

## PHILADELPHIA AND JAMESTOWN.

Words of Praise for the Big Show from a Prominent Newspaper—The "New South" No Longer a Sentimental Phrase, but an Amazing Entity.

Philadelphia North American.

Philadelphia needs what Jamestown can give. The Pennsylvanian who makes a summer trip and does not choose Virginia's world's fair as his destination will neglect both a pleasure and a duty.

There has been too much cheap, unfriendly carping at the defects of the exposition in its early days. Not a single American city has succeeded in starting a world's fair in a condition even approximating readiness. No faults marked Jamestown that had not been common to the shows of Buffalo, Omaha and Portland. If it taxes memory too heavily to recall the Centennials, it is easy to remember the chorus of condemnation and prophecies of certain failure that darkened the first month of Chicago's white city in 1893. Jamestown should not suffer because some people have not learned that the period of incompleteness is not the best time to choose for an exposition visit.

Jamestown's show to-day stands worth all it has cost, and well worth at least one visit by every American. People are crossing the continent and the Atlantic to the spot that is the true cradle of our race; and they are returning to Europe and the far West well content with the value and interest and pleasure of their stay. Blindness and indifference in communities that are Norfolk's neighbors are doubly inexcusable.

Even if the marine display were less remarkable, the buildings fewer, their contents less noteworthy and all possible minor defects multiplied, neighborliness should inspire interest in the exposition so accessible to all Pennsylvanians. But above and beyond such motives lies a material reason which makes neglect of Jamestown a senseless costly waste of a great opportunity, not by Philadelphia only, but by every manufacturing and commercial centre in the middle States.

Patriotism and good feeling for a sister State and city call for approval and support of an exposition national in its scope and wholly worthy in its completed condition. But warm support and active approval are demanded by self-interest.

What Louisville and Memphis are to Chicago and St. Louis, Norfolk and Richmond are to the trade and manufactures of Philadelphia and Pennsylvania and the adjoining westward States. Virginia cities are our gateway to the South—to the one great open field for commerce where we hold New York and all other rivals, north and west, at a disadvantage and have no fear of their competition. Our merchants and manufacturers are sending their agents to every foreign land.

There is scarcely a market in the Orient or in Europe unassailed by a brigade of our drummers. They arrive continuously for the trade of our Western States under the choking, cramping burden of a single railroad's tyranny. Restricted to that one rail-outlet westward, Philadelphia's trade activity is blocked and bottled, when compared with the facilities and aids provided for luckier cities, less victimized by transportation monopoly.

One way lies free. Viewed rightly, the strip of water that makes a trip to Jamestown a

brief day's journey means the possibility of incalculable benefits to Philadelphia's future. It means competition in transportation, equitable freight rates and fair play and no favor, for once, in the race to enter and control a new commercial empire, richer than ever lay beyond an Oriental "open door."

The "New South" no longer is a sentimental phrase for politicians and after-dinner orators. It is an amazing entity. Realization of its financial and industrial progress in the last 10 years would mean the comparative abandonment of more distant markets now eagerly sought and the concentration of trade effort in this field of uncomprehended richness.

The cotton planter no longer pledges his crop in advance at exorbitant interest and supplies and scanty cash to raise and move his staple. His mortgages were paid the first year that cotton sold at 10 cents, and to-day his country banks lend money to New York when Wall Street gamblers shriek about panics.

In one year the cotton mills of the South increased in value by \$90,000,000 of capital transferred from New England. With raw material at their doors, with freedom from labor troubles, with cheap insurance and ever-increasing transportation facilities, they are making the stockholders rich. But their income is from the manufacture of the coarser grades of yarns, warps and goods; and the distribution of wealth means only a growing demand for the finer textures which our mills and merchants offer.

The South once counted itself an unhappy possessor of thousands of timber barrens and dismal swamps shaded by primeval forests. Now its lumber trade is making new millionaires and draining vast tracts into agricultural value every year.

There has been barely a surface scratching of the mineral wealth of the Alleghany, Blue Ridge and Cumberland ranges. But already villages have become thriving cities. Where coal and iron have not been found, phosphate have rehabilitated whole communities. It is not necessary to day-dream about the results of the opening of the Panama canal. The South now is flowering with a prosperity and plenty never known in the days of its dead and unlamented industrial system of slavery.

