

THE MORNING STAR

Published daily except on Sundays... Advertising rates...

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The Morning Star

By WILLIAM H. BRINARD

WILMINGTON, N. C.

Evening Edition

Thursday, March 8, 6 P. M.

THE SUGAR TAX

The tax on sugar is about the only one that a fair trader could well tolerate upon necessities and because it is strictly a tax for revenue.

It yields nearly sixty millions of revenue and affords an excellent fraction of protection. It is not a tax, the benefits of which accrue to a few rich and powerful corporations, and the expenses of which are borne by the consumer.

But the Louisiana planters, or many of them, do not regard the tax in the true light. They think it is a great protection to them and that without the tax their sugar interests would languish.

The bill now before the Congress proposes to reduce the tax. It is no doubt a concession to the Republicans who are clamoring, not for reduction, but for an entire wiping out of the sugar tax.

Now what will be the effect of the reduction as is proposed in the new bill? Will it relieve the consumers and give them cheaper sugars? It would seem so, but the able New York Times, an Independent Republican paper, takes another view.

"We have reason to believe that these changes would not give to consumers the relief to which they are entitled, but would simply transfer several millions of dollars from the Treasury of the United States to the coffers of the Sugar Trust."

The reason given for this opinion is one well worth thinking over. It is: "At present the entire supply of sugar for consumption in this country comes from the refiners. They buy the raw sugars which are brought from Cuba and

ANOTHER CRITICISM UPON LANIER

It really gratifies us to see the poetry of Sidney Lanier so much studied and criticised in the North by men of talents and learning. We have already called attention to two recent critical discussions of our wonderfully endowed Southerner.

The writer of this fine critique on Lanier in the American is Mr. Harrison S. Morris. The whole performance is cleverly done. We would see this true genius better understood and appreciated at home, and this is our excuse for referring again to him so soon after a long editorial discussion of his gifts and works.

"Sidney Lanier was one who strove to express beauty first and above all else, and he therefore takes a commanding place among the artists in verse. It is a venture some at this day to say what that place will be in the years to come. To many thoughtful readers it would seem that Lanier will hereafter be crowned as one of the great poets of our era. His ideal was his life; his life was beautiful, and his art, though he died in its formative period, was strong and original. That he fell short of his high ideal is very true—true in the sense that none who dream ever reach a fullness of their dreams; true in a more personal sense, that he could not be one of the great kings of song. But that he deserves a high place among those who have written lasting poetry is seen in his perception of the axiom that the aim of art is the production of beauty, not directly the conveyance of truth."

It is noticeable that the Northern writers do not mind their words of commendation. They do not hesitate to claim for him merits that belong to the established poets. They recognize the lofty ideals, the mastery of art, the perfect purity, the sweetness and light of his noble and winsome verse, and they do not refuse to institute comparisons with the men who have produced enduring works.

"He was saturated with the feeling of the older English poets. His love-making poems have the courtliness and music of Drummond of Hawthornden, and he constantly gives us an echo of Shakespeare. His love poems addressed to his wife are all in the tone of knightly love. Indeed he seems to have been a latter-day Knight of the Round Table in his reverence and manly courtesy toward women."

"We should be very sorry, of course, to see such a splendid city pack up its fine harbor and move away to another State, and yet some people in Virginia would be glad to get rid of Norfolk, strange as it

WHAT THE ENEMIES ARE FIGHTING

The present tax on crockery and glass is enormous. On crockery, &c., it is 56.97. It is 30 per cent. higher than it was during the great war. It is proposed now to reduce the tax some—to not more than 43 per cent. average. And yet the Republican Protectionists and Randall fight this. It is not enough say these enemies of the people to have a tax of 43 per cent. on the plain crockery used by the laboring classes. That 43 per cent. is some 17 per cent. higher than the tax in the war was. What do you think of men who will advocate such oppression? What can honest Democrats think of Randall and his set?

The duty on window glass is now some 61 per cent. and upwards, according to size. It is proposed to cut down this tax, not remove it. It is proposed to have a great tax upon it—a tax that runs from 45 per cent. on glass 10x15 and upward to 66 per cent. on glass above 24x30 inches. The common size common window glass is still to be taxed 45 per cent., and yet that is resisted by the Republican-Randall crowd. Shame up on them!

We publish to-day a part of a report of Capt. W. H. Bixby, of the Engineer Corps, U. S. A., setting forth the benefits derived already and to be derived hereafter from certain river and harbor improvements in the Carolinas. The figures presented are instructive.

