

The Messenger.

JACKSON & BELL COMPANY.

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THE SEMI-WEEKLY MESSENGER (two 8 page papers) by mail, one year, \$1.50; six months, 90 cents, in advance.

WILMINGTON, N. C.

FRIDAY MARCH 4, 1898.

NOSTRUMS AND INANITIES FOR THE SOUTH.

That Booker Washington understands the situation in the south, and more capacity knows the negro than all the northern newspapers combined, is made highly probable by what he writes and publishes, and what through the years past the newspapers have published.

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social laws, that they will not permit one section of a country to go on and rise to the summit of civilization, with some other section left in barbarism.

The fellow who wrote that is an innumerable ampletion. He thinks that the anti-bell measures of repression and visitation upon the south can be reproached and repeated in 1897. He forgets that the "sun do move," as the negro paragon at Richmond, James Long once averred. He is willing to resort to such measures of the straight-jacket sort as furnished in the colonies of Massachusetts and Connecticut in the sixteenth century and later.

"Having failed to protect their own industry or make it flourish by law—having failed in one of the most costly and long-continued social experiments ever undertaken by a nation, might be reasonable to suppose that these political doctrinaires would be satisfied with the southern people as a whole.

"When Lee surrendered, the soldiers of the southern people as a whole, end, but these doctrinaires did not. They do not do us no harm. The south is no longer a peculiar section. The men and the dollars from every state and city are here, and if we are 'barbarous' so are they. We are out of the beams from their own eyes."

When the cotton crop is well advanced and the pitching of another crop is on to encourage a large crop, cotton has advanced \$2.50 a bale.

While General Merritt is saying that the seaport defenses are all right, the Boston Traveller says that the defenses of Boston are deficient. It says: "The Spanish government is as well informed as any citizen of Boston, perhaps better, with regard to the navy of our country."

"The Spanish government is as well informed as any citizen of Boston, perhaps better, with regard to the navy of our country. It is worthily of note that the navy of our country is more improved after more than thirty years of freedom. On the contrary, he finds the race, taking of the whole, less respectable and less efficient than it was under slavery. There are cases in which colored men have acquired a shrewd and less than a white man's education, but the masses of the colored people have not advanced in any important respect."

The north has been bothering the country with its diabolical views of the negro question ever since it very foolishly and maliciously gave the ballot to the freed negroes, as it worried and disturbed the country prior to the war by its intermeddling, its fanatical policy, its war upon the south because of slavery, and that in the face of the fact that the negroes were sold to our country by rank and file soldiers and afterwards sold to the southern people, when it was found that the rigid New England climate was unfavorable to the African, and his labor was not profitable.

"Now the north—New England—is worried over the cotton manufacturing problem. A few years ago it ridiculed and spurned the idea of southern cotton, and other economic viscerates 'up there' proved most conclusively (to their own satisfaction) that the south was no-man's-land, and that such a God-forsaken country could never rival or even threaten remotely the supremacy of the 'saints' in that well favored and long blessed section where the 'Almighty Dollar' worships his god, and where tortures were so common as leaves.

But, behold! a change has been wrought, and wonderful things have been accomplished in southern, and all the cool-headed men of affairs are now-wowing over the outlook, and all manner of suggestions and theories are offered as to how the cotton industry may be saved and remedied. They are multitudinous. A little while ago they said in chorus that protection was the thing. But, lo! with very much of this robber system the milling business languishes—and there are grown as well as much suffering among the 120,000 idle or cut-wages workmen. It was said next that the long hours did the work for the south and gave it advantage. The cry was let congress compel the south to conform to the New England hours.

Then the knowing New Englander rejoiced that the operative in southern mills were incompetent and could not compete with New England workmen. Some how they have learned that the south's operatives do good work and a great deal of it. The last dodge we have seen, after surrendering many theories and plans, is to compel the south by law to work on lines that are not in line with the generous and generous New England. We see the following, taken from a publication, we suppose in New England, called "The Cotton Institute Bulletin." It is discussing "Protection and the Cotton Industry." We suppose the aim is to force the south to take "protection"—a high war tariff—as New England has sought it and obtained it. Here is the policy for the south as given in that precious "Bulletin" of Yankeehood: "All we can do is to direct our protective policy towards the opportunities for the growth of this social condition. At least we ought to insist and must insist that the opportunities that can be reached by legislation in the south shall be in line with the east."

