolute consistency on that. However, I said time and time again in the campaign that I did not agree with the St. Louis declaration in favor of the gold standard."

Will you give your views with regard to the lease of the North Carolina railroad and the Atlantic and North Carolina railroad?

"Yes, I have opinions as to both, but they are not the result of close examination and mature thought. If anybody can convince me that they are erroneous I will change or modify or confess error. The State owns three millions out of four millions of the capital stock of the North Carolina railroad. Unlike most railroads there is no mortgage or incumbrance on it. To raise this three millions which the State paid for this stock, it issued its own 6 per cent bonds and pledged the stock as collateral to secure the bondholders. There are now outstanding of these bonds about twenty-eight hundred thousand dollars. In 1872 this railroad company leased itself to the Richmond and Danville (now the Southern) Railroad company for a rental of 6 per cent on the four millions of stock. By this the State got 6 per cent on its three millions and the private stockholders 6 per cent on their one million. So that for twenty years the state has been receiving \$180,000 a year for its stock and paying out \$168,000 a year to the bondholders, leaving say \$12,000 a year, out of which, I presume, there have been some expenses paid by the state; so that substantially the state has been collecting this rental with one hand and instantly paying it out with the other, leaving little or nothing for the treasury. This North Carolina railroad is, or ought to be, one of the best railroad properties in America. The lease expires shortly after the year 1900. The Southern Railroad company has its main stem in Virginia, on our north, and thousands of miles of railroad to the south of us. This concern is capitalized for an enormous amount of money and hundreds of millions of its securities are held by millionaires in New York and London. When these millionaires reorganized the 'Richmond and Danville' and converted it into the 'Southern' they knew that their lease on the North Carolina railroad was about to expire and they took their chances of buying it, or of obtaining a new lease, or of making themselves independent by paralleling it from Greensboro to Charlotte. They have not paralleled it and, if our legislature is equal to its duties, they will not be allowed to do it. Soon after the adjournment of the last fusion legislature, these railroad kings obtained from the present democratic governor a renewal of this lease for ninety-nine years, agreeing to pay some inconsiderable amount in addition to that which they had been paying. If I had been governor, I would have said to these princes of plutocracy a few plain and simple words. Now, gentlemen, you own the Southern railroad company. You have got uncounted millions in it, behind it. The North Carolina railroad is indispensable to you. You cannot live without it unless you parallel it. North Carolina is the owner of three-fourths of this property. In this case, it so happens that the owner is a sovereign power to protect and enhance the value of its property which belongs to its people. You shall not parallel it. If you try it I will have a legislature here in this capitol which will stop your operations before you ever lay a rail. The State does not want to operate this railroad. We do not want it in politics. We used money for the schools and to lower our taxes. We are willing to sell three-fourths of it to you. But you have not to pay for it. You own this great chain extending from the waters of the Gulf to the Potomac and the Chesapeake—all of it except one link in the middle. That link is ours. It is the golden link. Without it the rest of your chain is nothing but iron and some of it old iron at that. Your crowd is all for gold. This is one time when the people have got a piece of gold. You need it. You have got to have it. You cannot live without it. You can buy it at our price. If you do not buy it, we will break your chain and then you can sell your part of it for

old iron. Now take your choice. Buy or 'bust'. Here are the terms. You retire the State's obligations on its bonds to the amount of \$2,300 and give us about two and a half millions in cash and our three-fourths of this property is yours. As to the other one-fourth (which largely belongs to rich people, many or most of whom are non-residents) it is none of my business. When you get three-fourths you get control of this railroad. The 'highly respectable' and 'highly toned' methods of corporate management which prevail in what you are so fond of calling the 'business world,' will authorize you to wreck this minority stock. You can swear that you will not do it until your faces are as red as an anarchist's banner; but in all this land there is not one man of sense who will believe you. We know that when you get three-fourths of this property you will have, for all practical purposes, four-fourths of it. You are really buying from us not three-fourths, but all of it. You will so manage the road as to pay no dividends to the private stockholders. You will run down their stock on the market; and ultimately you will buy them out at nominal prices. That is the 'gentle' thing. By these and cognate methods you and your predecessors have acquired wealth to an extent that should be beyond the dreams of avarice. Up to this time jurists and statesmen have invented no way to prevent such iniquities. It is not my business, as the chief servant of the people of this state, to so manage their property as to enhance the value of the property of private individuals. I have nothing to do with the minority stock. Its owners are entitled to the same equal protection of the law upon this as upon any other of their property; their cattle or lands or factories—no more. If they happen to be the owners of a species of property which is liable to be eaten up by the cannibals of Wall and Lombard streets, it is no concern of ours save in so much as they may be entitled to receive from us that sympathy which ought to be common to men."

