

THE MORNING POST

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THE WEATHER TODAY:

Fair.

THURSDAY, MARCH 26, 1903.

ALL-DAY PRIMARY

The Democrats of this city will have from sun-up to sun-set to-day to register their choice for city Aldermen and other officers.

Raleigh must get a livelier move on, and a good administration of live, energetic men will assure this.

There are many evidences that the Democratic party—the party proper—is getting together and that Democrats who have heretofore exhibited painful symptoms of heresy are becoming orthodox and sensible.

Senator Stone of Missouri gave out an interview a day or two ago on party conditions and prospects which contained a vast deal of sense and was encouraging accordingly, coming from him.

We quote: "I cannot anticipate the action of the convention next year. This I will say, however, that I discriminate between a principle and a policy. Questions which concern the organic form of our government, or which affect the personal liberty of the citizen are questions of principle, while purely administrative questions—such, for example, as relate to the currency or taxation—are questions of policy."

If Gov. Stone can succeed in boring it into the heads of those who undertake to "lead" us, and who succeeded in leading us into the wilderness of despair and despair from 1896 to the present, the difference between "a principle and a policy" he will have accomplished a great good for the party.

The Post can not refrain from congratulating its New Bern friends upon the handsome majority given for the proposition to subscribe to the stock of the Pamlico county railroad and thus secure the construction of what we believe will be a most important aid in the development of a splendid section of the state.

of a return to reason and we hope sincerity of statement.

When asked "What about specific declarations in 1904" the new Senator from Missouri again talked sensibly. He said:

"I cannot, or at least I prefer not, to discuss these things, or make prophecies as to 'paramount issues' for 1904. I shall favor a platform both progressive and aggressive. I want the Democratic party to get in the front of things, and lead. Conservatism is not without its value.

"I believe in being conservative and prudent, but I want the Democratic party to be more than a mere restraining force. I want it to be an affirmative, suggestive and directing force. A position of mere negation does not appeal to the progressive spirit of the age. The world moves, and we must move with it if we would have a hand in directing the current of events. Our party must be distinctively a constructive force.

"We must propose things to be done—great things that challenge attention—things that promise good to the country and an increase of national power and prestige. We must command the confidence of the great world of business and enterprise.

"This is a commercial age—too much so, no doubt, but it is a fact. Growth, progression, is what the world is striving after. We must keep in touch with the spirit of the age, so that we may the better direct the course of events on lines as nearly right as possible. This is no time for a slow coach. What we shall put in our platform or leave out; what policies we shall attempt as a great conservative party to develop, are things for thinking men to think about. We must move to the front."

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"This is a commercial age—too much so, no doubt; but it is a fact. Progression is what the world is striving after. We must keep in touch with the spirit of the age."

These sentences are worthy of a sage for they express an unalterable truth. The shysters and the sports who have trifled with the people and party, and some of whom still unable to learn better or see the drift persisting in their folly by making war upon any and everything and individual who urges along the car of progress and development must be left on the roadside. Their resources as "noble leaders" are no longer needed or desirable.

Gov. Stone exhibits an intelligence that is highly creditable to him, and a party loyalty which merits commendation.

Now does this not sound well? And is it not encouraging?

Wednesday evening's Wilmington Dispatch contained this item:

"Comparatively few people realize the great magnitude to which the trucking industry of this section has grown. Most people read about it in the newspapers and pass it over with little thought. But it is a matter that should be impressed upon the minds of all our people, for truck growing is the main stay of the farmers of Eastern Carolina, and what benefits them helps Wilmington."

Today the Southern Express Company handled its first solid vegetable train of the season out of Wilmington. The special consisted of five express cars and nearly one thousand baskets of lettuce were shipped from Wilmington alone. It was expected that between here and Goldsboro the train would pick up over 1,000 more packages. The principal points of shipment were Baltimore, Philadelphia and New York.

Superintendent Williams of the Southern Express Company, told a reporter that the shipment from Wilmington this morning was the largest ever made by his company for any one morning. Not only has the crop been a success but the acreage is larger this season than ever before. That accounts for the increased shipments. The Express Company also handles vegetables on the Seaboard train leaving here at 4:30 p. m., putting them on the northern markets the following day. This is an advantage to the growers as they get off two shipments daily.

And the Fayetteville Observer of the day before notes: "Three refrigerator cars and two express cars, loaded with 2,200 crates of lettuce, were shipped North from this city today."

Think of daily shipments of this character from a section but a few years ago given over to "tar, pitch and turpentine" and razor-backs.