The whole section is probably conscious of its newly regained financial strength. It is not seeking favors. But it is eager for appreciation and understanding, and for fair and friendly trade alliances. Before railroads existed the merchants of Kentucky and Tennessee paddled up the Ohio on flat boats and plodded horseback over the mountains to buy their thousand-dollar bills of goods in Philadelphia. It is the hour to renew that ancient bond which gave Philadelphia a hold upon the South never possessed by any other Northern city. It is the hour for the trade of Philadelphia to return those old visits and sell millions instead of thousands.

Neither Pittsburgh nor Cleveland, nor any other producing centre of the things needed by the South that lies between those cities and this, the natural port and centre of Southern distribution for one and all, can afford to neglect the hour of opportunity. But, regardless of other cities, Jamestown is the place for Philadelphia to show its appreciation and intent.

#### \$5.25 Round Trip to Norfolk, Va.

The Seaboard now sells coach excursion tickets for all trains on Tuesdays and Fridays to Norfolk, Va., for \$5.25, limited seven days; season tickets, \$12.50; 10 days, \$10.45; 10 days, \$9.45.

For other information see your agent. C. H. Gattis, T. P. A., Raleigh, N. C.

## The South and Bryanism.

Washington Post.

In an academic political discussion we may class Senators Daniel, Culberson, and Bailey and John Sharp Williams as about the stoutest champions of Southern thought of those now in official life. All these are intensely hostile to the paternalism of the hour—government ownership of railroads, national child labor laws, and such other fads, not omitting the initiative and referendum.

Senator Culberson has a mind eminently judicial and a temper always sedate. Here is a deliverance from his pen which exactly expresses Southern opinion on a question very likely to be paramount in 1908:

"Great as has been the offense of the Republican party in fostering paternalism, in perverting the functions of government, and in encouraging centralization of power under State and Federal authority, any single proposition in its history is as naught when compared with the policy of government ownership and operation of railways, which was first proposed as a party measure by the Populist party and its predecessors. Nor did the Federalist party ever propose a measure as radical and far-reaching. Not only would it work a dangerous centralization of power, both in the State and Federal governments, creating millions of additional partisan offices and controlling, at the outset through political machinery, more than fifteen billions of wealth, but this measure embodies the most advanced and aggravated form of paternalism ever seriously offered in a free government, except, perhaps, its Populist companion measure, the subtreasury."

Mr. Cleveland was the Democratic platform in 1892. Mr. Bryan was the Democratic platform in 1900. Mr. Roosevelt was the Republican platform in 1904, and will be in 1908 if he should be nominated. If Mr. Bryan shall be nominated by the Democrats in 1908, he will be the platform, and government ownership and initiative and referendum the issues.

The South is the Democratic party. With the single exception of Gov. Vardaman, we know of no Southern public man who favors the government ownership proposal of Mr. Bryan. No man can be nominated as the Democratic candidate if the South be hostile to his nomination. Will the South surrender to Mr. Bryan? Answer that and we will tell you whether Mr. Bryan is destined to lead in the great battle of next year.

When the Democratic party surrenders the principles of States' rights it ceases to be the Democratic party. As Senator Bailey so strongly put it, the republic cannot survive the States. Government ownership of railroads would be the death of the States, and the principle of the national child labor bill is just as deadly.

The late Senator Morgan, only a few hours before he died, declared that the thing that would confront the next Democratic national convention would not be how to achieve victory, but how to preserve the life of the party.

Mr. Morgan was a very wise man.

Subscribers are earnestly requested to report to us any failure of carrier to deliver paper promptly.

## STATE NEWS.

Joe Melvin Grubb, professionally known as "Jolly Joe," the fat man of the Johnny J. Jones Carnival Co., who weighed 702 pounds, was 24 years old and measured 90 inches around the thigh, died at Hickory last Tuesday night.

Dr. and Mrs. D. S. Rowland, charged with the murder of Engineer Chas. R. Strange, were refused application for bail by Associate Justice Henry G. Connor at Raleigh last Thursday and were remanded to jail to await trial.

Preston D. Jones, short-stop of the Tarboro Club of the Eastern Carolina League, who was ill in a hospital at Tarboro, while delirious on the night of the 28d overcame his attendant and threw himself from a second story window, death resulting almost immediately.

In a runaway accident at Raleigh last Wednesday Harvey Curtis, a negro, was thrown from the wagon and the horse at the same time fell backwards and sat squarely down upon him. It took several men to pull the horse off and release the negro, who had a narrow escape from death.