From an editorial in the Danville Register it appears that there are leading citizens of Norfolk who are in favor of moving their town into North Carolina—that is, to get the State line so changed as to have Norfolk and Portsmouth a part of North Carolina. The Register is pleased to say:

"This proposition is startling, truly, but Norfolk & Co. could go much farther and fare worse. North Carolina is a grand and prosperous State, and has no State debt of consequence to worry its people and excite its politicians. It has splendid resources and has advertised them well, and Norfolk has no doubt read the advertisements in the papers. Norfolk always has an eye to business and knows a good situation when she sees it."

"We should be very sorry, of course, to see such a splendid city pack up its fine harbor and move away to another State, and yet some people in Virginia would be glad to get rid of Norfolk, strange as it

may seem. Richmond and Petersburg have long aspired to be seaport towns and Norfolk has always stood in their way."

North Carolina has about built up Norfolk, and it would not object to having such additions as Norfolk and Portsmouth could give.

CURRENT COMMENT

Parrot politicians and organs will denounce the bill, of course, as a free trade measure, and it is given out that Randall and his faction will not vote for it. But a careful study of its provisions will fail to materialize the charge. It has a large free list, and is so far a free trade measure, just as the Dawes Republican bill of 1872 was, and just as the Tariff Commission bill of 1883 was. And it is just the sort of free trade that the great industries of this country stand in most need of.—Springfield Republican, Independent Rep.

The dispute between Western railway and the Brotherhood of Engineers is in a nut shell, but a dispirited fact precludes correct outside judgment as to the party in the right. The Brotherhood alleges that classed engineers were discharged, as a rule, when their riper experience and tested fidelity entitled them to the highest standard of wages. If that be true, the Brotherhood is right; the railway direction is wrong. The railroad direction alleges that engineers were not discharged because of the higher wages which experience and fidelity commanded under the classification. If that be true, then the Brotherhood is wrong; the railway direction is right. The demand for uniform wages for engineers rendering the same service, regardless of experience and tested fidelity, is utterly inexcusable as a naked proposition; but it is possible to make it not only excusable but justifiable, if ripe experience and tested fidelity are made the ground of dismissal.—Phil. Times.

For the purpose of conciliating certain hostile elements, Mr. Sherman has been explaining things. He has written a letter in which he tries to show that his "New South" speech, delivered at Nashville some months ago, and the bloody shirt oration delivered by him a few days later in Springfield, Ill., were harmonious, or not inconsistent. If we understand the Senator—and we honestly try to do so—he means to say that at Nashville he stood with his back to the past, his face to the future, and spoke of the South that is to be; but at Springfield he about faced, so as to stand with his back to the future, his face to the past and spoke of the South that had been. In other words, it was Grady's South in Tennessee, and Halsted's South in Illinois. Mr. Sherman lacks the dexterity required for artful dodging. His explanation fails to explain. In this matter, as in many others, Mr. Sherman's record is extremely inconsistent.—Washington Post, Dem.

RIVER AND HARBOR IMPROVEMENTS

Table with columns: Name of Project, Date of Completion, Amount Expended, etc.

1. The two towns on the river bank have nearly doubled in population and property.

2. The town of Greenville, on this river, has increased from 913 population and \$268,000 real estate in 1850, up to 3,505 population and \$900,000 real estate in 1896; almost entirely due to the river improvement.

3. The neighborhood of the river is steadily gaining in settlement and property under the influence of better transportation.

On the recently commenced but unfinished improvements of waterway between New Burn and Beaufort, N. C.; Beaufort harbor, N. C.; waterway between Beaufort harbor and New River, N. C. (through Bogue Sound); New River, N. C. (through Bogue Sound); Georgetown harbor, S. C.; Winyaw Bay, S. C.; Santee River, S. C.; Cape Fear River, N. C., below Wilmington the work is of too recent date or not sufficiently advanced to have produced the expected results.

W. H. BIXBY, Captain of Engineers U. S. A. WILMINGTON, N. C., Feb. 28, '98.

THE LATEST NEWS

FROM ALL PARTS OF THE WORLD

DEATH OF EMPEROR WILLIAM OF GERMANY

The Great Monarch Passes the Last Debt of Nature—Incidents of his Brief Reign—All Business and Amusements Suspended in Berlin—Prince William to Succeed him by Imperial Decree—Several of his Children and Many Nobles Present at his Death—The Palace Surrounded with an Immense but Silent Crowd.

Berlin, March 8, noon.—The following bulletin was issued at 10.40 o'clock this morning: "The Emperor had a very restless night and is very weak this morning." Signed, Von Laxner.

London, March 8.—A Berlin dispatch dated noon, says: Since 9 o'clock this morning the Emperor has slightly improved, he suffers less pain, but is still greatly exhausted. Prince and Princess William, Prince Bismarck, Gen. von Moltke and Herr Von Pultke, Vice President of the Council of Ministers, are in attendance at the Palace. A large crowd is collected outside the Palace.

London, March 8.—At 6.12 the Exchange Telegraph Company received a