

THE MORNING STAR
WILMINGTON STAR COMPANY, INC.
WILMINGTON, N. C.

Published as second-class matter at the postoffice at Wilmington, N. C., under Act of Congress, March 3rd, 1879.

FULL ASSOCIATED PRESS REPORT.

Tuesday, March 11, 1913.

The purchasing value of a dollar looks like 30 cents.

Why is a Peace Conference? Why is a lot of gasbags?

Up to this time the Legislature is entirely on the defensive.

When you think of planting shade trees plant pecans or English walnuts.

Many a man who cracks a joke puts his foot in with all the alacrity of a man that is half-cracked.

The manner in which Senator Bacon was taken by surprise is no credit to those who sprung it on the Georgia statesman.

One reason why a fellow should always keep his eyes skinned is that some other fellow is more than apt to get his goat.

If the South is "in the saddle" at Washington it must have been asleep when it allowed the other crowd to get its Bacon.

An English suffragette threw a boot at a magistrate. What defendant in court did she hit when she aimed at the magistrate?

No use to ladle out advice to President Wilson. He has a head of his own and a cabinet that can be depended upon in case of emergency.

Our idea of the value of an alibi depends upon whether a man goes home so regularly that his wife does not have to sit up and watch the clock.

Do you belong to any organization that is boosting Wilmington? Does the organization you belong to do much for Wilmington? If not, why not?

It is up to us. We can make Wilmington grow. A city's progress depends upon its men. If they are the right kind, the progress of their city will show it. That's all.

The "Jackies" on the new battleship Texas have named its big gun "Woodrow." If all the boys who are to be named Woodrow turn out to be big guns, the country will be perfectly safe.

Neither Wilson nor Marshall need any advice from the outside. The wives of the two distinguished gentlemen seem to be more than ordinarily well qualified when it comes to comprehensive points of view.

How would you like for a trunk line of good roads to run through your county? Well, new through lines of highways are going to run through such counties as have roads that can be linked up with those of other counties.

Take a sack along to get yours, but don't fill it with what belongs to somebody else. Verily, very few have ever been able to get away with very much that they do not earn themselves. More honest men than crooks get rich enough to retire from business.

A California woman is suing another for \$50,000 heart balm money. The money she wants is for the alienation of her husband's affections, but it is difficult to distinguish whether his affections are really worth that much or whether his affinity is good for the money.

The high grade of intelligence which is a feature of the present session of the State Legislature was strikingly emphasized by the almost unanimous manner wherein it rejected Governor Craig's excellent proposal for a more equitable system of taxation.—Asheville Citizen.

A number of young men in Wilmington ought to be studying Spanish and Portuguese. In a couple of years they will need it in their business. Young man, don't waste your time. Learn to speak English, Spanish, French and German. Any young man who tries can master any language while he loaf.

If other Nations insist on having big navies it is up to us to have a navy that can wallop the stuffing out of any of them. We need not lay any store on the assumption that if we are in the "dove-of-peace" business they won't sooner or later fire into our dove cote. So long as you are likely to meet bullets, don't let your muscles get anyways mushy.

The Legislature did not give us any State-wide primary law, it did not give us any State-wide stock law, it did not give us a dog law for the encouragement of the sheep industry, and it did not give us many things that mean progress for North Carolina. The next campaign in North Carolina ought to be a campaign of issues, and politicians ought to be given to understand that they will have to toe the mark or get off the perch for men with progressive ideas.

WILMINGTON'S GOVERNMENT.

Those sober-sided citizens of Wilmington who fancy that the commission form of government has removed our municipal affairs from the realm of politics had better have another "think" coming to them. So long as there is to be a mayor and five councilmen to elect there will be something doing in local politics. The fact that Wilmington is soon to have an election for a mayor and five councilmen is sufficient warning to the citizens of Wilmington that we have city politics in our midst, and certainly the present activity in local political circles is sufficient to arouse the people of Wilmington to a serious consideration of the interests of their city for the next two years to come.

Two years ago the commission form of government went into effect in this city for its initial trial. That term will expire next May, so it is for the citizens of Wilmington to take stock of themselves and see just where they are "at". They had better begin right now to take measure of their administration and determine what should be done for the next two years. Into whose hands is the city of Wilmington to be committed for two long years with the beginning of the next fiscal year, which is to begin in May?

