

The Farmer and Mechanic

WEEKLY, NON-PARTISAN PAPER FOR THE HOME, FARM, SCHOOL, FACTORY AND FIRESIDE. RALEIGH, N. C.

Communications in Agricultural Topics and Questions Relating to Labor and Education invited.

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V. C. MOORE, Manager.

TUESDAY.....February 2, 1915

Morning Tonic

(Proverbs iii. 8-9.)

HONOR the Lord with thy substance, and with the first fruits of all thine increase: So shall thy barns be filled with plenty, and thy presses shall burst out with new wine.

Uncle Walt's Way

(New York American.)

WHEN Boreas blusters through the night there isn't any doubt we have the windows closed up tight to keep the Winter out. And when the air is fresh outside, why, then, as sure as sin, we'll have the windows opened wide to let the Summer in. But in the Fall and in the Spring in country or in WINDOWS. town the window question puzzles all,—should they be up or down? When up, an icy blast blows straight to us across the street; and when they're down, as sure as Fate!—we'll suffer from the heat! The windows of our souls are closed to those we hate or fear, but open to the well-disposed, to friends both near and dear. But now and then with smile or frown we hesitate to put our windows either up or down—an open house or shut. We welcome jolly dogs who bite the hand that gives them food and chill the quiet friends who might bring joy to solitude. Humanity, to Error kin, at commonsense will flout, and therefore lets the blizzard in and keeps the sunshine out! There never yet has been devised barometer so true its prophecies are not revised by circumstances new. No housewife ever yet escaped by weather being fooled; no keeper of a soul but shaped his course as Chance has ruled. But still the housewife wise may note conditions from afar; and soul-ships keep themselves afloat when guided by a star. So be your windows up or down, this simple truth is seen: That man's less hurt by Fortune's frown who keeps his windows clean!

The way Texas and Tennessee are behaving indicates that there is not so much hostility in the South to woman suffrage after all.

A New York minister has solved the Billy Sunday problem by asking the question, "What do we care, if he saves a drowning man, whether he swims with our kind of stroke or not?"

Mr. Hobson's powerful advocacy of the cause of prohibition has its effect limited by his capacity for "seeing things" in connection with this country's relations with Japan.

Taft's Friday night speech at the University of Virginia was an eulogy of Wilson and a denunciation of Roosevelt without the name of either being mentioned.

The Agricultural Department insists that beef will not go to the high figure predicted and bases its conclusion on the fact that there are a million and a quarter more beef cattle in the country now than there were a year ago. Now if the packers will only be good there may be some chance for a poor man to get a good steak about once a year.

COURTESY.

And all bare witness, and wondered at the gracious words which proceeded out of His mouth. And they said, Is not this Joseph's son? St. Luke iv. 22.

There is need of more courtesy in the world. We are thinking too much of the material things of life in this day and generation and neglecting the matters of the regard which man should have for man in the rush of busy life. We should endeavor to reconstruct our lives so as to make them better fit that spirit of graciousness which marked the life of the Saviour. He is the model not alone for our religious life, but for our every day life, if indeed there are those who can disassociate these component yet correlated parts of our existence.

That graciousness which was exhibited by Jesus may be put in present day words as courtesy. Do we not fail at times, many times, to show that courtesy in dealing with those with whom we are thrown in contact which we should exhibit? Undoubtedly so. There are rebuffs administered to people which we would recall, when in saner moments we think over what we have said or done. And the pity of it is that our discourtesy is oft-times to those whom we consider to be beneath us in power, or influence, or dignity, or position, or wealth. It is those in the position of the "under dog" who get the worst of it from those who are time-servers.

This is a condition from which we should emerge. Our constant thought should be to treat all mankind with consideration, with graciousness, with courtesy. If we fail in this we fail in a quality which is fundamental. Have a thought for the other in every transaction and let that thought be that we should treat others as we would be treated. Let us take to heart the lesson that "The rank is but the guineas stamp, the man's the man for aye that," and that will teach us the lesson of courtesy. And that lesson will make us the happier as we practice what it has taught us.

AGAIN—THE VIOLATED CONTRACT.

It is always well enough to keep in view the main point and to get your bearings and keep them.

