

E. J. HALE, Editor and Proprietor.

E. J. Hale, Jr., Business Manager.

THE MOUNTAIN WHITES OF THE SOUTH.

Considering that Judge Pritchard is an ex-Mountain White of the South, the following from the Greensboro News is doubly interesting:

The Charlotte Observer has been experiencing a rare pleasure—that of seeing under its personal roof Editor John Temple Graves of the New York American. Colonel Graves told how the Hearst string of papers are linked together by a chain of leased wires, and how he has an audience of 4,000,000 people every morning. And he greatly impressed his provincial friends down Charlotte way by reciting one recent incident of Broadway life: "The other day I felt a profound impression that it was our duty to do something for the mountain whites of the south. I wrote an appeal, spread it over a page, co-edited a column deep, and the next day it met the eyes and consciences of 4,000,000 people."

There never was anything that a Hearst newspaper did not manage to spread over a page and the editorial alluded to, no doubt, met the eyes of a lot of people. But Colonel Graves would have challenged our attention more readily if he had told us what his appeal did to the consciences of these teeming millions in the north and west. We were at once led to wonder how many "native mountain whites" have heard of the colonel's kindly intervention in their behalf, which was spread over a page of the Hearst journals.

It is singular, anyway—this deep-seated solicitude which a lot of southern people feel for southern mountain whites whenever they go north. We have even heard of some of these native mountain whites who have got federal jobs in Washington getting up before Sunday school and other gatherings and telling the city folk of the benighted condition of the mountain whites down this way, and how the north should cut out foreign missions and give them a lift towards civilization. Colonel Graves has only been in New York a few months, but we venture to say that every time he gets on an elevated train and starts downtown he sees more unwashed and uneducated and hungry heathens than he has ever seen in all his life in the mountain regions of the south.

POLITICAL PRESS AGENTS.

Under this caption the Bennettsville (S. C.) Advocate introduces the public to a nuisance in newspaper offices, and, at the same time, throws a light upon the efforts of persons who are working the anti-Bryan campaign. It says:

About this time every campaign year newspapers are besieged by a lot of Washington correspondents who usually send a letter or two giving some good news items and then it begins to develop that they are booming certain candidates for office. They at first begin to work in little complimentary references to men whom they are supporting and after awhile their letters are about all given up to these "puffs."

For several weeks the Advocate has been receiving Washington letters from Ben. H. Sullivan. It has become apparent that Mr. Sullivan is the press agent of two candidates: Charles A. Towne, for president and J. E. Elberle for re-election to Congress.

Mr. Sullivan is making a vigorous fight against the nomination of W. J. Bryan and says in his last letter, "It is well known that the majority of the southern senators and representatives are not favorable to the selection of Mr. Bryan as the standard bearer this year."

Mr. Sullivan happens to be sending his letter to the wrong paper, for the Advocate is in favor of William J. Bryan for president and P. A. Hodges for Congress. We are for Bryan because we believe he is the greatest living American and the best Democrat on earth. We are for Hodges because he is a Marlboro man and as well or better qualified for the position than any man in the race.

We advise Mr. Sullivan that he had as well stop trying to influence the voters of Marlboro county, S. C., from his office in Washington, D. C., through the columns of the Advocate.

IDEAL EDITOR ONE WHO OWNS HIS PAPER AND SAYS WHAT HE BELIEVES.

William J. Bryan. This is the greatest country in the world for newspapers. I believe with Jefferson that a newspaper is essential in moulding public opinion. Of our newspapers I regard the smaller ones as the larger ones. The big newspaper is a business enterprise and so valuable a business proposition that only those can own it who are well off; and, as a rule, the man who has the business ability to control money large enough hasn't the training of an editor and has to hire people to write editorials for him.

The editor who has kept himself alert with what is going on is not busy that he doesn't accumulate money. Great city newspapers are owned by some and edited by others. The man who is permitted to put his conscience in every line that is written is not the ideal editor. I believe that the ideal editor is the editor who owns his own paper and says what he himself believes.

That languid, lifeless feeling that comes with spring and early summer, can be quickly changed to a feeling of buoyancy and energy by the judicious use of Dr. Shoop's Restorative.