In view of Wilmington's present form of government, this city has been likened to a corporation with the mayor as its manager and its five councilmen as a board of directors. That is quite true, with the exception that Wilmington is more than an ordinary corporation, for it is one with a property valuation of \$12,000,000 and 30,000 stockholders composed of every man, woman and child in the city. The largest to the smallest interest in the important city of Wilmington is concerned in its government, yet if we were to consider the variety of politics and politicians coming to the front we would think the government of Wilmington was some small affair to be turned over to any and everybody.

Wilmington's citizens had better get that out of their heads right now. The management of a great public corporation twenty times bigger than our largest private corporation, with receipts aggregating more than \$250,000 a year and disbursements running from \$400,000 to \$500,000 a year, is a matter of no small concern, so it is time for the people of this city to realize the import of their choosing a mayor and councilmen for another two years to come. When we go about doing that let us consider that Wilmington is one of the biggest corporations in the entire State of North Carolina, and let us choose its manager and directors with the full knowledge that they are men capable of managing such a corporation. Who are they to be?

We have no idea, at present, but it is time for us to be seriously considering the kind of men to whom we would be willing to trust the management of a \$12,000,000 business if it were ours individually. Wilmington has made progress and will continue to make progress, but if this city is to make its maximum of advancement it must have its affairs in capable hands. So far as the business and commerce of Wilmington is concerned, it is going forward because that is in the hands of men who are on their jobs in that particular. However, the administration of the affairs of the city challenges our serious consideration. It might not be out of place to say that it is not now a question of what Wilmington must do during the next two years in the way of making further progress, so far as its government is concerned, but how it is to pay up its debts and get even for what it has been doing. We are at present facing a condition and not a theory, so it is idle for us to speculate about what the city can enter into at this time. Right at present it is for us to consider how we can get even and take a new start.

We may as well say that under present conditions, Wilmington needs the ablest men it can get for mayor and councilmen. Conditions make that imperative. The business and commercial welfare of the city demands it, and the future prospects of Wilmington make it a matter of great magnitude for all the people of this city and its great commercial and business interests. It is time to get down to business if we want Wilmington's big corporation interests conducted by men who really are capable of management with large scope to it.

GREAT TRUNK LINE.

The Jacksonville Metropolis says the Seaboard Air Line is at work upon a scheme for a great trunk line from Chicago to Jacksonville, and Tampa and Key West. Says that paper: "When deals now pending are announced as complete, it is said, a through line of railroad from the Great Lakes to the Gulf, via Jacksonville, will become a reality, and that reality is expected soon by those in position to know the facts.

"The road will have a port in Ohio, on Lake Erie, and will tap the great coal fields of Ohio and West Virginia, the manufacturing regions of Ohio, Kentucky and the Carolinas, the cotton and tobacco centres of Georgia and the Carolinas, the furniture manufacturing regions of the South, and bring the products direct to Jacksonville and to Tampa for export and for distribution through the Central and South American countries, and even for ex-

port to Europe through the direct lines of steamships that are planned to ply from Jacksonville to Europe and to South America.

"In 1893 when work really started on the actual construction of the Panama Canal, there was a shaking up of interest in all railroads that reached a Southern port, or hoped in the dim and distant future to ultimately run its trains to deep water in the South.

"Norfolk, Wilmington, Beaufort, S. C., Georgetown, S. C., Savannah, Brunswick, Fernandina, Jacksonville, Miami, Key West, Tampa, Pensacola, Mobile, New Orleans and Galveston, all came into the limelight for a more or less severe scrutinizing for availability for terminal purposes.

"As time passed and it was seen after careful study of the situation that there is no doubt of the advantage held by a railroad with terminals at one or more of these Southern ports the scramble for advantage and position became worth watching. Railroads never scramble out in the open; and railroads never tell what they are going to do, and it is only by watching the course of events and putting two and two together that a probable intention is found out. One railroad deal that has been going on by degrees, and quietly, for the past six or seven years at least, is of especial interest to Florida.

Whether such an ambitious scheme is contemplated by the Seaboard or not, it is a fact that the system keeps on buying or leasing roads. Evidently the new Seaboard Air Line is being strongly financed, and it evidently is destined to be a much greater factor in the development of this incomparable South Atlantic country.

CURRENT COMMENT.

Even if the commission form is not the thing, we would like to see a change from the present ward system of selecting aldermen.—Durham Herald.

