

THE WILSON ADVANCE.

A WEEKLY DEMOCRATIC NEWSPAPER DEVOTED TO THE MATERIAL, EDUCATIONAL, POLITICAL AND AGRICULTURAL INTERESTS OF EASTERN NORTH CAROLINA.
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Josephus Daniels, Editor and Proprietor.
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A Pressure of Population.

Mr. Robert Griffin, the British philosopher, takes a decided gloomy view of the future of the earth as a habitation for mankind. Mr. Griffin believes the human race will some day "play out," through the lack of food. He asserts that the pressure of population upon the means of subsistence is now deeply felt in the chief countries of Europe; there is a rapid encroachment upon agricultural resources; 12,000,000 of the people of Great Britain and millions of the people of other European countries are sustained by American supplies. Mr. Griffin has convinced himself in brief, that the means of subsistence is being trampled upon everywhere in the Old World, and eventually the same state of things must come to pass in all parts of the earth. The Times Star, combatting these views, says it would seem that the facts hardly warrant the conclusion arrived at by this English philosopher; that he had been at pains to make out as bad a case as possible, and fails to give due weight to very important considerations. England imports food, but it does not follow that England is unequal to the task of producing enough food for her population, and more than enough. The yield of wheat on English farms to-day is only 26 bushels per acre. Undoubtedly this might be doubled by scientific methods of farming. Moreover, 7,500,000 acres of the most fertile in England is not now under cultivation. In the whole of Great Britain there are 23,000,000 acres of land yet lying idle. These lands are therefore capable of sustaining a population immensely greater than they now have; and if there is at present a pressure of population upon the means of subsistence, it arises from conditions which ought not to exist. Will not the logic of necessity inevitably change these conditions, and with the general application of science to agriculture, may we not expect that Great Britain will be as densely populated centuries hence as Flanders is to-day? It is the common belief that China is crowded, and that the famines which every few years sweep away millions of Chinese show an enormous pressure of population upon the means of subsistence. But the reasonable opinion is that the soil is not to blame and the people themselves are at fault. They don't know how to make the land adequately productive. We must have faith that they will yet learn—unless we abandon all hope of the advancement of the human race. China has a population of only 260 to the square mile, whereas Belgium now has 440, and the people of Belgium are in a better condition than ever before. Austria's population is only 164 to the square mile, and eight per cent. of the land has never been touched. By intensive cultivation of the soil, East Flanders feeds 1,800 people to the square mile, and it has been regarded as an almost barren region. A considerable area of the swabian lands of Sweden is still covered with forests. Of the 50,000,000 acres of tillable land in Japan, less than one-fourth is under cultivation. The yield of wheat in Japan is only twenty bushels per acre, and could easily be doubled by proper methods of cultivation. An immense area in the United States still lies idle, and a very small proportion of land under cultivation is titled as it should be. The yield of wheat ought to be double the present average yield, and the same is true of all other crops. A "pressure of population" is what we need in this country to bring out the resources of the soil. And why not this be said also of every country in the world where there are laws or conditions that restrain human activity? If barren Flanders can support a population of 1,800 persons to the square mile, with little science applied to cultivation of the soil, it is inconceivable that the day will ever come when the earth can not sustain all of its inhabitants.

of the credit system as illustrated in the newspaper business. It uses a strong argument in favor of the "no pay, no paper" idea by citing the case of an ex-editor who would be worth \$15,000 to-day if those who owe him for subscription would pay up. Hundreds of just such cases could be cited if necessary. It is a well known fact that Southern newspaper men are poor—that they are miserably paid for their labor, and that people who take newspapers on a credit are proverbially slow in paying for them. Our own experience has been enough to convince us that no newspaper can make money and pursue the credit system. The editor of this paper has lost upwards of three thousand dollars in the last three years by sending the paper to promising instead of paying subscribers. A system so ruinous to such a number of men ought to be stopped. Every newspaper in the State ought to adopt the plan of Northern papers and discontinue a man's paper just as soon as the time he paid for expires. This is the only correct and business-like way to manage a newspaper, and until the editor in the State come to realize and adopt it they will continue to work for nothing, and have their labors unappreciated. But some one will say "why do you not sanction your preaching by your practice?" The answer is that it is difficult to start a reform, when surrounded by a half dozen papers that adopt the credit system it is next to impossible for one paper to stand out alone and proclaim "no pay, no paper." People who take his paper on a credit would stop it, when he demanded cash in advance and take those papers that gave credit. We believe in the "survival of the fittest" and we have no doubt if an editor had the money to run his paper a year or two without being dependent on his receipts that he could bring it to this cash basis and establish it on a solid foundation. But few editors can do this and the great mass of them struggle along in poverty when they would come to their power to make their patrons pay for what they get, and editors would make a decent living. A resolution looking to adopting this cash basis will be introduced at the next meeting of the State Press Convention and we hope that all our contemporaries will discuss the matter prior to that time.