"Instead of saying this to the owners of the Southern railway system, our Democratic governor gave away this splendid property to these multi-millionaires on substantially their own terms and, if the lease is sustained by the courts, threw away the chance to turn millions of dollars into our treasury. And he stands for the crowd who for twenty-five years have practiced biennial hysterics over the mismanagement of their opponents."

"But has not the North Carolina railroad been already leased to the Southern, and is that not an end of the whole thing?"

"It is not ended. The Populist party, in their State convention, denounced the lease and demanded that the legislature should investigate it and take steps to cancel it. The Farmers' Alliance have made the same declaration. Unless I can see that I am wrong in my views of this transaction, I shall advise the legislature to adopt measures looking for the cancellation of this lease and for the restoration of this property to the people. If the courts shall hold that the Southern Railroad Company has acquired a vested right then their lease must stand. Vested legal rights must be protected even though they be, in good morals and in justice, vested wrongs. This principle is essential to the existence of civilized society."

"As to the Atlantic and North Carolina railroad, the attempt of the present democratic administration to lease it to a Wayne county corporation will, I presume, be abandoned if it be true that responsible parties are now offering a better price. As I understand it, the Goldsboro syndicate are saying that if their lease is consummated the stock will be worth \$40 a share on the market. If this is so, or if they believe it to be so, let them offer \$35 in purchase of the stock which belongs to the state and to the counties. It seems to me that the state would be glad to sell its stock for about \$400,000, provided the stock held by the counties is taken at the same price. This would take the railroad out of politics and the politician who for twenty years have enjoyed it in politics would be happy beyond the dreams of poets."

"Of course I know that this talk will shock some good-goddy folks who think that a 'governor' ought not to descend close enough to the earth for plain speech. But you see I am only a plain citizen now. Hereafter I may call up some of the 'truly good,' the 'Hon!' as Cicero when he was playing politics on their side delighted to call them, in order to take lessons from them in dignity and snobbery."

"I want you to add that I do not mean to impute any corrupt motive to Governor Carr in these transactions."

POPULISTS NOT PLEDGED.

Ayer Says There is No Agreement as to Senator

WITH REPUBLICANS.

See A Letter From A Republican Member of the Legislature Who Will not Vote For Pritchard, Holton Said To be Intending.

Senator Pritchard is not so sure of a re-election by any means. Murmurs of discontent with the republican Senator are heard inside the party. Holton is said to be on the verge of flying the track and today Chairman Ayer made the statement that he had a letter from a republican member of the legislature who said that he would not support Pritchard. He further said that he would support the populist caucus nominee.

Chairman Ayer gave the following interview to a Press-Visitor reporter today in regard to populist support of a republican for senator:

"When the arrangement of fusion was made between the two parties the matter of support for a United States Senator was not taken into consideration at all. This feature was left free and untrammelled without any obligation from either party to the other. The arrangement as agreed upon and as carried out was entered into by both parties with eyes open and the most acute understanding on the alert; and the force of obligation cannot be pleaded by one party to another."

"It was distinctly understood that nothing in the agreement would obligate a Populist to vote for a Republican, nor that a Republican should vote for a Populist, and so far as the election of a United States Senator is concerned both parties to the co-operation movement felt free and restrained in the matter of supporting a candidate for United States Senator."