That is the very refinement of cruelty. It so commends to the lips of the beautiful south the bitter ingredients that have poisoned the fountain of New England prosperity and taken the bloom of health from the operative. The Atlantic Journal puts it well thus: "In other words, having failed to make the industry profitable the writer would impose on the south the conditions which killed it in the east. This is repeating the policy of separation which came to harvest in 1860."

There are more financial, economic, philanthropic, and political quacks to square area in New England now practicing upon the body politic than you can find in all the civilized world. Hear this self-appointed, this philanthropic traitor, this insufferable intruder and adviser as he plans for the real injury of the south by administering in allopathic doses the noxious compounds of the New England laboratory: "We need to lift the south. There cannot be very much more real progress in the north, until the south rises. It is one of the advantages of

REVENUES—RECEIPTS AND EXPENDITURES.

It will do to watch the figuring and bookkeeping in the federal treasury department. If you are not on the alert you will be bamboozled. The same thing may be said of Dingley and his fellows to manipulate the figures so as to make the tariff tax exhibit less expending and with less deficit.

The Lincoln Journal is informed that, with one exception, every democratic storekeeper and gauger in that city, during the past few months, has been charged with offenses charged preferred by Collector Hawkins.

Stateville Landmark. The strangest thing of these strange times is the effort of Governor Russell to lease the Atlantic and North Carolina railroad, in which the state owns three-fourths interest, to the Southern Railway Company.

Washington Progress. G. H. Respass, colored, who forged a public school voucher, drew the money and skipped town, but was arrested and brought back, was tried last week and convicted and sentenced to two years in the penitentiary.

Greenville Reflector. Captain J. T. Smith worked a joke on some of the boys of the 24th Regiment Monday evening, by telling them the company was ordered to report in Wilmington in twenty-four hours and they were to be one of the soldiers boys actually cried.

North Carolina. Charlotte had twenty-five deaths in February, fifteen of them negroes.

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It is hard to fathom the depths of human depravity. New revelations and new exhibitions of bad temper and hostility on the part of a section of the northern press amaze and disturb.

Once this week we have met with a cool, deliberate, unprovoked, and unprovoked insult to the honor and manhood of the southern people, and another reflection upon the entire democratic party, and all who supported Mr. Bryan in 1896. It grows out of the war, and the charge is that the democrats will be glad if war comes so they can gain capital for the campaign.

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PETERSON & RULFS. Shoes. Cut Soles. Leather. Shoes. Cut Soles. Leather. Shoes. Cut Soles. Leather.

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OUR STOCK WILLIAMS BROS. Groceries and Provisions. Wholesale Grocers. And Commission Merchants.

HAY AND PEANUT VINES. SEE OUR MOLASSES STOCK. BEFORE PLACING YOUR ORDER. SAMPLES AND PRICES ON REQUEST.

HALL & PEARSALL. "Comparison is Said to be Odious." THAT DEPENDS ON THE MATTER COMPARED.

COMPARISON OF QUALITY OF FOOTWEAR THAT WE OFFER WITH WHAT YOU BUY ELSEWHERE IS PROPER COMPARE QUALITY, STYLE, FIT AND PRICES AND WE WILL "TAKE THE CAKE."

IF YOU HAVEN'T TRIED IT, COME AND SEE. GEO. R. FRENCH & SONS. 108 N. FRONT STREET.

Hot Springs NO! If you want to get rid of disease, stay at home and take P. P. P., Lippman's Great Remedy for Rheumatism and all forms of Blood Poisoning, Dyspepsia, Catarrh and Malaria.

James Newton, Aberdeen, Ohio, says P. P. P. did him more good than three months treatment at Hot Springs, Ark. W. T. Timmons, of Waxahatchee, Tex., says his rheumatism was so bad that he was confined to his bed for months.

W. T. Timmons, of Waxahatchee, Tex., says his rheumatism was so bad that he was confined to his bed for months. Physicians advised Hot Springs, Ark., and Mineral Wells, Texas, at which places he spent seven weeks in vain.