The Restorative is a genuine tonic to tired, run down nerves, and but a few doses is needed to satisfy the user that Dr. Shoop's Restorative is actually reaching that tired spot. The indoor life of winter nearly always leads to sluggish bowels, and to sluggish circulation in general. The customary lack of exercise and outdoor air lies up the liver, stagnates the kidneys, and oft-times weakens the heart's action. Use Dr. Shoop's Restorative a few weeks and all will be changed. A few days use will tell you that you are using the right remedy. You will easily and surely note the change from day to day. Sold by B. E. Sedberry's Son.

HOW TO PREVENT FREIGHT DISCRIMINATIONS AGAINST NORTH CAROLINA.

In his essay on the above subject, last Thursday morning before the North Carolina Press Association in session at Charlotte, Major E. J. Hale, Chairman of our Citizens' Committee on Improvement of the Cape Fear and Director of the National Rivers and Harbors Congress, said:

Mr. President and Brethren of the North Carolina Press Association:

At the meeting in Fayetteville on November 1st, held for the purpose of greeting Mr. John A. Fox, Special Director of the National Rivers and Harbors Congress, and of electing delegates to the Waterways convention at Wilmington on November 5th, the following resolutions were unanimously adopted and ordered to be presented to the Wilmington convention, viz:

"We hail with pleasure the awakening of our people in the business centres of our State to the vast importance of Concerted Action, directed to the improvement of our waterways by the Government, and we heartily thank the Hon. John A. Fox for his zeal and intelligent efforts in this behalf.

"We note with pleasure that our sister city of Wilmington, after most cordially seconding our demand for an eight-foot river at all seasons between us—as approved by the Board of Engineers for Rivers and Harbors; adopted by the Government, which has made an appropriation for beginning the work thereon; and three unanimously endorsed by the Legislature of North Carolina—is about to put in a claim for a thirty-foot channel from Wilmington to the open sea, as a further and most important step towards cheap water transportation for herself, for us and the entire people of our State. And we pledge to her our hearty aid in this commendable work.

"The Chairman of this meeting is requested to appoint delegates to attend the Convention at Wilmington on November 5th with instructions to press by all honorable means any plans or resolutions looking to the speedy completion of the work on the Upper Cape Fear to which the General Government, our State Government and our people generally are already committed. This to be done by our delegates without antagonizing the project of our sister city for a deep water gateway, which we heartily approve as only secondary in point of time and importance to our own particular work."

The convention at Wilmington met on November 5th, and was composed of prominent men from all parts of North Carolina as well as from cities of other States. Among those present were: Senator Overman and Congressmen Small, Kitchen, Godwin and Page, and representatives from commercial or waterway associations in Wilmington, Fayetteville, Southport, Charlotte, Salisbury, Greensboro, Durham, Goldsboro, Wilson, Rocky Mount, Wadesboro, Chadburn and Burgaw. There were also present two of the Board of Directors of the National Rivers and Harbors Congress, Messrs. Fox and Hale, and the Vice-President for North Carolina, Mr. Chadburn.

The result of their deliberations was embodied in the following resolutions, which were unanimously adopted, viz: "Resolved that this meeting highly approves the splendid work of the National Rivers and Harbors Congress; that it take a leaf out of its book and organize a North Carolina branch thereof; and that such branch organization adopt the rules and regulations of the National organization so far as applicable to the State.

"That we hail with pleasure the awakening of our people in the business centres of our State to the vast importance of concerted action directed toward the improvement of our waterways by the government; and that we heartily thank the patriotic business men of Wilmington for the notable and efficient contribution which they have made to the movement for a North Carolina gateway by calling together and securing the assembling of such a representative body as this, and the Hon. John A. Fox for the very able work which he has done throughout the State in aid of it.

"That we pledge ourselves to do all in our power to secure an adequate appropriation by the government for the completion at the earliest possible moment of the great project of a 26-foot channel from the sea to Wilmington, recognizing the fact, impressed upon us by over a hundred years of experience as well as by the teachings of science, that nature has fixed the gateway of middle and western North Carolina by and through the Cape Fear river.

"That we heartily endorse the project for securing eight feet of water at all seasons from Wilmington to Fayetteville, which has been unanimously endorsed by the Legislature of North Carolina, and we pledge our best efforts to secure an appropriation for its immediate completion.

"That we give our hearty endorsement to the great scheme of an Inter-State Inland Waterway, for a part of the North Carolina section of which the government has already made an appropriation; and to the general purpose of improving the navigation of all our rivers and streams further and further inland as speedily as possible, to the end that we may secure for North Carolina the advantages which such a system has provided for the European nations and for some portions of our own country."