When asked whether there was an agreement made two years ago between the Populists and Republicans whereby the Populists were to support Pritchard for re-election in return for the republican support of Senator Butler, Chairman Ayer said that he had no recollection of anything of that kind two years ago.

Chairman Ayer also states that there are enough silver men in the legislature to elect a silver Senator. When asked to give the number of Populists pledged to vote against Pritchard, he remarked with a knowing wink, "There are a plenty."

A NEW DEAL.

The L. & N. and the S. A. L. May Be United.

The Atlanta Journal says: The gyratory movement of affairs among railroads has developed a condition of apparent chaos from which it is said a powerful rival of the Southern railway is about to emerge. A gentleman who seems to have inside information on this subject says: "I think there is little doubt that close traffic arrangements will be consummated between the Louisville and Nashville system, the Seaboard Air Line and the Norfolk and Western, and I believe the whole world will know it within thirty days. Events are moving rapidly in that direction, and conditions, as well as the course so far pursued by these railroads seem to confirm what I say."

This gentleman cited the joint occupancy of the magnificent new Seaboard depot by the Seaboard and the Nashville, Chattanooga and St. Louis railway, and intimated that they might have some interest in a belt line which would connect them with the Atlanta and West Point railroad and the Georgia railroad, in both of which lines the Louisville and Nashville railroad is largely interested.

There are two proposed belt lines, one on the west side of the city, extending from the Western and Atlantic railroad to the Central and the Atlantic and West Point tracks beyond the city limits. The right of ways for this is controlled by the Central of Georgia railway.

The other proposed line extends from Edgewood near the junction of the Seaboard Air Line with the Georgia railroad, round the southeast side of the city, beyond the Soldiers' Home to the Central and West Point tracks beyond the city limits, near Dr. Knott's place. The right of way for this is owned by parties friendly to the Georgia rail-

road and the Louisville and Nashville system.

It is said that the Southern, which, through its interest in the Central already has influence over the right of way for the west side belt line, made an offer recently to get an option on the right of way round the east side and had secured this the Southern would have been master of the situation, but it appears that the east side right of way is at the disposal of the Georgia road, having been secured at its instance.

It is said that vice-president Knott, of the Louisville and Nashville system, vice-president St. John or president Hoffman, of the Seaboard Air-Line, and president McCoy, of the Atlanta, Knoxville and Northern railway, will be in Atlanta next Tuesday. It is said that some of these gentlemen will probably appear before committees of the House and Senate when the discussion of certain bills affecting railroads come up. One of these measures requires the fencing in of rights of way by all railroads. At the minimum cost of fence, this would require the expenditure of several millions of dollars on the 5,000 miles of track within the State. There are several other bills relating to railroads, particularly as to equality of rates and as to the constitutional provision against consolidation. It is said that the roads referred to will have nothing to say on these subjects.

AN AIR SHIP AT LAST.

A California Inventor's Successful Experiment.

A San Francisco special to the New York Journal says:

The biggest problem of the age has been solved. Man has won what seemed to be his hardest battle with nature. A successful air-ship has been built. Scientists all over the world are tremendously interested by the stories which have been telegraphed from here; nearly everybody on the Pacific coast is wildly excited over the matter.

The story sounds like one of the romances of Jules Verne, but its truth is testified to by so many reputable citizens that there seems to be no reason whatever to question its accuracy.

On the evening of Tuesday, November 17, many citizens of Sacramento, California, were surprised by the sudden appearance, directly over the city, of a startling aerial craft. The peculiar night visitant made its appearance about 7 o'clock. People standing on the sidewalks saw coming through the sky, over the housetops, a huge and brilliant light, propelled swiftly by some mysterious force. So brilliant was the light that as it flashed past suburban residences the inmates ran to their doors expecting to find a neighboring house in flames. Instead they saw a wonderful craft of the sky, sailing evenly to the southwest.

