

The Messenger.

JACKSON & BELL COMPANY. THURSDAY, MAY 6, 1897.

THE AVERAGES OF TOBACCO PER ACRE.

The tobacco production is too great. Between over production and the rascally trust there are low prices and hard times for the planters. The prices of the fine North Carolina grades—the golden kinds, are not much more than one-fourth what they were a quarter of a century ago.

Table with 2 columns: State and Average per acre. Includes entries for Connecticut, Florida, Massachusetts, Pennsylvania, New York, West Virginia, Arkansas, Missouri, Tennessee, North Carolina, Ohio, Illinois, Wisconsin, Kentucky, Virginia, Indiana, Maryland.

Turning over a trunk of old manuscripts and printed articles of our own recently we found a short communication by us in The Raleigh Daily News, and dated, "Oxford, N. C., August 21, 1874." It gives some tobacco statistics of that great tobacco county, Granville.

Mitchell Curran received over \$3,300 for his crop that was made by his two sons, ages respectively about 15 and 18, assisted by a smaller brother who was an invalid, and who only worked about half of the time.

Denals Tilley sold about the same time in Richmond, Va., nineteen tierces, receiving \$87 per 100 for the lowest, and \$131 for the highest. Mind you, this was for leaf. Only the other day—22nd July—he obtained the prize of \$75 at the great tobacco fair at Danville, Va.

There were scores of farmers who probably equalled Mr. Hester in prices, and some like Tilley, the Peeds, Washington, Dalby, Rev. B. F. Hester (another man of the same name) and some others averaged even more than Mr. H. did.

twenty-one acres made himself twenty-one bales of cotton. He received \$2,100 for this crop. The Jacksonville Times-Union considering the highest averages of tobacco says: "The higher value per acre of the tobacco crop of Connecticut is due to the fact that the growers in that state all understand the business, while in Florida many of them are without experience."

The same conditions prevail in Massachusetts, and to a somewhat less extent in Pennsylvania and New York. "One man in Granville, about 1876 or 1877, name forgotten, but the facts were published in The Oxford Torchlight, made himself a crop of tobacco he sold for \$1,700."

North Carolina raises more tobacco than any state except Kentucky. It had in 1896, 134,576 acres (by guess no doubt) and produced 68,629,170 pounds, valued at \$5,590,334. The average price was 8 cents a pound. Kentucky had more tobacco, but the average was 4 1/2 cents a pound.

A child was cured of croup by a dose or two of Ayer's Cherry Pectoral. A neighbor's child died of the same dread disease, while the father was getting ready to call the doctor. This shows the necessity of having Ayer's Cherry Pectoral always at hand.

TRYING TO DODGE CONSEQUENCES.

The Messenger was the first democratic paper to propose to give Governor Russell a chance to prove himself worthy of confidence and indorsement of the people. We thought that he might strive to lift himself above his surroundings, overcome his old habit of bitter and blind partisanship and hatred of democrats, and assert his manhood, his ability, his state pride in behalf of his native Carolina.

His betrayal of the people in so blundering and gross a way, and their infatuation, and deafness and blindness to the public indignation will add to the certainty and completeness of "the deep-damnation of their taking off."

For a party to have played such havoc in two months with their own interests, the welfare of the state, and their chances of future success is indeed most marvellous. If they had not "eaten of the insane root," they must have fallen under, to use a phrase in Scott's "Old Mortality," "some jockery, paucery of Satan's."

LITERARY GOSSIP.

Mr. Stoddard, the poet, publishes ten select American poems in The New York Mail and Express. They are all of the north unless Poe is placed as southern. He gives his "Helen." The only living poet who is drawn upon is E. C. Stedman and "The Doorstep" is the selection. He does not "give them as the best" but as "all good."

Wildcat Hall, by Anne Bronte; and Eyrre, Shirley, The Professor, and Wuthering Heights, by Charlotte Bronte; Harper also publishes Charlotte's four novels, 8 vols., illustrated, at \$1 a volume. A cheaper edition, 4 vols., 12 mo., 50 cents. Emily's "Wuthering Heights" at \$1 illustrated, 12 mo. We are pleased to get this information, and thank Mrs. Robinson for her courtesy. It is interesting to know that Mr. C. K. Shorter's late work on Charlotte Bronte has aroused so much fresh interest in this woman of genius who set the example of treating marriage in a different way from all other writers before her.