The foregoing was the culmination of efforts begun in 1899 to restore to Fayetteville, Wilmington, and the Cape Fear River a gateway, the control of shipments to and from Middle and Western North Carolina, which the war of 1861-5 and the overworking of the railroad idea since has transferred to the Virginia gateway.

It will be observed that the resolutions adopted by the North Carolina Waterways Convention at Wilmington give precedence, in point of time demanded for its completion, over all other North Carolina River and Harbor projects, to the securing of a minimum depth of 8 feet of water at all seasons from Wilmington to Fayetteville. That was done because the Convention recognized the Cape Fear River as the natural gateway to Middle and Western North Carolina, and because Fayetteville, situated at the head of navigation on the Cape Fear far in the interior, just as Richmond is situated at the head of navigation on the James, is the key to the problem of placing the interior cities of North Carolina on equal terms with the interior cities of Virginia.

I will now endeavor to give you a brief history of the efforts referred to and of their origin, and a somewhat philosophic presentation of the reason why its completion will "prevent freight discriminations against North Carolina."

As the circumstances make it necessary for me to recite a number of personal experiences, you will pardon this feature of my paper.

In the Colonial Records of North Carolina, we find the Governor of North Carolina, sitting in Council at Wilmington, appointing committees charged with the duty of fixing upon a point, at or near the head of navigation on the Cape Fear River, which should be the receiving and distributing point for the trade of the "Back Provinces." Those efforts led to the choice of the settlement at Campbellton as such a point, because of the convergence at Cross Creek, a mile off, of the great wagon roads from the back country—the vast territory now comprised in Middle and Western North Carolina and parts of Virginia, Tennessee and Kentucky. Fayetteville, for some years after the Revolution the seat of the Legislature of North Carolina, was the result of the union of Cross Creek and Campbellton in 1782.

In 1812, Robert Fulton—the same who first demonstrated the practicability of propelling vessels by steam—selected the Cape Fear as one of the leading American rivers in his scheme for the development of our waterways. His idea was that the improvement of the Upper Cape Fear was necessary to the proper development of a large part of the Southern back country.

In 1817, the steamboat Henrietta was built near Fayetteville, and began her service of over forty years between Fayetteville and Wilmington. Deforestation had not then taken place at the headwaters of the river; her trips were regular; and she often made them in less than ten hours between the two towns.

On January 26, 1831, the United States government bought up the stock of the Cape Fear Navigation Company, a corporation chartered by the State after the Revolution (1789) for the purpose of keeping navigation open to Fayetteville; made Fayetteville a port of entry; and assumed the duty, which had devolved upon the Navigation Company, of keeping the river open at all seasons. This it sought to accomplish by a system of jetties, which were intended to arrest the effect of deforestation; but its efforts were ineffectual.

In 1836, two English gentlemen (Baron, now Earl, Egerton of Tatton, and Sir Joseph Lee, afterwards the chairman and vice-chairman of the Manchester Ship Canal Company) asked me to make a report upon the Manchester Ship Canal. They explained to me the leading principle upon which, after years of effort and the expenditure of a great sum of money, Manchester had secured from Parliament the privilege of spending 75 millions of dollars of its own money for the construction of a ship canal from near Liverpool to Manchester, a distance of 35 miles. That principle was the

fixing of a boundary line which represented the mean distance between the nearest ocean-steamship ports then existing and the proposed ship canal. Such a boundary, line included an area containing a population of seven and a half millions. In other words, the construction of the canal would, under the rule of equal transportation charges per ton per mile, establish for Manchester and its canal docks the same condition as if the seven and a half millions of people were herded in a port.

In 1890, the International Congress on Internal Navigation met in England. It is a body chiefly composed of the leading engineers of the European and other nations, which sits in one or the other of them every third year. As a vice-president of this body, and as the presenter of the American case of the Nicaragua Canal, I became acquainted with three gentlemen who were the leading engineers respectively of France, Germany and England. I mentioned to them our Cape Fear river and its peculiarities, and they agreed that it required the treatment which had been applied to the Weser in Germany.

On September 5, 1899, I published an editorial in the Observer calling attention to the failure of the government's jetty system on the Cape Fear; describing the more scientific treatment of waterways in Europe, where the pressure of population rendered such a method necessary; and suggesting the adoption by us of the plan employed on the Weser.

