## THE WILMINGTON MESSENGER: FRIDAY, FEBRUARY 12, 1897.



Wilmington and the Cape Fear outh as to cotton manufacturing is so well known in the north now, and spesection, as he should be by North Carright to do and may. cially in New England, that it is not olinians generally because of his im portant services. The North Carolina improbable that many plants will be

should be long remembered by the peo

AS TO RAILROAD LEASE.

lived. It is to fix upon these genera

tions, yet unborn, a bargain, good or

bad, which they must bear whether

in the meantime the property had be-

come five times more valuable and in

legislature we should vote

it and for several reasons

gratitude Spain's offer of reforms, and bitterly denounces them in advance in

present prominence as a playwright was offered in London Christmas week, when three theatres in the Strandthe Globe, the Opera Comique and the Olympic-presented plays written by case they decline, which they have a women

The house in which Faust is suppo ed to have been born, in Roda, near

Embroideries, Laces, Ladies' Shirt Waists, White Underwear, Linens, Organdies, Lawns,

south by 1900 and by men who are now manufacturing in the It is surprising that it can be read for pays to bring mills to the cotton. In the Baltimore monthly called the his times in width of view and grasp to 112,735. "Southern States" a Michigan farmer of the situation. Our correspondent writes as follows:

cents

opened.

said of

"Every farmer in my neighborhood sixty years since and the services of wishes to sell and get away. Southern Mr. Ashe. Some years ago the late vegetables and fruits have ruined our market for these products. We cannot cmopete with a region that can grow two crops of potatoes in one year on the same land and in which the farmer one-third cheaper than he can time of delivery in Michigan.'

The New England writers, newspa late Governor John M. Morehead was pers and manufacturers have resisted the "Father of the North Carolina and vigorously the idea Railroad." This is only another examhad any real advantage ple among many of how easily the past England in cotton milling. is forgotten, how error is readily mixwho fought the ed with truth, and how history bedea was Edward Atkinson, an eccentric dabbler into political science and a thewas-"a fable." The truth seems to be orizer on paper. He spurned the opinhis breadth of vision that Governor Morehead was on the other side-opposed to the road at first information. Other -threw all of his influence against the more discerning have found out better, and know that passage of the charter by the legisla ture. Hon. Calvin Graves, of Caswell, does have real and important advantages over that popular and very gave a casting vote in favor of the bill rich section as to the great manufacat the last moment, but up to then it was not known how he would voteturing industry. Still the concession is not "general. Ephraim is still wedded perhaps he was undecided himself. But to his idol, and blinded newspapers he voted for the charter and thus se-'up there" publish statements as to the are as absurd as ignorant. credit and honor for what he did. He and Governor Moorehead after the acinsists' that the south the legislature, canvassed the and management, central part of the state for subscripnever be able to tion, and secured the building of the road much to their credit. But Mr. wide-awake, expenergetic New England. That Ashe was the inspirer and original adinterpretation of its vocate of the road. His services in conwith the Cape Fear improve stitution down this way organize and develop spondent's article. Mr. Ashe was the The hundreds of excelfather of Captain Samuel A. Ashe, of operated mills in North Caroli-Raleigh, who, we think, was born in na and other southern states, show the this city. They are descendants from a uch an assertion, and in fact famous North Carolina family. When exhibit as consummate mastery of detail editing "Our Living and Our Dead" we and genius for management as New published a paper upon that family England, could exhibit. Referring to prepared by the late John H. Wheeler this bald and unsustained claim for It was overflowing with errors, which New England's great supply of managwere corrected by Captain Ashe, we ing talent and the south's great destihaving submitted the document to his tution, the Charleston News and Couconsideration and supervision. rier a day or so since said this:

There is a statement in our Newber-Auheuser-Busch Brewing Association ry correspondence today which will recommends the use of the greatest of all tonics, "Malt-Nutrine," and guar-antees the merits claimed for it. For make our Boston contemporary dizzy, In Newberry the other day a native of that town was applied to to take the place sale by all druggists. of a weave room boss made vacant by the resignation of a skilled northern worker. D. A. Tompkins, of Charlotte, a native of this state, knows as much about the science and practice of cot-One of our most respected colored ton manufacturing as the sharpest citizens asked us a day or two since Yankee in New England. James L. Orr, a native, is the successful manager what we thought of the lease discus of the Piedmont mills. Effison Smyth, sion? We replied that Judge Russell a native, is managing with great profit the Pelzer mills. Grange Coffin, a na-tive, is making money at Enoree. W. was right in opposing the lease, and if in tive, is making money at Enoree. A. Courtenay, a native, has one of the against finest and best mills in the south at First, it was a "snap judgment"-it Newry. W. B. Smith Whaley, a native, was leasing a great property six years is making a great success of his mills at Columbia."