M. F. Ballantyne, of Ballantyne & McDonough's Iron Foundry, Savannah, Ga., says that he has suffered for years from Rheumatism, and could get no relief from any source but P. P. P., which cured him entirely.

P. P. P. is sold by all druggists. \$1 a bottle; six bottles, \$5. LIPPMAN BROTHERS, Proprietors, Lippman Block, SAVANNAH, GA.

For Sale by R. R. BELLAMY. Nine rich men in North Carolina out of every ten commenced life poor. They became rich spending less than they made.

THE WILMINGTON SAVINGS AND TRUST COMPANY. JNO. S. ARMSTRONG, PRESIDENT. F. J. HAWES, CASHIER.

THE NATIONAL BANK OF WILMINGTON, WILMINGTON, N. C. THIS BANK HAS BEEN IN BUSINESS THREE AND A HALF YEARS AND HAS PAID OUT \$120,000 IN DIVIDENDS WITH \$19,000 TO SURPLUS.

At Auction Prices. Beginning Monday, 21st inst., we will sell off the balance of Heinberger Store at Auction Prices.

C. W. YATES & CO. WILMINGTON, N. C. J. W. NORWOOD, D. L. GORE, LEB H. BATTLE.

Atlantic National Bank, WILMINGTON, N. C. CAPITAL \$25,000. SURPLUS AND PROFITS \$75,000. Average Deposits \$700,000.

STATE AND CITY DEPOSITORY. We desire few accounts, both large and small, endeavoring at all times to please our customers.

S. P. McNAIR, First Car of Potatoes. Wholesale Grocer and Commission Merchant. N. Water St., Wilmington, N. C.

Offers to the Trade. FEED OATS, FLOUR, NAILS, SHOT SUGAR, CANDIES, CRACKERS, CONCENTRATED LYE, BUTTER, MOLASSES, VINEGAR, PEANUTS, CORN FISH, BAKING POWDER, MATCHES, CANNED GOODS, COFFEE, SPICES AND RICE.

A CHANGE. WE ADMIT A CHANGE IN THIS SPACE IS NOW IN ORDER, AS THE PROSPECTS ARE NOT SO BRIGHT AS THEY WERE.

Groceries at Wholesale. REMEMBER, OUR MOTTO IS TO PLEASE OUR CUSTOMERS. McNAIR & PEARSALL.

Atlantic and North Carolina Railroad. TIME TABLE. To Take Effect Sunday, November 23, 1897. AT 12 M.

Supersede Time Table 3, of October 24, 1896. Eastbound. Westbound. No. 3. Passer.

Cape Fear and Yadkin Valley Railway. JOHN GILL, RECEIVER. Schedule in Effect January 23, 1898.

Freight train No. 8 on the Cape Fear and Yadkin Valley Railway leaves Wilmington at 4:30 p. m. Passenger car at Fayetteville at 11:15 p. m.

Trains on the Wilmington Branch. Leave Wilmington 6:30 p. m. arrive Raleigh 8:00 p. m. Leave Raleigh 8:00 p. m. arrive Wilmington 9:30 p. m.

Trains on the York Branch. Leave York 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive York 9:00 a. m.

Trains on the Salisbury Branch. Leave Salisbury 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Salisbury 9:00 a. m.

Trains on the Lenoir Branch. Leave Lenoir 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Lenoir 9:00 a. m.

Trains on the Johnston Branch. Leave Johnston 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Johnston 9:00 a. m.

Trains on the Currituck Branch. Leave Currituck 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Currituck 9:00 a. m.

Trains on the Dare Branch. Leave Dare 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Dare 9:00 a. m.

Trains on the Wayne Branch. Leave Wayne 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Wayne 9:00 a. m.

Trains on the Jones Branch. Leave Jones 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Jones 9:00 a. m.

Trains on the Beaufort Branch. Leave Beaufort 6:00 a. m. arrive Wilmington 7:30 a. m. Leave Wilmington 7:30 a. m. arrive Beaufort 9:00 a. m.

The Clyde Steamship Co. NEW YORK, WILMINGTON, N. C. AND GEORGETOWN, S. C. (LINE). LEAVE NEW YORK. CROATAN—Saturday, March 20th.