

NO DANGER OF OVERDOING IT.

Some of the people who are interested in the cotton mill business in the North seem to be very much afraid that cotton manufacturing is in danger of being overdone in the South, and therefore they paternalistically advise that a check be put upon mill building, and that the Southern mills give their attention mainly to the manufacture of the cheaper grades of goods, leaving the finer grades to the Northern mills.

The quarter from which this opinion and advice come would leave it at least liable to suspicion as being prompted by selfish motives, but whatever it be honest or not, whatever the fate of cotton manufacturing in the North may be there is no danger of overdoing it in the South. If the market were confined to this country that might be so, but cotton goods have the world for a market, and the country which can make and deliver the kind of goods wanted will have the lead in the market and control it.

It might just as reasonably be argued that there is danger of overdoing the steel business by building steel mills in the South, because there are more steel mills now in the country than are necessary to supply the home demand for consumption. Notwithstanding this fact more steel mills are being erected in the North, and the capacity of others increased to supply foreign markets. There is no danger of overdoing the steel business nor the cotton manufacturing business nor any other business which has a world market, provided the manufacturers of this country can compete with the manufacturers of other countries. Competition and the struggle for supremacy may for a time make profits small, but in the end it will be "the survival of the fittest," and the weakest must drop out of the race and vanish.

Trade is a matter of dollars. There is no sentiment in it, and it doesn't "follow the flag" any more than it follows the moon. People buy where, other things being equal, they can buy to the best advantage, and therefore the people who can supply them with what they want for the least money and give satisfaction as to the goods supplied, etc., will get their trade. England does not grow cotton. She buys every pound she manufactures, yet she has become the great cotton manufacturer of the world and controls the world's cotton market. Out of the total of 105,190,565 spindles in the world in 1900 Great Britain had 46,000,000 or not far from one-half. The rest of Europe had 33,000,000, the United States 18,690,000, of which the South had 4,540,000 or a little over 4 per cent. of the total of the world's spindles.

In 1900 the world's production of cotton was 12,177,000 bales and every bale of it was manufactured into goods and every yard of those goods has gone or will go into the markets of the world. There is but little if any surplus raw cotton left over from one year to another for the world needs it all and gets it all. Of the world's crop the South produces about three-fourths, all of which is either manufactured or shipped. Great Britain takes and manufactures about one-third of this.

As the world needs all the cotton goods that can be furnished from the present supply of cotton there is no danger of overproduction, as far as the markets of the world are concerned. The only question is as to the competition between rival countries, which might cut profits down to a small margin. In that case "the fittest would survive," and the country which could supply the markets the cheapest would win the field in the end and hold it, provided there were no handicapping to put obstacles in the way of the manufacturers. Giving the manufacturers of this country an equal showing with their competitors to establish trade in other countries, they could and should lead in the markets of the world. They don't do that now because they have a good market at home, where they get better prices than they could get abroad, and therefore have not a very large surplus to ship and because our protective tariff is a handicap on trade with other countries. Not being so hampered, or at least not so much so, European manufacturers have found markets for large quantities of their output in countries where our cotton trade is comparatively insignificant, but with these restrictions removed an immense trade could be built up in those countries.

When it is reduced to a matter of competition, not to a matter of the possibility of selling the goods made, this country which produces three-fourths of the world's cotton crop, ought to lead the world in the low cost of production, notwithstanding the low wages of the so-called pauper labor of Europe. If every bale of cotton grown in this country were converted into manufactured goods we would be simply marketing the

A SENSIBLE MOVEMENT.

A press dispatch published yesterday states that the Southern Railway is inaugurating a scheme for the improvement of the country roads in the territory tributary to its lines. The scheme is to send along its lines a train equipped with road-making machinery and road experts who know how to handle the machinery and build roads, who will construct sections to show the people how it is done, and how to get roads that will be lasting.

This is a sensible movement, both from an educational and business standpoint, because the people of the country who do the road making know very little about it, and waste about four-fifths of the labor put upon them, and because, from a business standpoint, the railroads are quite as much interested in good roads as the people of the country are. Every mile of good road constructed would add something to the production of the adjacent country, something more for market and for shipment. Continue the work a distance of twenty-four or thirty miles, say, and the difference in production would be immense.

This would mean a good deal for the railroad not only in carrying freight away but in carrying freight back. The more people sell the more they can afford to buy, and the more goods the merchants can sell. The more they sell the more traffic for the railroad, so that the railroad in the end gets back what it spends on the country roads in the way of giving object lessons and stimulates interest in road building.