in advance of the expiration of the present lease, which was unfair to the We venture to say that there are now men in North Carolina who state, hazardous, and a very bad precould easily take control of New Eng-Second, it was too small a cedent. plants and work them as price for such property. That it would profitably as the present better pay. Third that They are in all the southern it was much not do for Yankee ninety-nine years; that it was very unshrewdness and energy to count for sujust, and might prove very oppressive upon southern ignorance, into coming generations. It is to sell a capacity and inertness. If that is all great property largely owned by the the superiority they have and boast of state-by the people at large-to a they will be sure "to get left." corporation for nearly a century during

the

upon if the United States should need them is 10,024,584 men, so says the Ad-Middle and New England states. It his chirogaphy was bad and extremely jutant General of the United States difficult to decipher. He was ahead of Army. The National Guard amounts

> It is reported that certain cotton shows something of the times fifty or mills in Georgia and South Carolina are so crowded with orders they are working day and night. We hope it will General Rufus Barringer read an adand that the favors will dress of interest bearing somewhat upon this matter, but-we have no copy and do not recall that we read it at the

boltocrats are delighted with The Gage. He is emphatically their man. It is generally understood that the He voted for Cleveland twice for presiwill put a hook in Majo dent. He Mac's nose and lead him along a troublesome route. He will make it mpossible perhaps to be re-elected in 1900 He is as good a democrat as are the boltocrats. At any rate he indorses soon what Napoleon said it

Cleveland as they do. NO STATUES, North Carolina has never reared

The fighting force that can be relied

nonument to any of its native men. I has caused to be copied Houdon's sta tue of Washington and Stuart's full length portrait of him, but it has hon ored not one of its distinguished men in civic life, in army or navy, in church or state. It will not build monuments cured its passage. Let him have all The legislature will absolutely fritter away days in wrangling or buncome de bate costing the people thereby som \$1,000 each day, but it would not vote a dollar to erect a monument to David or General Graham, to Sumner or Caswell, to Andrew Jockson or Thomas H Benton, to President Polk or President Johnson, to Gaston or Badger, to Chie Justice Henderson or Judge Murphey to Generals Pettigrew or Pender or t the great Zebulon B. Vance. They could not rise to the point of exalted admiration of lofty patriotism. But i can celebrate the birth day of old Free Douglass who had no sense of grati tude, and in our hearing censured and insulted the best friend he said he had ever had-Horace Greeley. Of course the south's benefactor. George Peabody a northern born philanthropist of nobl soul and expansive sympathy. He i a man to be forverer held in gratefu esteem by the south for he is quite un-

like the rich men in the north. A peo ple who build no monuments are de fective in some elements of characte that dignify and adorn a race. The great historic nations have been monu ment builders. We believe in North Carolina people, think them second to none on this continent, and will not be silent when they are traduced and insulted, but they are very careless i some important matters. They will al low no state to surpass it in making history, but when you come to writing history or erecting monuments to its

## PEOPLE ALL ABOUT.

greatest 'men it is far behind other

states.

George Frederick Watts, R. A. building a church near Guilford, Eng. n which he will paint frescoes himself while his wife will design the terr cotta decorations.

"Last Saturday," says the Rev. Dr. Henry M. Field in "The Evangelist" (Presbyterian), "Dr. Cuyler celebrated his seventy-fifth birthday, and he told me that of all the friends that came to give him their congratulations the very first was Fahtre Sylvester Malone who has been a priest and pastor in Brooklyn for more than fifty years.-New York Tribune. which three generations would have

Weimar, was recently sold for old building material for \$22. It is nearly five centuries old, and narrowly escaped being taken to the Chicago exhibition Everything new in Linen and Lace Collars; a few years ago.

General Booth, of the Salvation army Chiffon and Lace Ruches; Lace, Chiffon, Silk. says there are 5,000 homeless in London above the age of 50 years They subsist by cleaning doorsteps Mull and Washable Neck and Sleeve Rufflings selling water cresses, picking rags an collecting refuse, and find shelter a night where they can. The army in tends opening a home for this class i and Bolero Edgings; Yoke, Berthas and Jathe aristocratic West End. bots of Lace, Satin, Ribbon and Chiffon, Silk

POINTED PARAGRAPHS. Some iconoclastic bookworm

iscovered that Richard III never had ties--the best and largest stock we have yet hump. That makes no difference all; he was a born crook and always folshown, and for those popular prices for which lowed the bent of his own inclinations. -Albany Herald. It now turns out that Platt didn't Our store is so celebrated.

want to be senator at all. The boys just threw him down and sifted it down his back .- Atlanta Constitution.

