

THE DAILY MESSENGER by mail, one year, \$7.00; six months, \$3.50; three months, \$1.75.

THE SEMI-WEEKLY MESSENGER (two 8 page papers), by mail, one year, \$1.00; six months, 50 cents; in advance.

WILMINGTON, N. C. FRIDAY, JANUARY 27, 1899.

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It is very gratifying to be assured that Wilmington is to have a silk-mill, which will be placed here by Messrs. Ashley, Bailey & Co., of New Jersey.

The talk in Raleigh is that the editor of The Raleigh News will get the public printing, while not seeking it. Well, if he does it as low and as well as any other house, we cannot see why he should not be the fortunate one.

Elder God, editor of Zion's Landmark, at Wilson, has been looking upon the legislature and is well impressed. He writes that "competent and sincere men" are in charge, and thinks "that the character of the legislation will be good to our people at large, allaying partisan feelings, by reducing taxes, abolishing oppressive laws, and supplying the place of such laws by good ones, purging offices of dishonest men, and returning to better methods of administering the laws, and hence making the people more contented with their lot, and more hopeful for the future."

The Louisville Courier-Journal will be regarded by many as rather rough on the gifted North Carolina lecturer, Tom Dixon, in announcing his retirement from a theatre stage in New York. After referring to his disappointment of results, it says: "The trouble with the Rev. Tommy was that he directed most of his work to working the Associated Press, and that his conception of his mission as a preacher from a theatre stage was that he must act as understudy to the sword swallower and split dancer. The church and newspaper-readers are to be congratulated upon the exit of Scantymoney Tommy."

There are two movements afoot that appeal specially to many North Carolinians—the plan to raise \$500, to erect a monument at Winchester, Va., over the North Carolina Confederate dead buried there, and a proposition to be advanced upon the legislature to increase the state confederate fund for the soldiers' home to \$25,000. Both propositions are thoroughly patriotic. The last named is a necessity. Take care of the confederate living. If a man could receive expatriation in a government like ours he would richly deserve it who would offend decency and shock gratitude by disparaging the brave men who were at the front in the great war, so replete with solemnity and honors for North Carolina.

The educating gentlemen who have been at Raleigh conferences in behalf of popular education, appeared before the legislative committee on education and many addressed it. Among the speakers were Presidents Alderman and Melver and Professors Noble and Claxton. Rev. J. E. White, corresponding secretary of the Baptist state convention, spoke of the resolutions introduced by Superintendent Mebane and endorsed them.

There are a multitude of opinions as to the best way to improve the schools that are being pressed upon the attention of the Solons by teachers, editors and others. The best solution will be found in the best plan. Who can tell what that really is?

The Raleigh News and Observer speaks encouragingly of the separate car movement and reports the situation gratifying. It refers to the speech of Mr. Elliott, president of the Atlantic Coast Line, in these words:

"The speech of Colonel Warren G. Elliott, the able president of the Atlantic Coast Line, set the pace. He presented in a strong and clear way the reasons that induced his support of the legislation, if it saw fit to order separate cars, to impose no hard burdens on the railroads, which would all be met by the legislature enacted. There was a real sense of endorsement of every proper policy looking to preserving white supremacy, and he spoke with the feelings of a southern man, having the same ideas that welded the white men to gether in November election. His speech, moreover, was free from suggestion that this legislature in its action could be influenced by hostility to corporations."

Representative Willard's picture appears in The Charlotte Observer in full hunting rig. He has a repeating rifle in his hand and whether he is gunning for Russell and the penitentiary crowd or on a general hunt for the great and disastrous combine does not appear in the descriptive picture.

But underneath is the following, which shows the reality of the likeness, which is rather good:

"During the exciting days which followed the election in Wilmington, Mr. Willard was actively engaged as a member of the Wilmington Light Infantry in quelling the disturbances and restoring order. His picture is given as a member of the military company and was taken while on duty. Mr. Willard has been a member of the North Carolina state guard for more than 20 years, and was on the reserve corps of the Wilmington Light Infantry of which company he had formerly been an officer. When most of the active members of the company volunteered for service in the war with Spain he re-enlisted as an active member."

Many bills are being introduced, and the legislature is hard at work. The penitentiary is to be taken charge of by democrats on the 10th of February next. Very good. We feel assured that the difference in work done, in a general of which company he had formerly been an officer. When most of the active members of the company volunteered for service in the war with Spain he re-enlisted as an active member."

Colonel Julian S. Carr's address before the Confederate Veterans at Raleigh was classical, patriotic and admirable. He is president of the association. A movement is afoot to put a negro in charge of the Greensboro M. and A. college and remove President Dudley. The latter is conservative and we thought capable. Under him the college has shown much increase. Who can induce the negro from abroad? What does he know of such management, and is he a fire-brand of the duplicitous George White kind or a conservative of the Booker Washington kind?