In common with other students of our commercial history, I recognized the fact that this river had been the gateway to the regions mentioned up to the breaking out of the war of 1861, and that the end of the war had found Wilmington, and especially Fayetteville, prostrate under its effects. I also knew, along with others, that this prostration, common to all the South, appeared to be less remediable in our case than in that of the seaboard towns of neighboring States. And I had advanced to the point of realizing that this disability was immediately attributable to the circumstance that the exigencies of the Confederate Government had introduced the novelty of through trains on the North-and-South-going railroads which intersected our diverging wagon roads; that the manifest advantage of running through trains, once the Confederacy had cut the knot, caused them to become a fixture in transportation; and that this led to the establishment of other traffic terminals. But the question remained: Why should the new system have operated so completely to the disadvantage of North Carolina?

The engineering treatment of the Weser and the commercial treatment of the Manchester case, would, if combined, solve our Cape Fear problem. But the fact was recalled that, even before the war, North Carolina had been called "a strip of land between two States"—a gibe which, considering our achievements in war and in peace, necessarily had reference to our commercial attainments, which were inferior to those of our neighbors. The next step followed naturally—a study of the map of our seacoast. This revealed the geographical peculiarity which distinguishes us: our jutting sea-line, which culminates in the proboscis of Hatteras and recedes thence to the re-entrant angle in which New York lies, on the North, and to the somewhat similar angle in which Savannah lies, on the South. A glance at the map will show that the normal coast line would be a straight line from New York to Savannah.

A normal coast line would mean normal ports, wherever ports might exist along its length. Ports, for the purposes of this demonstration, may be divided into three classes: the normal port; the abnormal, or less desirable port; and the ideal port.

It is self-evident that the traffic influence of any port, other things being equal, extends throughout the territory included between lines drawn at right angles across the midway points of air-lines from it to the ports on either side of it. In the case of the normal port, these right-angle lines would remain parallel, and its traffic influence would be precisely that of its neighbors. In the case of the abnormal port, the right-angle lines would converge, and its traffic influence would be less than that of its neighbors, and in degree proportionate to the rapidity of the convergence. In the case of the ideal port, the right-angle lines would diverge, and its traffic influence would exceed that of its neighbors, and in degree proportionate to the rapidity of the divergence.

Apply these self-evident rules to New York—where the traffic antennae spread out like the ribs of a fan—and the cause of the growth of that great port is apparent. Apply them to Hatteras, or to all of the coast line of North Carolina—which, as you will see, lies far East of the normal coast line—and we have the explanation of the gibe referred to.

I presented the foregoing to the North Carolina Legislature of 1901, and secured a unanimous endorsement of the scheme canalizing the Cape Fear to Fayetteville; and secured a like endorsement when it was asked for afterwards, namely, at the hands of the Legislatures of 1905 and 1907. The same presentation secured the adoption of the scheme by Congress, in 1901 and 1902.

The scheme then adopted—which is the existing one—called for three movable dams, similar to those used on the Kanawha River, with a lift of 9 feet each, the whole to cost \$1,320,000. It was after a memorable struggle that the bill for this purpose was reported favorably by the Senate and House conference committee in the Spring of 1901, and \$150,000 named as the amount for beginning work. As you will recall, no doubt, that was the bill which Senator Carter, of Montana, "talked to death" in the closing hours of that Congress. Taking advantage of this respite, the hostile interests—presumably the railroads whose discriminatory rates would be so radically affected by the completion of this great North Carolina work—brought enormous pressure to bear to prevent the inclusion of this item in the Rivers and Harbors bill of the next Congress. It was defeated in the House, but passed the Senate; and, after a titanic struggle in the conference committee of Senate and House, was reported favorably, and became a law, April, 1902. In the struggle alluded to Senator Berry, of Arkansas, one of the six conferees, gained the lasting gratitude of North Carolina. He had mastered the proposition presented by us, as outlined above; saw that it was the crux of the problem for giving to North Carolina "equal opportunity" with her neighbors in the matter of freight rates; and won the day by declaring that he would hold up the whole Rivers and Harbors bill unless this item were included.