Next to branch roads as railroad feeders are good turnpikes and they do not cost anything like what branch roads do. The example set by the Southern road ought to be followed by all the roads in the South.

Life in the American navy is a sort of floating picnic. Rear Admiral Schley reached the retiring age, 62 years, on the 9th inst. The three notable events in his career are the finding of the lost Arctic explorer, Greely, in June, 1884, the powder of Cervara's fleet in July, 1898, and the court of inquiry now in progress. Eliminating the last, this is a bigger record than any of the others can show, except Dewey, who, fortunately for him, was far enough away from the war managers at Washington not to be fooled with.

There are very few newspaper readers who haven't more spare time than they know what to do with who have waded through the mass of testimony in the Schley case. Perhaps navy men may if they are anxious to learn what they have to say about each other. But it doesn't require much reading of it to show a few things some of which have been suspected for some time. One of these is that the Navy Department is determined to give Schley a black eye if it can do it. This is indicated by the evident bias of Judge Advocate Lemly who is playing the role of prosecutor instead of a judge whose business it is to elicit facts without leaning to either side. Every question he asks is apparently inspired by a purpose to reflect upon Admiral Schley, and every objection he makes is to some question that would show in favor of Schley, whom he has sometimes referred to as the "accused" instead of the "applicant." So ill-concealed has been his animus that Admiral Dewey has several times called him down in a somewhat peremptory way.

Nearly every witness summoned by the Department has also shown a disposition to assail Schley, and in doing so have frequently contradicted each other in material statements, showing either pre-conceived prejudice, or such ignorance on matters with which they were presumably familiar, or very defective memories easily forgotten events favorable to Schley, but remembering accurately events unfavorable.

And it has been shown, too, that the much paraded charts used as proof in the charges made against Schley are worthless exhibits of the events they represent, so pronounced by some of the officers who helped to make them and signed them. Whether they succeeded in detracting from the credit that has been given to Admiral Schley for the part he took in the events leading up to and in the destruction of Cervara's fleet or not, they cannot rub out the fact that this fleet was destroyed and that he was the leading factor in its destruction. But they do show that between the navy managers at Washington and the commander-in-chief whom they put over Schley there was a shameful amount of bungling and petty jealousies that would disgrace any body of men entrusted with high responsibilities and professing to work for the country's welfare and glory.

Whatever the opinion of the American people may have been of the navy, it is certainly lessened by the developments in this investigation, while some of the men who have posed as "heroes" have shrunk to very small proportions.

A Kentucky paper mentions a remarkable case of twin brothers in Anderson county. They are so much alike that they can hardly tell themselves apart. They married sisters at the same time, the preacher trying the double knot. Each has three children, the first being boys, born on the same day and same hour and in the same house. The second and third are girls, each born on the same day. There is telepathic connection constantly between the brothers, so that when anything unusual happens one the other knows it, no matter how far apart they may be.

For Whooping Cough USE CHENEY'S EXpectorant.

STRENUOUS LIFE SO OFTEN KILLS.

Thousands Worn and Sick in Body and Mind. New Strength and Life in One Real Remedy. Ablest of All Physicians Freely Give Advice.

It is truer today than ever before that one man is no better than another unless he does more than another. When, recently, in the most learned medical review in London, the organ of the great English college of physicians and surgeons, it was proved by exhaustive statistics that, despite the drain upon nerves and good incident to the modern, strenuous life—despite the fact that diseases of the nervous system appear earlier and often among working people than formerly, nevertheless, within the past five or six years the average life of Americans was materially longer than it was a decade ago—the editors of the review pronounced it as their firm opinion that this undoubtedly resulted in no small degree from the discovery a few years ago by an eminent American physician of a powerful cure for diseases of the nervous system, which had promptly been put within the reach of the public in that

country, and was being used more and more generally as a family remedy. One of the physicians, a member then and now of the royal staff in forwarding a copy of the article to the proprietors of the celery compound, enclosed a long and somewhat technical letter, in which he said: "We are thoroughly convinced that no remedy yet known affords so certain relief from the class of disorders which modern conditions of working and living now breed, as your Painé's celery compound."

Certainly no remedy is no better than another unless it accomplishes more than another. And Painé's celery compound is pre-eminently the best remedy known to medicine for the cure of ailments that result from impaired nerves and consequent impure blood. The rheumatism, neuralgia, sleeplessness, indigestion, loss of appetite, and other ailments of Painé's celery compound so rapidly dispels are but temporary conditions if the relief that this remedy affords is properly maintained.