The well known French astronomer and author, Flammarion, has a poor opinion of the realistic school and says the reaction against it in France has begun, as it has in other countries, we may add. The ideal is to be restored. He says of man's cravings: "He is a seeker. The material facts of life in themselves do not satisfy his desires. He wants more; he wants to explore the unknown; he wants to discover new beauties, new truths, to see new visions of art; in other words, he seeks an Ideal."

Young John A. Logan will soon publish a book on Russia. George Meredith has a play on hand, written many years ago. Miss Braddon has but just published her fifty-eighth novel, called "Under Love's Rule." We believe she is pure if not her, but we never read a book by her. Mrs. Burton Harrison (Virginia) will publish another novel. It is entitled "A Son of the Old Dominion." James Lane Allen's new novel is ready, "The Choir Invisible."

The critic of the New York Tribune says that in "The Mistress of the Ranch," Frederick Thickett Clark has come so near to writing a first-rate novel that he leaves a sense of exasperation at his failure.

"The Bookman" for May publishes reports from all the northern book centers as to the sale of books for April. The five books that led were in the order of success—"Phroso," "Quo Vadis," "On the Face of the Waters," "Margaret Ogilvy," Nansen's "Farthest North," and with several equal claimants for the sixth place—namely "On Many Seas," "Sentimental Tommy," and "The Sowers." It is noticeable how each month certain new books have the run, and pass on to be quickly superseded by more recent comers.

Mr. D. C. Murray, the English novelist, has a very low opinion of the men who review books. He holds that the gang are either "hopelessly incompetent or incurably dishonest." This may be true in many instances. He complains that criticism is stupidly laudatory, and filled with a mania for discovering "men of genius." We are disposed to accept much of this judgment. If you will read what English and American monthlies, weeklies and dailies have said of about fifty of the most widely read novels of the last decade or two, and then read the books or some of them, you may be willing to accept the dictum of Mr. Murray.

You did not perhaps know that Mark Hanna is "one of those literary fellows." But he is. He has been reading one of those sectional northern histories, and this great scholar and man of letters is delighted with it. He is infatuated with Barnes's "Popular History of the United States." We supposed it was very unpopular with truth-lovers. But Mark likes it and writes gushingly: "I desire to assure you of my high appreciation . . . of the just chronicle of the recent campaign. A cursory examination satisfies me that your history is a very valuable and interesting one."

When fevers and other epidemics are around safety lies in fortifying the system with Ayer's Sarsaparilla. A person having thin and impure blood is in the most favorable condition to "catch" whatever disease may be floating in the air. Be wise in time.

SHARPS AND FLATS.

We gathered some statistics relative to the manufacture of drinks, but the first part some how got lost in the printing room. New York led the states largely, but the figures are not at hand. Illinois is second, but way behind. It has 22,512,127. In proportion to population, Montana leads with 14 per thousand people, and Mississippi stands at the foot of the procession with only one for every 2,500 people. California does a lively business. It has twice as many licenses as Missouri and half in population. Then think of little New Jersey having 60 per cent. more whiskey dens than big Texas. Whew! Minnesota—northern—has more dens than Kentucky, and is 40 per cent smaller in population. Then take these other statistics and see how much more temperate and sensible the south is: "Virginia has more than double the population of Connecticut, though only two-thirds as many liquor licenses. Rhode Island has one-fifth more licenses than Tennessee, though less than one-fifth of the population. Georgia beats Montana in population 14 to 1, but has not as many liquor licenses. North Carolina has fewer than New Hampshire, though she has nearly five times as many people. Oregon has 40 per cent. more than Alabama, though she has little more than one-fifth the population. Vermont has more than Arkansas, though she has not one-third the population."

The Messenger recently mentioned that the X-rays had been pronounced dangerous and harmful to several had resulted from their application. It is no doubt the result of improper handling of the new and very important discovery. Mr. W. H. Meadowcroft is a man of science connected with Edison's works. He has had considerable experience in the use of the X-rays. Here is given the results of his personal experience: "I have been constantly engaged in X ray work since January, 1896. I have been in the habit of working around Crookes tubes for varying periods of time almost every day (except Sundays) since that time, and I have never had the slightest indication of X-ray burn on my own person, although very frequently I am engaged in the vicinity of excited Crookes tubes for several hours at a time. This is also the case with three or four of my assistants, and not one of us has suffered, for the reason that we do not let any part of our bodies remain in such close proximity to an excited Crookes tube for so long a time as is described."

