

## SERIOUS SITUATION IN SOUTH.

Middendorf, Williams & Co. See  
the Necessity of a Change  
of Front.

The real problem, for the South to solve at this time, the problem of first, and overwhelming importance, is to what limits the campaign of anti-corporate hostility which has been pushed vigorously in almost every Southern State for several years, is to be carried. It was well enough, to search out the evil, but in the vehement and too often blind search, the good was confused with the evil and the whole has suffered.

Instead of hammering rates and forcing the margin of profits of railroads to the lowest extremity, the people of the South will fare much better by insisting that the railroads charge, for services rendered, rates which will yield a fair return on the investment and provide from surplus earnings, betterments and reasonable and necessary extensions to their property. Hammering rates down forces railroads to provide for extensions and betterments by increasing capitalization; thus the Legislatures and not the railroads, become responsible for any overcapitalization which occurs. A continuance of the hammering process, furthermore, reduces the margin of profit below a reasonable compensation for the use of the money and promptly stops all extension and betterments. The only sound policy, therefore, is not only to permit but to force the railroad to charge sufficiently high rates to enable it to carry safely its capitalization, and to provide from earnings for the safe transportation of the public and accommodations necessary for the extension of business.

As an illustration of the extremes to which the present anti-railroad crusade has been carried, we direct attention to various bills passed by the law-making bodies of different States in comparatively recent months. A glance at these laws will show the scope and power to the public authorities over these instruments of commerce. They stipulate how many trains shall be run each day, how many men shall be employed to operate each train, how many hours railway telegraphers shall work, how cars shall be equipped, how crossings shall be guarded, where trains shall be stopped, where and how stations shall be built, how quickly cars shall be furnished following the requests of shippers, how many miles a day cars shall be moved, the number of days within which freight claims shall be paid, what shall constitute a cause of action to an injured employe, what defense the companies may make, how accounts shall be kept, what valuations shall be for purposes of taxation, and what rates shall be charged for the transportation of persons and property.

We ask in all earnestness and seriousness, can the South hope to revive the freshening and life-giving power of capital, can the South hope to call the all-powerful forces of new enterprise into being, go forward and grow and expand and open new territory by railway extensions, and develop its vast resources in the face of a legislative state of mind similar to that which produced the laws above enumerated? Can the South hope to be other than isolated and neglected by outside capital, so essential to the welfare and prosperity of any growing region, while the public mind is directed against all manner of corporate enterprise? This is the great question the South must answer, must find an answer for. As the South has just begun to

grow and develop, can it hope to forge ahead without a vast amount of new railroad construction each year? And can the South reasonably expect investors to supply hundreds of millions for this new construction, while railroads are considered the plaything of law-making bodies? Until the South comes to a full realization that progress without railroads is impossible, that railroads cannot be built without capital and the capital will not risk itself in the face of injustice and legislative onslaughts, little headway can be made.

Those who were loudest in their outcry in the South a few months back claimed that the facilities of the railroads for handling the traffic offered were by no means adequate. But a hickory club in the hands of a State Legislature or a State commission could not hope to make them adequate. Money is needed here just as it is needed in all forms of expansion and development; money and money alone will supply the necessary equipment. But where is this money coming from? Not from surplus funds, for the Southern railways are doing little more than earning their necessary fixed charges at this time, and despite this legislatures and commissions are ordering radical reductions; salvation does not lie in this quarter then. Where else then can the railroads seek the millions necessary to equip their lines with adequate rolling stock and bring their lines to the highest efficiency? Where, indeed, except among investors at home and abroad? And it is just here that the widespread anti-corporate hostility lays a chilling hand on the South's advance. Investors are not willing to place their funds in enterprises against which the public hand is raised; they will not run any risk of confiscation, even though that risk is remote in the extreme. This, then, is the situation in which most of the Southern roads find themselves: a public on the one hand clamoring for greater facilities and lower rates, and on the other an investment sentiment paralyzed by this very clamor. Between these two millstones are the railways of the South, and what the outcome will be time alone can tell. Without money there can be no increased efficiency; without this increased efficiency there can be no progress; without good will and hearty public cooperation there can be no money, investors holding back in fear.

The South is now facing a far greater, a far more serious crisis, than it realizes, and we make a final plea to Southern law-makers and to others influential in shaping opinion in the South to do everything in their power to stem the tide of feeling which must inevitably recoil upon this section. The South has barely begun to taste the fruits of commercial and industrial well-being, and those in power should think long and carefully before doing the slightest thing to retard the already long-delayed progress. The reservoirs of stored energy are now filling rapidly and matters are shaping themselves for another long upward swing which will carry this country to a higher vantage ground of achievement. Will the South take its rightful place in this onward movement? Will it encourage commercial and industrial development, bringing happiness and prosperity, or will it make politics its chief industry, appealing to prejudice and hate by adopting any kink of law just so it is against railroads or corporations, and follow a policy which can only paralyze the wheels of commerce, and spread poverty and destruction over a land teeming with nat-

ural wealth and opportunity? Providence has done everything for the South; given it mineral wealth, agricultural wealth, favorable climate, artificial power in coal, to ship to its neighbors, and natural water power to run its mills. Capital can do the rest and make it one of the richest, most prosperous, and happiest sections of this great country; if it is permitted to do so. Will its own people lock the door of opportunity, destroy what capital it now has, and turn into other channels the tide of industrial activity which has during the past decade contributed so much to its national welfare?