In this connection, it is to be noted, as described above, that three "lifts," of 9 feet each, or but 27 feet, is required for the giving of 8 feet above tide-water at Fayetteville, 150 miles distant from the sea by the river. No other river presents such a feature as this for reaching our back country. Locks and dams, and canals where needed, can reach any part of North Carolina; but, by no other route can the interior be approached economically, the great number of locks necessary to make the ascent rendering the cost prohibitory. When I mentioned the great height of the river banks at Fayetteville (nearly 70 feet) to Herr Franzias, the German engineer referred to in the earlier part of my narrative, he exclaimed, "Why, that is your advantage: here is this Manchester canal which is going to cost two million dollars a mile to dig; your canal is already dug, and you have only to plug it up by dams and get all the depth you need."

\$50,000 was appropriated by the Act of 1902 for the purchase of sites for the locks and dams. From that time up to 1907, the appropriations for rivers and harbors averaged but 19 millions per year, a sum hardly sufficient to prevent loss, by decay and otherwise, in existing works. The Rivers and Harbors bill was looked upon with disfavour by the great body of the people, being generally described as a "pork barrel," and Congress feared to act even in the direction of meritorious projects of this nature. A movement was begun in the autumn of 1901 to enlighten the people and arouse them to a comprehension of the huge loss they were suffering because of our backwardness, as compared with the European nations, in waterway development. A great convention was held at Baltimore in September of that year, and the Governor of North Carolina commissioned me as the representative from the State. Mr. Smallbones headed a small delegation from the Wilmington Chamber of Commerce. The National Rivers and Harbors Congress was formed then, and I was made one of the seven directors—a position to which I have been re-elected at each Convention since, though opposed by powerful interests on several occasions.

The efforts of this body were successful in the highest degree; and, after six years of agitation by it throughout the country, from ocean to ocean, and from the Canadian to the Mexican border, the people became so aroused that Congress signified its recognition of the popular demand by passing the bill of 1907, carrying the unprecedented appropriation of \$7 millions of dollars for rivers and harbors. But, by an unexpected turn of affairs, the appropriation which Senator Overman had secured in the senate bill was thrown out at the last moment, in the conference committee of the two Houses, by representations that a re-survey of the river would show that, by the application of more modern methods, the cost of the desired improvement would be greatly reduced. The re-survey has been completed, and the engineers report that 3 feet of water can be secured at Fayetteville throughout the year by the construction of two locks costing but \$615,000. That is the proposition which will be presented by Senator Overman for inclusion in the next rivers and harbors bill. There has been a suggestion that the government might save 19 per cent. of this

cost by constructing locks that would give but 4 feet to Fayetteville; but it is not supposed that either the engineer department or Congress would consider a proposition so as a war with economy as well as with the purpose of the proposed improvement. I have been informed that Fayetteville would be made a "basing point for freight rates," or gateway as it is now called, if 8 feet of water be secured: I infer that it would not be if only 4 feet be secured.

I think you will be able to see from the foregoing how readily the present discrimination in freight rates against our State can be prevented. It is by the application of the doctrine that, as all forces proceed along the line of least resistance, so, sooner or later, all freights will seek the nearest route to or from an adequate port. An interesting coincidence in this connection is worth recording. Before Fulton began his experiments with steamboats in America, or had suggested reaching our back country by improvement of the Upper Cape Fear, he was employed by the Duke of Bridgewater as engineer of the old canal from Manchester to Liverpool. It was the grandson of that Duke, the present Earl Egerton of Tatton, who first put me in the way of applying to the Cape Fear the doctrine by which he won a charter for his greater canal from the British Parliament, against the powerful influence of the British railroads.