Then it dropped nearer the earth but suddenly shot up into the air again as if the force that whirled it through space were sensible to the danger of collision with objects on the earth.

That much hundreds of prominent residents of Sacramento saw, and it caused consternation in all parts of the city, where groups gathered at the corners until far into the night listening to the tale of those that had seen it.

On reaching the extreme end of the city the strange object, as if careless of its obligation to maintain a straightforward course, descended dangerously near the tall chimney of the electric railway power house.

The inventor of the successful air-ship is Dr. E. H. Benjamin, of San Francisco. It is, however, suspected that this is an assumed name to conceal the inventor's real identity.

The inventor says he has no desire to keep his invention a secret after he gets his patents. All he wants is to be protected. As soon as they arrive from Washington, he says that he will fly right over San Francisco in broad daylight, and give everybody a chance to see his wonderful machine in a way that can leave no doubts in any mind.

Last evening Bailey, of North Carolina, received a letter from Governor-elect Russell 'commanding' him to use Queen Vic's expression) to appear in Wilmington for consultation. Bailey lost no time in getting himself in readiness and this morning at 6 o'clock he left for Wilmington attired in one of his longest coats.

TODAY'S MARKETS.

New York, Nov. 30. Market quotations furnished by E. B. Cuthbert & Co., 30 Broad street, New York, and 305 Wilmington street, Raleigh, N. C., over their special wire:

Table with columns: MONTHS, OPENING, HIGH-EST., LOW-EST., CLOSING. Rows for January, February, March, April, May, June, July, August, Sept. m't, October, November, December.

Closed quiet and steady; sales, 172,900.

The following were the closing quotations on the New York Stock Exchange today:

New York Stock Market. Sugar, American Tobacco, Burlington and Quincy, Chicago Gas, Des. and Crt. Feed, General Electric, Louisville and Nashville, Manhattan, Rock Island, Southern Preferred, St. Paul, Tennessee Coal and Iron, Western Union.

Chicago Grain and Provision Market.

The following were the closing quotations on the Chicago Grain and Provision market today: Wheat—December, 84; May, 84. Corn—December, 24; May, 26. Oats—December 18; May 21. Pork—December, 7.00; January, 7.02. Lard—December, 3.95; January, 4.15. Clear Rib Sides—Dec. 3.97; January 4.02.

Liverpool Cotton Market.

November—December, 4.14 s December—January, 4.12 s January—February, 4.11 b February—March, 4.10 b March—April, 4.10 b April—May, 4.11 b Closed very steady.

A Rare Treat Tonight.

Perhaps the greatest musical attraction that ever visited our city will be heard by the music loving people tonight. The Mozart Symphony Club is great and the Prima Donna Contralto, Miss Marie Louise Gumaer possesses one of the richest contralto voices ever heard in the South. By special request Miss Gumaer will sing tonight "The Holy City" and a rare treat is in store. The Norfolk Landmark of Saturday has the following to say of them: "One of the greatest treats that Norfolk people have ever been the recipients of was given us last night by the Mozart Symphony Club. This is the second season that we have had the pleasure of listening to this organization. Last year it was good. This year it is better. The ensemble playing of the club is immense, and the soloists are undoubtedly artists of the first water."

Mr. Theodore Hoch, the cornetist, is an artist of great ability, and we have rarely, if ever, heard a better cornetist since Arbuckle and Levy's time. Mr. Hoch was for years the leading soloist of the famous Gilmore's Band. He is covered with medals from all the leading potentates of Europe; also has the only medal from the Emperor of Brazil, Dom Pedro. Every member of the Mozart were honored, and justly so, for rarely have Norfolknians heard such beautiful work.

Seats are on sale at King's drug store for tonight's performance.

Thanksgiving at Peace Institute.

Peace Institute may well be proud of the music it furnished for the union service in the Presbyterian church. Especially fine were the choruses, "Gounod's Janetus" and "Beethoven's Choral," given by the chorus class of Peace under the leadership of Miss Enid Smith, the head of the vocal department. It has been pronounced the finest sacred music ever given in Raleigh.