The South cannot hope to go forward unless it gives evidence of willingness to encourage and welcome capital and give it protection, and capital can be encouraged and welcomed only through sincere assurances of fair play. Capital has proved what it can do for the South and politics has shown what it can do to capital. It now remains for the South to say whether it wishes to continue the advance begun so splendidly a decade ago and halted only when the feelings of the people got the better of their judgment. Capital is now looking toward the South because it knows of the tremendous possibilities of that great region; but unless the South is willing to guard and protect invested funds and give its great corporations fair and square treatment capital will hold back. The South at this time owes a duty to itself, a duty of tremendous and incomparable import, the duty of showing to the country, to the world, that it is just and fair and willing to protect the interests of those who confide their all to her. If the South fails in this duty at this time, it will mean a tremendous backward step. Will the South do its duty to itself?

It coaxes back that well feeling, healthy look, puts the sap of life in your system, protects you from disease. Hollister's Rocky Mountain Tea has no equal as a spring tonic for the whole family. 35c. Tea or Tablets. Dr. Kent and Granite Falls Drug Co.

### Reward For "White Caps."

Charlotte News.

Raleigh, N. C., March 12.—Governor Glenn offers a reward for the capture of the band of "White Caps" who at Belhaven set upon the company of Greek immigrants employed in the Belhaven Interstate Corporation Plant, beat them unmercifully, causing the death of two, others being seriously wounded.

The governor is advised that the citizens are entering heartily into the work of fixing the outrage on those responsible.

Governor Glenn has ordered the Washington, N. C., military company to be subject to the orders of the sheriff of Beaufort county for the protection of a band of immigrants who were recently located there (Sweedes). They were attacked last night and several of them badly beaten up by a party of masked men believed to have been the lawless element. And there was fear that there would be further demonstration tonight.

### He Made Moonshine.

Army and Navy Life.

There was an old man who was charged with illicit distilling and was brought up before the court. The judge who was a witty fellow, asked the prisoner what was his Christian name. The prisoner replied, "Joshua" and the judge answered, "Are you the man that made the sun shine?" and the prisoner replied, "No, sir, your honor; I'm the one that made the moonshine."

### Jones Frady Shoots Paris Sumner.

Raleigh News and Observer.

Asheville, N. C., March 11.—Claiming that he had killed Paris Sumner, and that he was justified in doing so under the "unwritten law," James Frady, well known citizen of Limestone township, aroused Deputy Sheriff Mitchell at the county jail here about midnight last night and demanded admittance.

Sumner, however, is not dead, but is in the Mission Hospital here desperately wounded. The shooting occurred twenty yards from Frady's home last evening.

Frady and Sumner, both well known and highly respected citizens, are neighbors. Frady alleges that Sumner was intimate with his wife and last evening finding the two together, opened fire on Sumner. Frady shot five times, three of the bullets taking effect. Then Frady beat Sumner's skull in with the butt of his pistol, and left his victim for dead, coming to Asheville to surrender. Sumner was shot through the lower part of the abdomen, the right lung and right shoulder while an operation was necessary to remove the fractured pieces of skull.

### Sumner is Dead; Coroner's Verdict.

Raleigh Evening.

Asheville, N. C., March 13.—Parris Sumner, formerly deputy sheriff of this county, who was shot Tuesday night by James Frady who returned home unexpectedly and surprised his wife and Sumner together, is dead. An inquest was held and the coroner's jury rendered a verdict to the effect that Sumner came to his death as a result of bullet wounds inflicted by Frady, who has confessed, pleading the unwritten law.

Frady also tried to kill his wife, but she fled from the house. She has returned to her home, and declared that her husband saw Sumner pass their house, and he fired at him from a window. She denies that her husband surprised her with Sumner, and asserts her innocence.

### 400 Men Laid Off at Spencer.

Salisbury, N. C., March 11.—

Another cut in the force of the Southern Railway, at the Spencer shops, of 400 men was made this morning.

The men laid off are mechanics, blacksmiths, locksmiths, painters and coppersmiths.

Only about 150 men are left, just enough for repair work.

Eighteen new engines are to be placed in use.

This cut, in addition to that made recently, amounts to between 600 and 700 men. The men are laid off indefinitely.

### New Iron Mine in Ashe.

Jefferson Recorder.

We learned that Dr. J. T. Jones, Lansing, N. C., has had the good fortune to strike a nice vein of iron ore on his property which he optioned to the Virginia Iron Coal & Coke Co., and who did very extensive development work there last year without any favorable result. It will be remembered that the company turned this property down and left the field, after which those who lost faith in the property persuaded the doctor to continue the work with the hope of discovery. This he did, and to the delight of the doctor and all who are interested in Ashe county's development, he had only to drive the tunnel six feet from the point where the company quit work before striking a nice vein of very rich ore. We have seen a sample of the ore, and it is exceptionally rich.

## CULTIVATORS.

We have unloaded a  
Car Load of Buckeye  
Cultivators & Superior  
Corn Drills.

Are You Ready?

BERNHARDT-SEAGLE  
Hardware & Furniture Co.

## MOORE'S Close Out Sale

Goes on daily and will continue until sold out. We are going out of business. The lease on our building expired Jan. 1, which necessitated a change, since Mr. Jno. K. Moore has gone on the road, now leaving our business to be closed out. We are offering our stock at

## ACTUAL COST.

Entire line at prices never heretofore made in Lenoir. Ready Made Clothing, Ladies Coats and winter lines at half price which is much below cost—Values never offered before. We want to close out right away. Our stock is new, bought to "fill in." Everything will be sold at cost, as the business will be discontinued. See for yourself.

Yours truly,

## MOORE BROS.

OLD POSTOFFICE BUILDING.

## S. STERNBERG & CO., Asheville, N. Carolina.

Largest Fur House in the South.

No Express charges, no Commissions. Your average is what counts, not the high price you get for one skin. Write for Prices.

HIGHEST MARKET PRICE PAID FOR  
GINSENG AND BEESWAX.