To show the interest being taken in the pecan industry in the eastern section of the State, Mr. Officer informed The Enterprise that there was a pecan farm at Lake Wacamaw containing 80 acres, and that the Huyler Candy Co., of New York, had sent a representative down there some time ago to engage 20 tons of nuts a year to be used in the manufacture of their celebrated candies. Though it will be eight years before the trees will be at their best, the company was desirous of getting an option on the nuts, and had signed an agreement to pay 75 cents per pound for the 20 tons. This will give an idea of the vast possibilities of the pecan industry.—Mullins Enterprise.

VOTE FOR A GREATER WILMINGTON

Editor Star:— In view of the fact that I have been a very close student of political and business conditions, I make bold to assert, it is my wish that the City of Wilmington should grow while the time is propitious. This is the time for things to be done if the people wish the city to ever become the port and manufacturing center that location permits.

You have the opportunity knocking at your door, if you fail to see that the time has come for you to act and to do so with dispatch the city can not become any larger than she is at present, why because Norfolk, Charleston, Savannah, New Orleans, Jacksonville and even Beaufort, N. C., will grasp that which we are throwing away.

Two years ago I was a candidate for Councilman from the Second Ward and during that time I advocated a few plans for building greater Wilmington which were laughed to scorn; since, however, I am very glad to note that the business people have realized the benefits that will result in one of the planks of my platform and are trying to have the Legislature pass a bill permitting the bridging of the Cape Fear, etc.

In view of the success of that campaign, I am going to offer for your consideration the following, after first asking a few questions:

First. Do you wish the city's population increased to 50,000 persons in less than two years' time?

Second. Do you wish the city's income increased to \$1,500,000 annually?

Third. Do you wish Wilmington to become the most beautiful city in the southeast?

You will say impossible; but if the suggestions below are thought out carefully you can readily see an answer to the above questions.

First. The city has about reached the limit of its credit and can hardly pay interest on its bonds, and the State law will not permit the issuing of many more.

Second. Wilmington cannot compete with the rest of the South Atlantic cities unless she spends large sums of money to make this a port of entry, nor can she increase her population unless manufacturing enterprises are established.

Third. The people will not invest their money in stocks; would further allow it to remain in the banks on interest or in building and loan associations. Thus no manufacturing.

Fourth. It is up to the municipality, as her credit is poor she will have to provide the funds to improve and build the city through bonds and bonds guaranteed by one or more large trust companies, such as the Trust Company of North America.

In the Trust Company guaranteed bond the city will be relieved from the said bonds and will only have to pay the interest as it accrues, further this could be obviated by following, of another plan which I have, and am not ready to divulge. The net proceeds of the bond issue I have in mind should be used to build a large ship yard and dry dock, and wharves and concrete piers, this would, of course bring to Wilmington at least 5,000 mechanics and their families, which would increase the population to 50,000 or more, and further make the South Atlantic the most important port on the Atlantic for trans-Atlantic liners en route to Panama and also for Middle Western shipments.

In the two first questions asked, as well as to provide funds to make Wilmington the city beautiful.

These things can be done by electing into office at the coming election men who believe in doing things, I will be glad to receive criticisms from friends and any one who doubts the feasibility of the above.

AN IMPORTANT CRISIS IN CITY'S HISTORY

Editor Morning Star: Is Wilmington bankrupt? Not by any means. But this city is like a great industrial plant that has been managed in a rather lax manner with too much being paid out in the way of salaries and too little attention paid to the little items that in the course of a year run into thousands of dollars. According to her population Wilmington's debt is not unduly large, and with a steady hand at the helm this city with her splendid advantages should make enormous progress during the next few years. The time has arrived, however, when it is highly important that business methods should be applied to the city's affairs and a stop put to the ever-increasing tax rate. Unless there is a drop in the rate of taxation outsiders can hardly be expected to invest their money here. It costs money, of course, to make improvements, and a good deal of it but do the taxpayers of Wilmington know that approximately \$900,000 has been expended here during the past two years? And do they know that during the past two years between \$40,000 and \$50,000 more has been paid out in the way of salaries than formerly? Yes, there have been improvements made during the past two years, but one could hardly expect nearly one million dollars to be expended without making some showing.