The secretary of the State has granted a charter for the Piedmont Sanatorium for the treatment and permanent cure of tuberculosis. The institute will be located in Guilford county and its objects are the treatment of tubercular patients according to the latest and most approved system. The company is composed of colored people.

Nat and Charles McKellar, negro boys 10 and 11 years old, were tried in the magistrate's court Wednesday at Fayetteville and are now in jail charged with an attempt to wreck train No. 69, southbound mail and passenger, at Parkton, by placing a heavy cross tie on the track. The engine struck the tie before it could be stopped and the track was torn up for twenty feet.

It is expected that the necessary funds for the erection of a monument to Henry L. Wyatt, the first Confederate soldier killed in the Civil war, will be raised by next January, and that the monument may be in place in the capitol square in Raleigh within the next 12 months. It is proposed to erect a monument costing from \$6,000 to \$10,000. The movement for this monument was begun by the Henry L. Wyatt Chapter of the United Daughters of the Confederacy at Selma, and last Thursday was observed in that place as Wyatt Day. Among other features of that day was a reproduction of the fight at Bethel, where Wyatt was killed, by the Edgecombe Guards. A substantial amount was realized for the monument on this occasion.

Get a free sample of Dr. Shoop's "Health Coffee." If real coffee disturbs your Stomach, your Heart or Kidneys, then try this Clever Coffee imitation—While Dr. Shoop has very closely matched Old Java and Mocha Coffee in flavor and taste, yet he has not even a single grain of real coffee in it.—Dr. Shoop's Health Coffee imitation is made from pure toasted grain or cereals, with Malt, Nuts, Etc. You will surely like it. Sold by John H. Wishart.

## Notice.

There will be an entertainment at the public school house near J. E. Dial's in Lumberton township August the 2, 1907, for the purpose of raising money for the building of the Croatan Normal School house. There will be dinner and also other refreshments on the ground. All are heartily invited to come.

Prof. Thos. M. Seawell will give an address and also other speeches will be made.

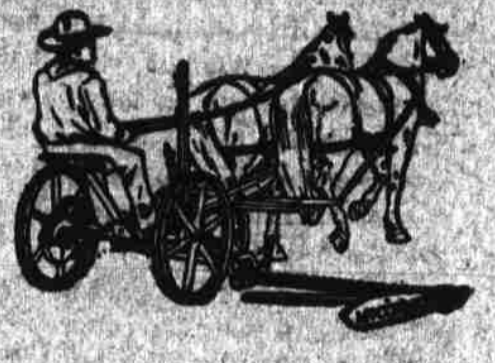
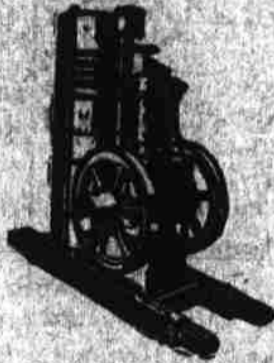
Rev. J. W. Blanks and J. E. Dial committee of arrangements.

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## On Hand July 18th:

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- 200 Rolls Best Jute Bagging,
- 400 Bundles New Arrow Cotton Ties,
- 30 Farm Wagons,
- 1000 Bales Best Timothy Hay,
- 1000 Bushels Best White Oats,
- 800 Bushels Best Corn,
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- 100 Bags Best Wheat Ship Stuff, Wheat Bran and Corn Chops.

## Summer Clothing and Shoes.

We have made SPECIAL PRICES on these lines of Goods, Selling Many Articles at Cost. A small amount of Money spent with us for these Articles will obtain a Great Amount of Comfort. Great Reduction on Prices of STRAW HATS, HAMMOCKS and Summer Goods generally.

Come to see us--We are Giving Bargains Every Day.

Respectfully,

CALDWELL & CARLYLE,  
LUMBERTON, N. C.



We call the attention of the citizens of Lumberton and surrounding country, and nearby towns, to the fact that we have an elegant Hearse, ready to attend on burial occasions, and that we have other supplies also, which are needed on such occasions.

We call attention also to a Full Line of Burial Robes which we carry in Stock. We have them for Men, Women and Children. We carry them in both Black and White Material.

We have a Full Assortment of Coffins and Caskets, and all orders are given Special Attention.

As we have an investment of about \$4,000.00 in these Goods, the public can form conclusions as to extent and variety of assortment.

Respectfully,

CALDWELL & CARLYLE,

Lumberton, N. C.

July 18th, 1907.