Mr. F. G. Crowell, a regent of the State University of Kansas, a typical example of the strenuous life of today, writes to us with a letter master's degree from Columbia University, signed from the prosecuting attorney office of Atchison County after four years to engage in the grain business with the famous Greenleaf Baker Grain Company, is one of the thousands of such young men who owe a debt of gratitude to Painé's celery compound, and to his own doctor's words, "found it all that it is represented to be."

When everything else had failed, Painé's celery compound made the sick well. It needs but a single trial to convince!

President Elder's appointments, Wilmington District. Carver's Creek, Blith, Oct. 13. Grace, Oct. 20. Clifton, Johnson's Chapel, Oct. 26. Zion church, Zion, Oct. 30. Bladen church, Windsor, Nov. 2. St. Paul's church, Bladen, Nov. 9. Elizabeth, Elizabethtown, Nov. 9. Burgaw church, Burgaw, Nov. 13. Jackson, Bladen and Blighlands, Richards, Nov. 15. Onslow, Tabernacle, Nov. 17. Scott's Hill church, Scott's Hill, Nov. 18. Waccamaw, Nov. 22. Whiteville, Chadburn, Nov. 23. Bladen street, Nov. 27. Geneva church, Nov. 29. Magnolia, Providence, Nov. 30. Dec. 1.

That Throbbing Headache. Would quickly leave you if you used Dr. King's New Life Pills. Thousands of sufferers have proved their medicine the best for Sick and Nervous Headaches. They make pure blood and strong nerves and build up your health. Easy to take. Try them. 25 cents. Money back if not cured. Sold by E. H. BELLAMY, druggist.

FOR OVER FIFTY YEARS Mrs. WINSLOW'S SOOTHING SYRUP has been used for over fifty years by millions of mothers for their children while teething with perfect success. It soothes the child, softens the gums, and allays all pain; cures wind colic, and is the best remedy for diarrhea. It will relieve the poor little sufferer immediately. Sold by druggists in every part of the world. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind.

CONVINCE YOURSELF that Ely's Cream Balm deserves all that has been said of it as a means of quick relief in the most distressing cases of neuralgia, toothache and hay fever. It is a nasal ointment and has no medicinal size or odor. Full size, 50 cents. Sold by druggists or mailed by Ely Bros., 66 Warren Street, New York.

Very respectfully, J. M. SCROTT.

SPIRITS TURPENTINE.

—Washington Progress: Cotton in this market will not average over 60 per cent. of a crop. It is selling here for \$3.10 in the seed.

—Southport Standard: The season for menhaden, or "fat back," fishing is at hand. The steamer Beatrice, of the Atlantic Fisheries Co. started last week and has made some very fine catches. On Friday the boat came in filled and her deck piled up with fish. It is estimated that 600,000 fish were caught. On Saturday another fine catch was made. It has been clearly found that the waters in this vicinity teem with this kind of fish, which is inviting the impetus to an industry that promises to be a great thing for the Cape Fear river.

—Raleigh News and Observer: The Southern Hosiery Mill Company, of Newbern, was chartered Wednesday by the Secretary of State. The capital stock is \$125,000, though business may be begun with \$10,000 of the capital stock has been paid in.

—Lumberton Argus: Last Friday while J. P. Pitman, colored, was splitting rails his four-year-old son was accidentally killed. Pitman is a tenant on the farm of Mr. V. A. Bullock, about seven miles from Lumberton. He felled a large stick of timber and severed one cut from it and was cutting the second which was lying across the track when he was struck. He fell and when it was cut in two it suddenly swung around throwing the child, who was sitting on the stick, to the ground. The child was killed in a few hours. The mother jumped the ditch and escaped injury.

—Kinston Free Press: We were shocked yesterday by the death of a young man named Sam H. Hervey, a cigar maker of this city, jumped in front of a train on the A. & Y. road near Glascock's foundry to-day shortly after noon Thursday and was killed instantly. He had been out of and his body was terribly mangled. A few minutes previous he conformed to parties standing in front of the foundry. He was a young man who broke in the store last night and stole a few articles. He followed his confession with the statement that he was going to take a ride by jumping in front of a train. He deliberately walked to the crossing and made the jump. The engineer stopped his train as soon as he saw the man, but he could be taken from under the wheels and expired.

—Tarboro Southern: Herbert Smith, colored, of Hobgood, was killed Wednesday night about 10 o'clock by a freight train on the A. & Y. road near Glascock's foundry to-day shortly after noon Thursday and was killed instantly. He had been out of and his body was terribly mangled. A few minutes previous he conformed to parties standing in front of the foundry. He was a young man who broke in the store last night and stole a few articles. He followed his confession with the statement that he was going to take a ride by jumping in front of a train. He deliberately walked to the crossing and made the jump. The engineer stopped his train as soon as he saw the man, but he could be taken from under the wheels and expired.