If Colonel Dan Stuart is looking about for a curtain raiser for his Ne-vada production, we would advise him to sign the Butler-Pritchard attraction. -Washington Post.

Merchants, Gardeners and Truckers



From New York for Wilmington.

S S CROATAN ...... Saturday, Feb. 18 From Wilmington for New York. 8 GNETDA ....Saturday, Feb. 6th 8 S CROATAN From Wilmington for Georgetown.

SONEIDA Tuesday, Feb. 2nd ... Tuesday, Feb. 9th SSCROATAN . Through Bills of Lading and lowest through rates guaranteed to and from points in North and South Carolina. For Freight or Passage apply to H. G. SMALLBONES, and Satin Stocks, Ribbon Bows and Neck-

THEO G. EGER, Traffic Manager. 5 Bowling Green, New York. WM. P. CLYDE & CO. General Agents, 5 Bowling Green, New York.

m., arrive Laita 9:30 a. m., Dillon 9:42 a. m., Rowland 10:00 a. m., returning leaves Rowland 5:33 p. m., arrives Dillon 5:56 p. m., Latta 6:09 p. - Pee Dee 6:30 p. m., daily. Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Cohway 1:00 p. m., leave Conway 2:25 p. m., Chadbourn 5:20 p. m., arrive Hub 6:00 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:20 p. m., Manning 7:10 p. m., ar rive Lanes 7:48 p. m., leave Lanes 7:10 a m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily. Georgetown & Western Railroad leave Lanes 9:30 a. m., 7:10 p. m., arrive George-town 7:00 a. m., 7:10 p. m., arrive George-town 7:00 a. m., 7:30 p. m., leave George-town 7:00 a. m., 7:00 p. m., arrive Lanes 8:25 a. m. 5:25 p. m. Paily excent Sunday. Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Darlington 9:28 a. m., Cheraw 10:40 a. m., Wadesboro 2:25 p. m. Hartsville 9:35 p. m., Bennettsville 9:36 p. m., Gibson 10:00 p. m. Leave Florence Sunday 0:19 9:00 a. m., arrive Darlington 9:27 a. m., Harts-ville 10:16 a. m. Leave Gibson daily except Sunday 6:15 a. m., Bennettsville 6:31 a. m., arrive Dar-lington 7:45 a. m., leave Hartsville 9:36 p. m., Cheraw 5:15 p. m. Leave Hartsville 9:56 a. m., arrive Florence 8:15 p. m. Leave Hartsville 5:15 p. m., Leave Florence Sunday 6:30 a. m., arrive Darlington 7:45 a. m., arrive Florence 8:15 p. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:27 p. m., Cheraw 5:15 p. m., Darlingt WILMINGTON, NEWBERN & NOR FOLK RAILWAY CO. III III III IN INCIMAN IN EFFECT SUNDAY, MAY 17, 1896.

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 IN EFFECT SUNDAY, MAY 17, 1894.

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 Jaily Except Sunday.

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For Sale by

IDaily except Sunday. "Sunday only. H. M. EMERSON, Gen'l Passenger Agent. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager.

CAPE FEAR AND YADKIN VALLEY RAILWAY CO.



CONDENSED SCHEDULE.



Meals. Northbound connections at Fayetteville with Atlantic Coast Line for all points North and East, at Sanford with the Sea-board Air Line, at Greensboro with the Southern Rallway company, at Walnut Cove with the Norfolk and Western rail-road for Winston-Salem. Southbound connections at Walnut Cove with the Norfolk and Western rail-road for Roancke and points North and West, at Greensboro with Southern rail-

HOME FOLKS.

The Sanford Express is one of the most interesting of our weekly exchanges, and they are numerous.

We doubt much if North Carolina is dispensible, and the population had sufficiently populated to enable railroads grown from 1,700,000 to 4,000,000. We to carry with profit passengers at 11 said to our colored friend that twenty cents a mile. In thickly populated secyears were as long as any lease should tions or states this may be done; but be made of state property to any cor we incline to the opinion it is clipping poration. We believe that Hancock's bill, or perhaps it was said in debate, too low for North Carolina. It will be that twenty years should be the time safer to put it not less than 21/2 cents, of lease. Explaining his bill, Mr. Hanwe suppose cock said that the governor selected

Will the legislature do any thing to the Board of Internal Improvements increase the number of the state guard, and that he and his board had control to put it in better shape, to make it of the road. The senate has to conmore comfortable and to show apprefirm the appointment of his board. ciation of voluntary service? The Practically the governor will boss the strength should not be less than 2.000. board.

At present it is but 1,510. Georgia has We were reminded of this recently 4.588-three times as large. Alabama by passing events at Raleigh. Mr. has 2,453, or nearly 1,000 stronger. Lit-the Connecticut has 2,624, Louisians has restore to the people the control of the