In the evening the elocution class presented the clever farce comedy, "The Rapid Transit Question." It was thoroughly well given, and answered the twofold purpose of instruction to the class, and of a delightful entertainment to a large number of friends. Miss Caspari gave a reading at the close of the play and Miss Smith sang. The ability of these two artists is too well known in Raleigh to need further comment.

There will be a meeting of the Guild of St. Timothy Tuesday evening at 4:30 o'clock at the residence of Mrs. Annie M. Parker.

SHORT STATEMENTS.

Minor Matters Manipulated for the Many.

AROUND THE CITY.

De-Pourri of the News Featured on the per-Points and People's Pursuit. Picked and Mithly in Print.

This evening at 7:30 o'clock Mr. John E. Ray will give a talk to the young people of the first Baptist Church on Helton Keller. The public is invited to come and hear him.

Thomas & Campbell announce a big marking down sale today which all should read in their special offer advertisement. The special offers are made in a separate advertisement from their regular large advertisement. Don't fail to see it.

Mr. and Mrs. William Presley Webb have issued cards to the marriage of their daughter Miss Susie McRobert Webb to Mr. John Brown Yarborough, Thursday morning, December the tenth at the Presbyterian Church, of Louisville.

Messrs. Wynne & Birdsong, proprietors of the popular North Side Drug Store announce in their new advertisement today the proper remedy for colds. Bromo Quinine tablets will cure in one day. Call on them for everything pure and accurate in the drug and prescription line.

We call your attention today to Mr. Frank Stronach's new ad. about his horse sales which will take place December 4th and 5th, this coming Friday and Saturday. In this sale Mr. Stronach says he is going to have a nice lot of stock which will be sold regardless of prices. This is certainly a great opportunity to buy you a good horse cheap.

STATEMENT OF BANKS

93 in the State—The State's Debt and Investments Given Here.

A statement of the condition of the banks in North Carolina at the close of business on the sixth day of October was made public today by State Treasurer Worth. The figures were compiled from official reports by Chief Clerk Denmark.

The report shows that there are 28 national banks, 40 state banks, 19 private banks and 6 saving banks in operation in the state, making a total of 93 banks. The total resources and liabilities of all the banks are \$19,958,763.36. The loans and discounts are \$12,751,056.64, United State's bonds \$968,000, state bonds \$84,817.50, gold coin \$541,283.50, silver coin all kinds, \$146,723.32, all other currency \$852,488.10.

The capital stock paid in amounts to \$5,436,970.04. The surplus fund \$1,157,014.44. Individual deposits \$9,328,856.58. United States deposits \$106,795.68.

The interest-bearing bonded debt of the state stands, at presents \$6,080,700.

The annual interest is \$297,628. The annual income to the state from its stock in the N. C. R. R. Co. has been, under old lease \$180,000; is to be for six years, under new lease \$195,000; is to be for 94 years, under new lease, \$210,000.

Under the act to "compromise, commute and settle the state debt," \$3,360,700 new bonds have been issued in exchange for the old valid debt. To complete the work begun in this line will require \$255,070 to carry the new debt to its utmost possible limit, \$3,615,770. The time in which this may be done expires January 1, 1897.

The state holds, as an investment, 3,000 shares of stock in the North Carolina railroad company, 12,666 shares of stock in the Atlantic and North Carolina R. R. Co., and \$136,750 of the new 4 per cent consolidated bonds.

The State Board of Education holds, as an investment, \$143,250 of the 4 per cent, and \$2,000 of the 6 per cent, bonds.

TREASURER ROBBED.

Burglars Took the Money Which He Was About to Turn Over.

By Telegraph to the Press-Visitor. DALLAS, Texas, Nov. 30.—County Treasurer Cox was held up and robbed last night at midnight while working on his books preparatory to turning them over to his successor. He was shot in the back of the neck. The robbers secured six thousand dollars in cash. One was wounded. Bloodhounds are on the track.