—Found the Ends. An Irishman who was out of work went on board a steamer at New York harbor and asked the captain if he could find him work on the ship. "Well," said the captain, at the same time handing the Irishman a piece of rope, "if you can hold on to that rope you shall have some work." The Irishman got hold of the rope and, showing it to the captain, said: "Then he took hold of the other end and showed it to the captain as before, said: "And that's two ends, your honor." The captain, taking hold of both ends of the rope, he threw it overboard, saying: "And that's their another end to it, your honor."

Hired the Press Censor. The average newspaper man is usually about as quick witted as the next man. This was pretty well illustrated when the press censor at New York was hired by its foreign correspondents. George F. Lawson was sent abroad by Victor F. Lawson for that purpose. Ad did all right for him up to Servia. There he found the press censor in jail for political offenses. He was a quondam, so he called to Mr. Lawson: "Newspaper men all in jail. Press censor very strict."

Could not express the rapture of Anne E. Spang, of 1128 Howard street, Philadelphia, Pa., when she found that Dr. King's New Discovery for Consumption had completely cured her of a hacking cough that for many years had made life a burden. All other remedies and doctors called for give her no help, but the says of this Royal Cure, after she removed the pain in my chest, and I am sleeping soundly, something I can scarcely remember doing before. I feel like sounding its praises throughout the University. This happy one who tries Dr. King's New Discovery cure any trouble of the Throat, Chest, Cough, Croup, Whooping Cough, Sore Throat, and all other ailments of the throat and lungs. Full size, 50 cents. Sold by druggists or mailed by Ely Bros., 66 Warren Street, New York.

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COMMERCIAL.

WILMINGTON MARKET (Quoted officially at the closing by the Produce Exchange). STAR OFFICE, October 11.

SPRITS TURPENTINE—Market firm at 34 1/2¢ per gallon for machine made casks and 33 1/2¢ per gallon for country casks.

ROBIN—Market firm at 90¢ per barrel for steamed and 85¢ per barrel for good strained.

CRUDE TURPENTINE—Market firm at \$1.00 per barrel for hard, \$1.00 for dip and 77¢ for virgin.

SPRITS TURPENTINE—Market firm at 33 1/2¢ per gallon for machine made casks and 32 1/2¢ per gallon for country casks.

FRUITS—North Carolina, firm. Prime, 80¢; extra prime, 85¢ per bushel of 28 pounds.

COFFEY PRODUCE. PEANUTS—North Carolina, firm. Prime, 80¢; extra prime, 85¢ per bushel of 28 pounds.

FINANCIAL MARKETS. By Telegraph to the Morning Star. NEW YORK, Oct. 11.—Money on call steady at 3 1/2% per cent.

NAVAL STORES MARKETS. By Telegraph to the Morning Star. NEW YORK, Oct. 11.—Rosin steady. Spirits turpentine steady.

COTTON MARKETS. By Telegraph to the Morning Star. NEW YORK, Oct. 11.—The cotton market opened easy with prices six to eight points lower.

FOREIGN MARKET. By Cable to the Morning Star. LIVERPOOL, Oct. 11, P. M.—Cotton: Spot, in demand; prices 8-32 1/2¢.

Advertisement for Kennedy's Oysterettes. Includes an illustration of a woman sitting at a table eating oysters. Text: "There's a great demand for Kennedy's Oysterettes. Be sure your supply is not exhausted before the meal is ready to serve."

MARINE.

ARRIVED. Strm A P Hurt, Robeson, Fayetteville, James Madden.

MARINE DIRECTORY.

List of Vessels in the Port of Wilmington, N. C., October 12, 1901. STEAMSHIPS: Skiddy, (Br) 2,421 tons, Jones, Alex. under Sprunt & Son.

BARQUES.

Concordia, (Nor) 628 tons, Sawyer, Helde & Co.

BY RIVER AND RAIL.

Receipts of Naval Stores and Cotton Yesterday.

W. & W. Railroad—880 bales cotton, 4 casks spirits turpentine, 1 barrel tar, 16 barrels crude turpentine.

WHOLESALE PRICES CURRENT.

The following quotations represent small orders generally in making. The quotations are always given as accurate as possible, but the dealer will be responsible for any variations from the actual market prices of the articles quoted.

Table of market prices for various commodities including sugar, coffee, and other goods.

FLOUR & GRAIN.

Table of market prices for flour and grain.

MEATS & BUTTER.

Table of market prices for meats and butter.

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