He says that if the tube is placed within four inches of the body and the exposure lasts for thirty-five minutes, as was the case in one report, that it is very likely that burning will occur. He says that recently "he made an excellent radiograph of the body of a large heavy man in seven minutes, with the tube two feet away from the body."

The north is sensitive as to negro equality. It does not object to having it in the south. It is quite willing to see the two races in the same churches worshipping together as "members of Christ," as was to be seen often in the south before the war. But it will not permit this in the stately or other white churches "up there." They will not even permit Sambo and Jim to work along side with white mechanics, of July Ann and Jemmy to work in factories with the white women. There is a hubbub in the north over a negro being chosen for the naval academy by one Shattuc, member of congress from Ohio. The negro is named Bundy, and he beat his white rivals for the place in the examination. Shattuc says Bundy shall go. He will go before congress for "a redress of grievances" and to protect Bundy. Shattuc says "he is receiving protests and threats that the negro shall not enter. We do not know how it will turn out. It is a pity Shattuc has not a son at Annapolis so he could room and mess with Bundy and enjoy to his heart's content "social equality" to the full. When Bundy gets through with his four years at Annapolis he may pay his benefactor a social visit to express gratitude and he may meet Miss Shattuc.



After.... Taking Ayer's Cathartic Pills, a course of Ayer's Pills the system is set in good working order and a man begins to feel that life is worth living. He who has become the gradual prey of constipation, does not realize the friction under which he labors, until the burden is lifted from him. Then his mountains sink into mole-hills, his moroseness gives place to jollity, he is a happy man again. If life does not seem worth living to you, you may take a very different view of it after taking Ayer's Cathartic Pills.

The most important election to be held this fall will be that in Ohio at which a governor, with other state officers, will be chosen, and also a legislature that will elect a United States senator to fill the place of Mr. Hanna, who was selected to occupy Mr. Sherman's seat on his resignation to enter the cabinet. Whatever may have been the causes that led to the reversal of the opinion expressed last November at the polls this spring, the democrats profess to be very confident of carrying the state in November. Each side is, however, arraying its millions for the contest.—Chicago Daily News.

FACE HUMORS. Pimples, blotches, blackheads, red, rough, oily, itchy skin, itching, scaly scalp, dry, thin, and falling hair, and baby blemishes prevented by CUTICURA SOAP, the most effective skin purifying and beautifying soap for the toilet, as well as purest and sweetest for toilet, bath, and nursery.

Cuticura. Soap is sold throughout the world. Forras Duro and Cuticura Soap, U. S. A. "How to Prevent Face Humors," mailed free. From Pimples to Eczema cured by CUTICURA SOAP.

WILMINGTON, NEWBERN & NORFOLK RAILWAY CO. IN EFFECT SUNDAY, MAY 17, 1897. Daily Except Sunday.

Table with 3 columns: NORTH BOUND, STATION, SOUTH BOUND. Lists train schedules for Wilmington, Newbern, and Norfolk.

J. W. MARTENS, Traffic Manager. CAPE FEAR AND YADKIN VALLEY RAILWAY CO. JOHN GILDE, Receiver.

CONDENSED SCHEDULE. In Effect April 4th, 1897.

Table with 3 columns: South Bound, MAIN LINE, North Bound. Lists train schedules for the main line.

Table with 3 columns: South Bound, BENNETTSVILLE, North Bound. Lists train schedules for Bennettsville.

The Clyde Steamship Co. NEW YORK, WILMINGTON, N. C., AND GEORGETOWN, S. C. LINES. GEORGETOWN, S. C. LINES. From New York for Wilmington. PAWNEE.....Saturday, April 24th. CROATAN.....Saturday, May 1st. From Wilmington for New York. CROATAN.....Saturday, April 24th. PAWNEE.....Saturday, May 1st. From Wilmington for Georgetown. PAWNEE.....Tuesday, April 27th. CROATAN.....Tuesday, May 4th. 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, Superintendent. THEO. G. EGER, Traffic Manager, 5 Bowling Green, New York. W.M. P. CLYDE & Co., General Agents, 5 Bowling Green, New York.