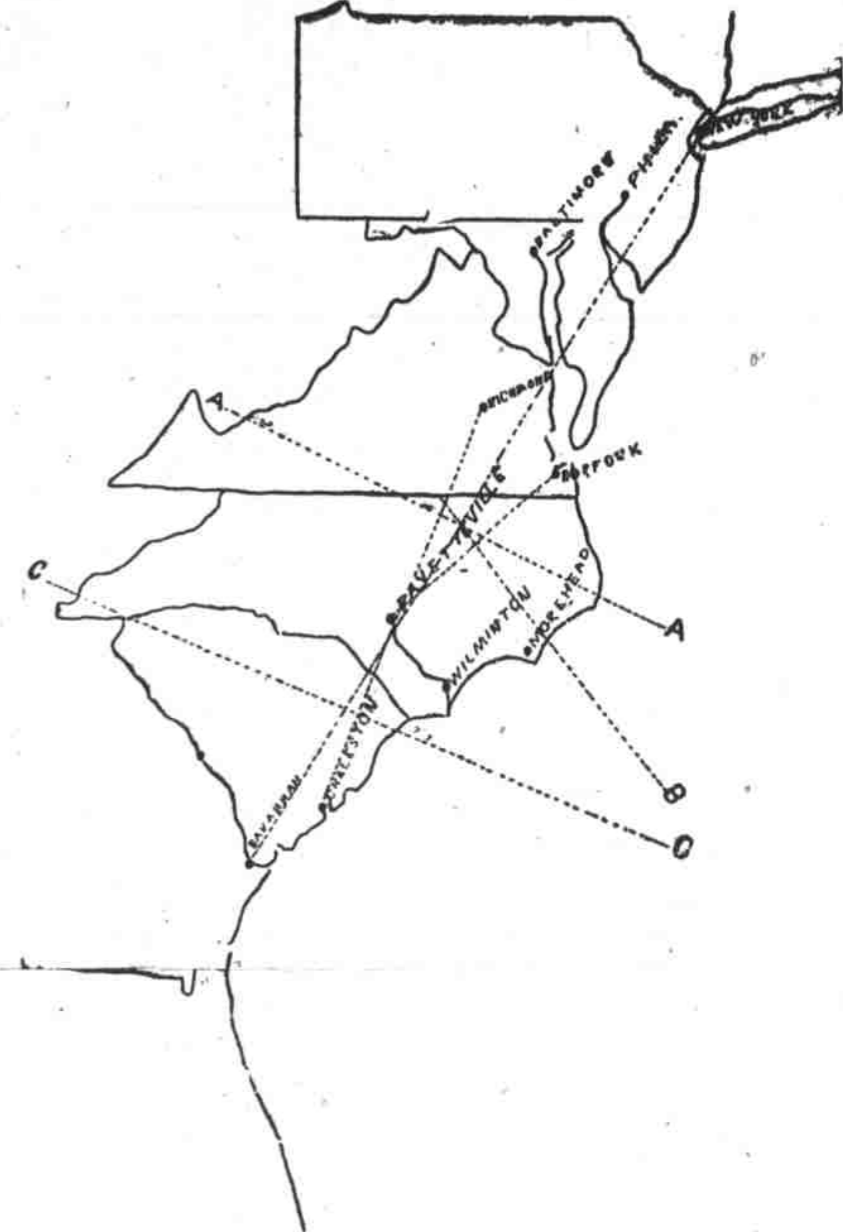
This doctrine of Lord Egerton, it will be seen, is as simple as Columbus's demonstration of how to make an egg stand on end; but that is true of many of the great problems of man's conquest of nature, that turn often upon the least complex of conditions if they are but comprehended. It was the basis, as I have already said, of our winning fight before Congress in 1901 and 1902. It is destined to be the rule for the regulation of Interstate as well as intrastate commerce; for Chairman Burton of the Rivers and Harbors Committee of the House of Representatives, in his great speech before the National Rivers and Harbors Congress, last December, declared that the object of legitimate waterways improvement is to supply "equal opportunity to all." Applied to interstate, or intrastate, commerce by rail, that means equal charges per ton per mile for like shipments. But recent decisions of the Interstate Commerce Commission—discriminating against our Southern mills in favor of those of New England in their quest of Oriental trade, though the distance is less from the Southern—indicate that the national commis-

sion has not yet brought itself to Mr. Burton's just standard. As our State commission has already done so, it will be apparent how very important is the completion of a project which will place the regulation of North Carolina freights in the hands of North Carolinians.

It is to be noted that it is not the water competition at the Norfolk "gateways" which is responsible for the discrimination against North Carolina. We already have the splendid port of Wilmington, which our "Special Director," Mr. Fox, in his tour of Middle and Western North Carolina last October, pointed out was nearer to these regions than Norfolk. So great, indeed, is the traffic influence of Wilmington—and we expect to greatly increase that by deeper water from there to the sea—that even now it ranks fourth among the cotton ports. It is not Norfolk, but the up-the-river port of Richmond, standing back of Norfolk, which is the governing factor. Only a glance at the map is needed to show that it is, correlatively, the up-the-river port of Fayetteville which alone can intercept the traffic routes of Richmond by shorter lines.