The time will soon be at hand when the voters of Wilmington will have to choose a man to place at the head of the city's affairs for the next two years. Who is the best-fitted man for the place? In my opinion there is no man in Wilmington better fitted than William E. Springer. Twice during the past ten years his Mr. Springer served as Mayor. He was elected for his first term in the Spring of 1903, and was in fact in the Spring of 1907. During the two terms he was in office about seventy blocks of macadam pavement was put down at an approximate cost of \$1,200 per block; a portion of Second street paved with vitrified brick; a portion of Market street paved with vitrified brick; the Campbell house built at Fourth and Campbell streets, and the engine house on Fourth street, between Market and Dock, and this work was done out of the regular city income and without the expenditure of one cent of bond money. The first systematic street improvement in this city was begun during the first administration of Mr. Springer, and it was at that time when Mr. Springer was elected Mayor for his second term that the bond issue for streets, water and sewerage was voted, but, as the money was to be handled by a special commission, Mr. Springer had nothing to do with the expenditure of the money from the sale of bonds. And it should be remembered that when Mr. Springer was Mayor the city's income was between \$50,000 and \$75,000 less per year than it is now. The tax rate then was \$1.50—it is now \$1.75—and when Mr. Springer went out of office he left between \$50,000 and \$60,000 in the city treasury. That looks to me like a pretty good record, and his record was not only good from a financial standpoint but also as to the enforcement of the law.

I hope Mr. Springer will enter the race for Mayor for I believe he is the right man to put at the helm to steer the City of Wilmington past the shoals that now confront her.

W. P. MANGUM TURNER.
March 10th, 1913.

ARRESTS BY POLICE.

Among yesterday's arrests by the police were the following: Ben Mordecai, charged with assault and battery on Leroy Schnibben, a boy who was skating; Rob Myers, colored, charged with gambling; J. R. Bennanon, colored, draying without a tag; Jot Nathan, exceeding speed limit; Gracie McNeill, affray and assault with deadly weapon, gave bond for \$50.

BACKACHE IS A DANGER SIGNAL

Kidney Troubles, Bladder Disorders, Rheumatism and Serious Diseases Follow

There are other symptoms, such as pains in the region of the kidneys, nervousness, dizziness, tired and worn-out feeling, weak bladder, painful, scaly, or urinary troubles, which are just as dangerous, for the slightest kidney derangement if neglected may develop into the deadly Bright's Disease, Dropsy, Diabetes, Rheumatism, and makes the kidneys filter the poison from the blood and drives it out of the system.

There is no more effective remedy known for the cure of kidney, bladder troubles, and rheumatism, than this new scientific preparation, because it removes the cause. It soaks right into the kidneys, through the walls and linings, cleans out the clogged-up pores, neutralizes and dissolves the poisonous uric acid and waste matter, and causes these terrible rheumatic pains, and makes the kidneys filter the poison from the blood and drives it out of the system.

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RETURN AFTER 30 YEARS
Seafarer at Sea in Wilmington on Return to City Yesterday.
Thirty years ago V. L. Jensen left Wilmington as ward room steward of the revenue cutter Colfax. He was 16 years old. He never returned, but went from the cruise back to Europe, to his native land of Denmark. Yesterday he saw Wilmington again. He went out in the city to find his old boarding place and look up old acquaintances. He spent hours trying to locate the boarding house, and failed; and he didn't find a soul that he knew or knew him. It got on his nerves, to some extent, as was natural. After 30 years he found changes so great that he was virtually a visitor for the first time. The incident emphasized the vast strides the city has made in a generation. Those who have been living here during the interim do not realize the sensations that the returned citizen found. A seafaring man, he was at sea in his old home, and discovered nothing that stirred any recollection of the city when he left here a youth of 16. During late years he has been steward on the Ward Line. Now he is with the Clyde Line, and is on the new passenger service given by the Cherokee.
In this connection it may be noted that for the first time in a twelvemonth, Mr. J. Shaughnessy, chief engineer, visited the port, also on the Cherokee. For a year he has been on the Charleston-Jacksonville run of the Clyde Line.

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What Ten Dollars Did.
Danville, Va.—"I have only spent ten dollars on your medicine and I feel so much better than I did when the doctor was treating me. I don't suffer any bearing down pains at all now and I sleep well. I cannot say enough for Lydia E. Pinkham's Vegetable Compound and Liver Pills as they have done so much for me. I am enjoying good health now and owe it all to your remedies. I take pleasure in telling my friends and neighbors about them."—Mrs. MATTIE HALEY, 501 Colquhoun Street, Danville, Va.

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