Insurance Company of North America. Founded A. D. 1792. Fire Association of Philadelphia. Founded A. D. 1817.

FINANCIAL STANDING JAN. 1, 1897. OF THE PHILADELPHIA UNDERWRITERS. Reserve for Insurance in force.....\$7,822,890. Reserve for Losses and Claims.....961,450. Capital paid in cash.....2,000,000. Net Surplus.....2,300,000. Cash Assets.....\$13,000,000.

Willard & Giles, Resident Agents, WILMINGTON, N. C. ATLANTIC COAST LINE.

Schedule in Effect April 15th, 1897. Departures from Wilmington: NORTHBOUND. DAILY No. 49—Passenger—Dues Magnolia 9:00 a. m. 10:40 a. m. Warsaw 9:55 a. m. Gloucester 11:56 a. m. Wilson 12:46 p. m. Rocky Mount 1:30 p. m. Farmville 2:50 p. m. Weldon 3:39 p. m. Petersburg 5:54 p. m. Richmond 6:50 p. m. Norfolk 6:56 p. m. Washington 11:10 p. m. Philadelphia 11:35 p. m. Philadelphia 3:45 a. m. New York 6:58 a. m. Boston 3:00 p. m.

SOUTHBOUND. DAILY No. 48—Passenger—Dues Magnolia 7:15 p. m. Philadelphia 11:15 p. m. Philadelphia 11:25 a. m. New York 2:03 p. m. Boston 8:30 p. m. SOUTHWEST. DAILY No. 47—Passenger—Dues Lake 3:25 p. m. Waccamaw 4:32 p. m. Chadbourn 5:04 p. m. Marion 6:05 p. m. Florence 6:45 p. m. Sumter 8:45 p. m. Columbia 10:25 p. m. Denmark 6:20 a. m. Augusta 8:10 a. m. Macon 11:00 a. m. Atlanta 12:15 p. m. Charleston 10:20 a. m. Jacksonville 7:30 a. m. St. Augustine 10:30 a. m. Tampa 5:45 p. m.

ARRIVALS AT WILMINGTON—FROM THE NORTH. DAILY No. 49—Passenger—Leave Boston 11:03 p. m. New York 9:30 p. m. Philadelphia 12:05 a. m. Baltimore 2:50 a. m. Washington 4:30 a. m. Farmville 5:15 a. m. Petersburg 10:30 a. m. Norfolk 8:40 a. m. Weldon 11:50 a. m. Farmville 2:15 p. m. Rocky Mount 3:45 p. m. Warsaw 4:55 p. m. Weldon 6:12 p. m. Goldsboro 3:10 p. m. Warsaw 4:02 p. m. Magnolia 4:16 p. m. DAILY No. 41—Passenger—Leave Boston 12:00 a. m. New York 9:30 a. m. Philadelphia 12:05 p. m. Baltimore 2:50 a. m. Washington 4:30 a. m. Farmville 5:15 a. m. Petersburg 10:30 a. m. Norfolk 8:40 a. m. Weldon 11:50 a. m. Farmville 2:15 p. m. Rocky Mount 3:45 p. m. Warsaw 4:55 p. m. Weldon 6:12 p. m. Goldsboro 3:10 p. m. Warsaw 4:02 p. m. Magnolia 4:16 p. m.

FROM THE SOUTH. DAILY No. 54—Passenger—Leave Tampa 12:15 p. m. pa 9:25 a. m. Sanford 2:19 p. m. Jacksonville 7:00 p. m. Savannah 10:45 p. m. Jacksonville 5:30 a. m. Columbia 5:50 a. m. Atlanta 8:20 a. m. Macon 9:30 a. m. Augusta 8:36 p. m. Farmville 8:55 a. m. Marion 9:54 a. m. Weldon 11:06 a. m. Lake Waccamaw 11:06 a. m. Daily except Sunday.