The Fayetteville project can be completed, working night and day, in six months. Our North Carolina Waterways Association is pledged to work for its immediate completion. It is also pledged to the completion of the project for 30 feet of water from the sea to Wilmington at the earliest moment possible, and it has heartily endorsed the Interstate Inland Waterway. By them the Fayetteville gateway will be greatly assisted—by the former, in the advantage of the enlarged commerce which deeper drafted ships will bring to the Cape Fear; by the latter, in the establishment of a large route from Boston to Fayetteville.

I appeal to you, gentlemen, and especially you of Middle and Western North Carolina, to exert your powerful influence in behalf of the Upper Cape Fear gateway; for Congress will listen to you. Do not neglect the Wilmington and the Beaufort projects, but turn your heaviest guns to the assistance of the Upper Cape Fear; for no one is fighting the former. Hammer away at this in your editorials from now until victory is won, for there is nothing comparable to it in importance to our State. Based on an estimate by the Corporation Commission of the tonnage on one of our principal railway systems divertible to the Fayetteville route when completed, over 6 million tons of freight per annum is involved. What a huge sum would be saved to us at but one dollar per ton!



This Map represents our Atlantic Seaboard. The territory which is tributary to a port that has been made a "basing point for freight rates," extends half way from it to the nearest port. The dotted line AA divides the territory tributary to Richmond from that tributary to Fayetteville; the dotted line B that of Norfolk from Fayetteville; and the dotted line CC, that of Charleston from Fayetteville. The intervening territory will be tributary to Fayetteville when Fayetteville is restored to its position as a basing point for freight rates, which it had, naturally, before the railroad era.

The Eastern Seacoast of North Carolina can be situated at the salient of lines drawn from it to either of the Virginia ports, on the one side, and to Charleston on the other. On the contrary, it will lie in a re-entrant angle so pronounced that the lines of traffic division will converge and quickly meet in the Eastern part of North Carolina itself.

In the case of the inland port of Fayetteville, on the other hand, the lines of traffic division between Richmond and Norfolk, on the North, and Charleston on the South, diverge, as the map shows, and they enclose a territory East of the Alleghenies containing over two millions of people.

Our jutting sea-coast, therefore, has rendered it impossible for the greater portion of the population of North Carolina (and for that of some adjacent parts) to enjoy freight rates on equal terms with the people of other Seaboard States, except approach be had through the port of Fayetteville.

Fourth National Bank. Opposite Hotel LaFayette. CAPITAL \$100,000. SURPLUS \$50,000. Assets Over One Million Dollars. Deposits of any amount received in either Commercial or Savings Department. H. W. Lilly, President. John O. Ellington, V. P. and Cashier. John H. Hightower, Assistant Cashier.

Koolol For Dyspepsia. Gives rest to the stomach. For indigestion, dyspepsia, sour stomach, tired stomach, weak stomach, windy stomach, puffed stomach, nervous stomach and catarrh of the stomach. A prompt relief. Sold by Armfield Drug Store.

GEO. A. BURNS LIVERY Feed and Sales STABLES. Livery Department. THE BEST IN THE STATE. Polite and attentive drivers, who know all the country roads. First-Class Harness and Saddle Horses. always on hand and for sale. Sole agents for the celebrated BABCOCK BUGGIES. BULLETIN NO. 2. Party Fares: Effective April 3rd, 1908. For parties of ten (10) or more traveling together on one ticket, two (2) cents per mile per capita; minimum per capita fare fifteen (15) cents. These rates are open to the public and apply between any point on the ATLANTIC COAST LINE. W. J. Craig, Passenger Traffic Manager. T. C. White, General Passenger Agent. WILMINGTON, N. C. 87th Annual Statement. ETNA INSURANCE CO. Cash Capital \$4,000,000.00. Net Surplus 7,036,010.93. Surplus to Policy-holders \$11,036,010.93. Reserves for Re-insurance 5,616,894.48. Unpaid Losses 444,772.92. Other Claims 317,611.87. Total Assets \$11,115,296.87. The cash in bank Jan'y 1st, 1908, was \$1,115,296.87. A full exhibit of the ETNA'S Bonds and Stocks may be seen at my office—(\$25,000 Durham, \$24,000 Greensboro school bonds and \$25,000 Winston, \$30,000 Masons bonds, and \$20,000 Y. M. C. A. bonds, Wilmington, N. C. being among the list). B. N. HUSKE, Agent.