Railroad Legislation.

Of all the acts of the last Legislature, those which concern the State's interest in railroads are likely to be the least satisfactory to the people. The disposition of the Cape Fear and Yadkin Valley railroad and the Ducktown branch of the Western North Carolina railroad will not escape criticism. And it will be difficult to defend the action of the Legislature in reference to these important enterprises in which the people of the State feel and have for some time felt a deep interest. We know it was said, that the disposition made of the Cape Fear and Yadkin Valley railroad was a necessity, that notwithstanding the road was in running order to the Gulf in Chatham county, and had been graded with convict labor forty miles beyond Greensboro, all further operations must cease, unless new arrangements for the completion of the work were made. How far this necessity had been superinduced by selfish considerations, the future alone can determine. Past experience has demonstrated that when the State and individuals have been jointly interested in works of internal improvement, the interest of the State has been gradually extinguished. The building of the Ducktown branch of the Western N. C. railroad which was so carefully provided for in the Best contract, and which his lessees so promptly undertook was alleged to entail great hardships, and to be of little prospective benefit. And the Legislature granted the relief asked for, permitting a change in the contract, which hereafter leaves historic Ducktown out in the cold. The terminus of the road at the junction of the Tuckasee and Tennessee rivers, is not the terminus "nominated in the bond," which was so ably and eloquently advocated by Col. Thomas (Junaluski) for a third of a century, and so carefully provided for in the Best contract. The further extension of the road we understand to be entirely optional with the lessees, and the Wilmington Star in a timely and well written editorial points out the ruinous effects

of the Tennessee railroad if they find it will be to their interest to do so, if not, the enjoyment of the long promised railroad facilities by the people of that portion of North Carolina will be indefinitely postponed.

Tariff.

The word tariff is said to be derived from the name of the Moorish town, Tarifa, near Gibraltar in Spain. Being held by pirates, it was there they first levied tribute upon the commerce of mankind. Like their prototypes, the lords of the looms, mills and furnaces, continue to-day to levy their insufferable exactions upon the varied industries of the country. Every session of Congress the people are promised relief, but the unjust tribute wrenched from the sons of toil, continues to be as mercilessly demanded. The tariff has been too long a political hobby for thoughtful people to hope for its equitable adjustment. The roving commission sent out last year with such a "flourish of trumpets," and from whose investigation such beneficial results were anticipated, has turned out to be a stupendous failure, and its effort of Congress through its recommendation, to effect an equitable readjustment of the system, a solemn mockery of justice. The reductions which have been made, have been at the expense of that class of people, whose burdens have been heretofore most oppressive. The laboring classes are still taxed upon almost every article which they use or consume. Articles of luxury which the rich only can afford have been deemed of sufficient importance to merit remedial legislation.

Dodging Somewhere.

There were two railroad Commission bills before the last Legislature, one having been introduced in the Senate, and the other in the House of Representatives. A majority of the members were understood to be in favor of passing a bill creating a Railroad Commission, and each bill actually passed the body before which it was pending, the Senate bill passing the Senate, and the House bill, the House, but neither bill passed the other body, so that by some species of Legislative "hoax" passed unknown to the uninitiated a bill which the people demanded, and which a majority of our Legislators were understood to favor, failed ultimately to become a law. How this was accomplished continues to puzzle some of our editorial brethren, who do not hesitate to say that they think there was some dodging somewhere. Previous Legislatures, have undertaken to respond to the popular demand for protection against the power of railroad corporations, but the final result always has been to leave the railroads master of the situation. The average legislator is evidently not a match for railroad officials, who might be seen any day thronging the lobbies and corridors of the Capitol.

Executive Mansion.

After all the doubt and difficulty which surrounded the subject, it seems that the Legislature did at last provide for the building of the Governor's mansion. We congratulate a Governor Jarvis and his estimable lady, upon the prospect of going to housekeeping before his official term expires. The expensive style of building which so alarmed many members of the Legislature, we presume, was abandoned, and one of a more moderate cost substituted. The funds on hand arising from the sale of government lots, and from the sale of the old Governor's Palace, ought to be appropriated to erection of such a building "and appurtenances thereto belonging" as will be an ornament to the city, and creditable to the liberality of the State. And we presume, that those charged with executing the will of the people's representatives with regard to this important matter, will see to it that the future official residence of our Chief Executive, is not less imposing and ornamental than those provided by our Sister States. Our beautiful Capitol has long been the admiration of strangers and we see no reason why our future Executive Mansion should not come in for a share of the commendation bestowed by strangers upon our taste and liberality. North Carolina is no longer to be known as "a narrow strip of land between two States."

Senator Kellogg of Louisiana, has been indicted for Star Route rascality.

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