In our editorial of Saturday, January 23rd, discussing the bill of Hon. M. H. Allen calling for a repeal of certain acts of the Legislature of past years, relating to the consolidation of the Atlantic Coast Line's various branch lines into one giant corporation, and having in mind also the bill of Hon. Henry A. Gilliam, we gave a short statement of those bills. They are in the public laws of this State. It will not be denied by Mr. J. R. Kenly or any one in the employment of the Atlantic Coast Line Railroad Company that the privilege to combine and unite the various divisions of that company's holding was one of vital importance to the road and of great danger to the State. The merger and consolidation of common carriers is not looked upon with much favor. It gives an enormous and dangerous power. At the particular time when these acts were passed there was an exceedingly tense situation in North Carolina with regard to the mergers and consolidations of corporations, and they were not looked upon with much favor. At the session of 1899 the Coast Line wanted the merger bills passed. They were willing to make concessions to get them passed. The various bills all show that. It is a little remarkable that it took so many bills to accomplish this purpose. Can it be they went in one at the time so as to raise as little opposition as possible. At any rate there were several Coast Line bills at that session. But that is another story. Mr. J. R. Kenly in his letter in Friday's paper says "that if you or any one else will establish as a fact that such a promise was made even by one having apparent authority to represent this company and that the Legislature acted in the matter on the faith of that promise, this company will live up to it and carry it out to the fullest extent."

Generally a good way to find out whether a person was a party to an agreement is to examine his conduct both before and after the agreement was made. Prior to the passage of this act or these acts the removal of suits by the Coast Line was the rule rather than the exception. We are not in possession of the figures, but we ask Mr. Kenly to supply them and let us inform the public how long it was after the passage of that act before the Atlantic Coast Line moved a cause to the United States Court. We repeat that we do not know; but we venture the statement that some ten years or more had

passed. Maybe not. At any rate Mr. Kenly can tell us. If therefore they were busy removing before the act and quit after the act was passed and stayed quit for a number of years, that fact to the mind of a close observer would be more than a coincident. It would not just happen so—not on your life.

The pith of this matter is not what officers of the Coast Line now think. It is what they thought when the bills were passed. Probably no officer of the company went before a committee. Somebody must have made statements to members of the committees, whether or not they appeared before the committees. Some friend or counsel or some one interested. Surely a measure of that import could not engineer itself through the General Assembly. We guarantee that both House and Senate had in it as able and honest men as the State ever gathered in the capital. Somebody was on the watchtower, else why this proviso—"That any and all corporations consolidated, leased or organized under the provisions of this act shall be domestic corporations of North Carolina and shall be subject to the laws and jurisdiction thereof." Will Mr. Kenly tell us whether his company had those words put in the bill the company had typewritten and sent to Raleigh? If they were in the bill what were they put there for? Were they meaningless? Another thing we ask Mr. Kenly, and it is this, When your various consolidations took place did your company know that language was in the bill? If so, please let us know what you thought it meant? If you can't say what it meant then, what do you think it means now? The matter cannot be disposed of by any high sounding tribute Mr. Kenly may pay to the reputation of his company for integrity and good faith. He says those are an asset it values and prizes. Every time the Atlantic Coast Line Railroad moves a case from the State court to the United States Court on the ground that it is a foreign corporation it lessens that asset.

We come now to the matter that vitally concerns the State and its sovereignty. When the State parted with its authority to control the various lines composing the Coast Line and allow dangerous consolidations, mergers and leases, it at least thought it was safeguarding its people. It was trying to be just to the roads and at the same time protect its injured citizens from expense and losses incident to trials a long ways from home. It thought the consolidated company was to be a North Carolina corporation. That is what the Legislature said it was to be. And it "ain't been it" according to Mr. Kenly. There is then but one course for the State. Repeal the acts. In connection with the last clause in Mr. Kenly's letter we will say we have received a letter from a member of that Legislature, who was prominent in its deliberations, and it contains this sentence:

"If I had known that the bill did not do what was freely stated on the floor of the House and before the committee it would do, stop removal of suits and place the consolidated companies on the same footing as those of the component parts which were North Carolina corporations, and make it in deed and in fact a North Carolina corporation, I should have voted against it and spoken against it. One word of doubt of that proposition and the bill would have been defeated. I had no agreement with any officer of the railroad. I simply took what was said on the floor of the House by gentlemen I believed then and believe now knew what they were saying and I voted for the bill."

We repeat that it is now what the State will do! There should be no hesitation in the mind of any legislator about restoring to the State its lost sovereignty. It seems to have lost it in the shuffle; but not lost it so it cannot be restored. At least put the State back where it was. Repeal the acts!

Five days' silence by Harry Kendall Thaw is pointed to as an evidence of returning sanity. It is more than sanity to be silent five days; it is the height of wisdom and self-repression. Turn Harry loose—assuming that the five days of silence really happened, which we seriously doubt.

Reports from many parts of the country tell of an outlook for better business. Particularly is this true in the South where the advance in the price of cotton has had a magical effect, the staple being placed on the market and its proceeds put in circulation for the stimulation of business.

Governor Henderson, of Alabama, is right in urging that agitation concerning liquor should stop. Alabama has decided on State-wide prohibition. The people should accept the decision as final, enforce the law as thoroughly as possible and look upon the whole business as a closed incident. It will do the antis no good to cry over spilled milk and the victorious prohibition element will gain nothing by "rubbing it in."