It is very gratifying to be assured that Wilmington is to have a silk-mill, which will be placed here by Messrs. Ashley, Bailey & Co., of New Jersey. The cotton mill referred to a day or so since is also built. That will give Wilmington three mills, which will open the way, we must hope, for a dozen others. Why not? The capital is either here or can be induced to come here, and no point in the south is more eligible than this one. Roll on the ball.

The talk in Raleigh is that the editor of The Raleigh News will get the public printing, while not seeking it. Well, if he does it as low and as well as any other house, we cannot see why he should not be the fortunate one, as he did fifty times more to make the campaign a success probably than any bidder for the work. Having done much to make a White Man's government a success should be no bar or objection to his being selected. If republics are ungrateful it is no reason why the white men in North Carolina should be ungrateful.

Elder God, editor of Zion's Landmark, at Wilson, has been looking upon the legislature and is well impressed. He writes that "competent and sincere men" are in charge, and thinks "that the character of the legislation will be good to our people at large, allaying partisan feelings, by reducing taxes, abolishing oppressive laws, and supplying the place of such laws by good ones, purging offices of dishonest men, and returning to better methods of administering the laws, and hence making the people more contented with their lot, and more hopeful for the future."

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MORRIS BEAR & BROS., WHOLESALE Dry Goods, Notions, &c. 119 PRINCESS STREET, WILMINGTON, N. C.

Merchants will find it to their interest to examine our stock and get our prices before placing their orders for

SPRING GOODS, SPECIAL SHOE SALE

We have just finished taking stock of our shoes, and we find that they have increased in quantity very much, and we have decided to cut the stock down some, and the way to do that is to cut the price. We will sell shoes for the next week for the following prices:

GEO. O. GAYLORD, Proprietor.

BUCK'S WHITE ENAMEL PAINT. BUCK'S DOOR PAINT. Wm. E. Springle & Co. WILMINGTON, N. C.

"Buck" Stoves and Ranges.

Have sold more of these goods past year than has been done by all the dealers in Wilmington combined of HIGH GRADE GOODS.

PURCELL BUILDING, WILMINGTON, N. C.

Statement of Atlantic National Bank

Table with columns: RESOURCES, LIABILITIES, COMPARATIVE STATEMENT. Includes items like Loans, Overdrafts, Capital, Surplus, etc.

SEED WHEAT SEED OATS

VERY FINEST QUALITY. We Keep Constantly on Hand Fresh Goods at Lowest Market Prices.

SPECIAL BARGAINS IN NEW RICE

The Worth Company.

What Better Christmas Present Could You Give a Child Than a Deposit in

THE WILMINGTON SAVINGS AND TRUST COMPANY

Table showing Results if You Deposit Something Each Week. Columns for \$1, \$2, \$3, \$4, \$5 weekly deposits over 5, 10, 15, 20, 25, 30, 35, 40, 45, 50 weeks.

ATLANTIC COAST LINE. Schedule in Effect January 15th, 1899.

NORTHBOUND. DAILY NO. 42—Passenger—Dues Mag. 7:00 P.M. nola 8:34 p.m., Warsaw 8:48 p.m., Goldsboro 9:45 p.m., Harboro 10:15 p.m., Rocky Mount 11:15 p.m., Weldon 12:15 p.m., Petersburg 1:15 p.m., Richmond 2:15 p.m., Norfolk 3:15 p.m., Washington 4:15 p.m., Philadelphia 5:15 p.m., Baltimore 6:15 p.m., New York 7:15 p.m.

SOUTHBOUND. DAILY NO. 43—Passenger—Dues Mag. 7:00 P.M. nola 8:34 p.m., Warsaw 8:48 p.m., Goldsboro 9:45 p.m., Harboro 10:15 p.m., Rocky Mount 11:15 p.m., Weldon 12:15 p.m., Petersburg 1:15 p.m., Richmond 2:15 p.m., Norfolk 3:15 p.m., Washington 4:15 p.m., Philadelphia 5:15 p.m., Baltimore 6:15 p.m., New York 7:15 p.m.

ARRIVALS AT WILMINGTON FROM THE NORTH. DAILY M. TON 11:30 p.m., New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 44—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 45—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 46—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 47—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 48—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 49—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 50—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 51—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 52—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

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DAILY NO. 55—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 56—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

DAILY NO. 57—Passenger—Leave New York 7:15 p.m., Philadelphia 12:15 p.m., Baltimore 6:15 p.m., Washington 7:15 p.m., Norfolk 8:15 p.m., Richmond 9:15 p.m., Petersburg 10:15 p.m., Weldon 11:15 p.m., Rocky Mount 12:15 p.m., Goldsboro 1:15 p.m., Warsaw 2:15 p.m., nola 3:15 p.m.

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