Trains on the Scotland Neck Branch Road leave Weldon 4:30 a. m. Branch 4:23 p. m. arrives Scotland Neck at 5:20 p. m. Greenville 6:57 p. m. Kinston 7:55 p. m. Return on Sunday 8:50 a. m. Greenville 8:52 a. m. arriving Halifax at 11:20 a. m. Weldon 11:40 a. m. daily except Sunday. Trains on Washington Branch leave Washington 8:20 a. m. and 2:00 p. m., arrive Farmville 9:10 a. m. and 3:40 p. m., returning leave Farmville 10:10 a. m. and 6:30 p. m., arrive Washington 11:45 a. m. and 7:20 p. m. Daily except Sunday.

Trains leave Tarboro, N. C., daily except Sunday, 5:20 p. m. Sunday 5:30 p. m. arrives Plymouth 7:40 p. m. and 6:00 p. m. Returning leaves Plymouth daily except Sunday, 7:50 a. m. and Sunday 9:00 a. m., arrives Tarboro 10:15 a. m. and 8:00 p. m. Train on Midland N. C. Branch leaves Goldsboro daily except Sunday, 7:10 a. m., arriving Smithfield 8:10 a. m., returning leaves Smithfield 9:00 a. m., arrives at Goldsboro 10:25 a. m. Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arriving Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a. m. Daily except Sunday.

Trains on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:35 a. m. and 4:10 p. m. Sunday 11:45 a. m. and 4:20 p. m. Returning leaves Clinton 7:00 a. m. and 3:00 p. m. Florence Railroad leaves Pee Dee 9:10 a. m., arrive Latta 9:30 a. m., Dillon 9:42 a. m., Rowland 10:00 a. m., returning leaves Rowland 5:38 p. m., arrives Dillon 5:55 p. m., Latta 6:09 p. m., Pee Dee 6:30 p. m. daily. Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:00 p. m., leave Conway 2:25 p. m., Chadbourn 4:25 p. m., arrive Hub 6:50 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 8:10 p. m., arrive Lanes 9:30 a. m., Manning 9:05 a. m., arrive Sumter 9:35 a. m. Daily. Georgetown and Western Railroad leave Lanes 9:30 a. m., 5:55 p. m., arrive Georgetown 12:00 m., 8:14 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrive Lanes 8:25 a. m., 5:25 p. m. Daily. Trains on C. & D. R. R. leave Florence daily except Sunday 8:35 a. m., arrive Darlington 9:25 a. m., Charleston 10:40 a. m., Wadesboro 12:25 p. m., leave Florence daily except Sunday 8:10 p. m., arrive Darlington 9:40 p. m., Charleston 11:00 p. m., Bennettsville 10:30 p. m., Gibson 10:00 p. m., leave Florence Sunday only 9:00 a. m., arrive Darlington 9:27 a. m., Hartsville 10:10 a. m. Leave Gibson daily except Sunday 6:15 a. m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m., Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:35 a. m., leave Darlington 7:45 a. m., arrive Florence 8:15 a. m., leave Wadesboro daily except Sunday 8:00 p. m., Cheraw 6:15 p. m., Darlington 6:50 p. m., arrive Florence 6:55 p. m., leave Hartsville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence 8:15 a. m., Wilson and Fayetteville Branch leave Wilson 2:05 p. m., 11:18 p. m., arrive Dunn 2:50 p. m., Smithfield 2:58 p. m., m., Dunn 3:27 p. m., Fayetteville 4:33 p. m., Rowland 5:38 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:27 p. m., Smithfield 12:45 p. m., Cheraw 1:40 p. m., arrive Wilson 1:42 p. m., 12:10 a. m. Manchester and Augusta Railroad trains leave Sumter 4:30 a. m., Creston 5:24 a. m., arrive Denmark 6:30 a. m., returning leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Daily. Freginals Branch train leaves Creston 8:45 a. m., arrives Freginals 9:30 a. m., returning, leave Freginals 10:00 p. m., arrive Creston 2:30 p. m. Daily except Sunday. Elshospice Branch trains leave Elliott 11:30 a. m. and 7:45 p. m., returning, leave 1:00 p. m. and 8:45 p. m. Returning, leave Lucknow 6:05 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and 3:30 p. m. Daily except Sunday. Daily except Sunday. Sunday only. H. M. EMBERSON, Gen'l Passenger Agent. J. R. KENLY, Gen'l Manager. T. M. EMBERSON, Traffic Manager.