Within a few days such trains will be daily carrying the delicious North Carolina strawberry in even greater quantities to the same markets.

And as Col. Sellers would say, "There's millions in it."

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We congratulate also our Pamlico friends, and friend Caho of the Bay-



boro Sentinel in particular upon this very substantial support to an enterprise which means so much for their county and for which Bro. Caho has labored so earnestly and patriotically. The line, extending from New Bern through Pamlico county to a port on the sound at the mouth of Pamlico river must prove of great advantage to the people of the entire Pamlico Sound section. We hope to see its completion during the year.

A charter for another important road was granted by the recent Legislature, the Wilmington and Elizabeth City railroad, which the Messenger says will constitute a direct line from its city to a point on the A. & N. C. road between Kinston and Seven Springs, its route in the intervening counties being twenty to thirty miles from any other railroad and "through one of the richest and most fertile sections of the state."

We have only to repeat that this entire eastern section of our state is destined to become one of the wealthiest of the south. It will develop more lines of profitable industry than any other equal territory in the union.

The Irish Land bill introduced into the House of Commons on Wednesday, as detailed in the Post yesterday, as a "government measure" marks an epoch in English history. The bill contemplates the purchase of Ireland for the Irish, and provides for government assistance for those who may need it to buy the "land of the fathers." The effect of this will be watched with intense interest, none the less for its sentimental than its social or political tendency.

We have inadvertently omitted to welcome to our sanctum the Salisbury Patriot, the new organ of the Junior Order of the United American Mechanics, under the editorship of our friend Mr. John M. Julian. The Order in this State is a large one and growing in popularity. As its organist we are sure Bro. Julian will be faithful and industrious.

Mr. Fairbanks seems to be getting very sensitive over the work of his gold-dust twins. They seem to be over-doing some of the work. He shows a strong inclination to let somebody else do it.

Wakeful Children

For a long time the two year old child of Mr. P. L. McPherson, 59 N. Tenth street, Harrisburg, Pa., would sleep but two or three hours in the early part of the night, which made it very hard for her parents. Her mother concluded that the child had stomach trouble, and gave her half of one of Chamberlain's Stomach and Liver Tablets, which quieted her stomach, and she slept the whole night through. Two boxes of these tablets have effected a permanent cure and she is now well and strong. For sale by W. C. Thomas, Robt Simpson.

HANNA AND THE PRESIDENCY

A Colloquy Said to Have Taken Place Between Him and Mr. Roosevelt

(Washington Post.) A recent colloquy, said by an apparently good authority to have taken place at the White House between President Roosevelt and Senator Hanna, is being repeated by a politician who often has inside information. As the story goes, Mr. Hanna was sitting in the President's office. The two were engaged in a friendly conversation. "Tell me, seriously, Senator," observed the President, "do you contemplate becoming a candidate for the Presidency next year?" "No, Mr. President," replied the Senator. "I am too old for that. A few months of the hard work in this office would be the end of me. You know I have the rheumatism and my health is none too good."

Mr. Hanna paused a moment and then he added: "In my judgment, Mr. President, you will be nominated next year by the Republican party and you will be elected. There is only one man who can stand in your way." "And who is that?" asked the President. "Theodore Roosevelt," replied Mr. Hanna. The colloquy is repeated for whatever truth there may be in it, for it has no direct confirmation, further than what has already been given.

"Blind Tigers" and the Revenue Officers

Wilkesboro Chronicle. The Taylorsville Scout says: "Blind tigers are getting both thick and bold in these parts." There is blockading and blind tigers in numerous quantities in every direction. The revenues and Republicans tell us it is due to the Watts bill. But it looks funny that a bill would operate five months before it goes into effect and even before it becomes a law. The fact is the Watts bill nor any other state law has anything to do with the present blind tigers and blockaders, and the fact that revenue officers "cuss" the Watts bill and charge to it the present blockading and blind tigers (five months before it goes into effect) sounds very similar to that old cry of the thief yelling out to some innocent person "stop, thief." Why not the revenues stop the blind tigers instead of demeaning a law not yet in effect?

A Little the Best

Durham Herald. In the matter of engineering booms the Raleigh Post has a little the best of the Edenton Transcript.

THE PERPETUAL WAR

There is always a fight going on in every human body between health and disease. On one side are poor food, bad air, over-work, worry, colds, accidents. On the other are sunshine, rest, cheerfulness and nourishment.

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What Caused the High Prices

(Winston Tobacco Journal.) Some of the political papers, and a number of tobacco men as well take the position that the reduction in prices of tobacco was caused by the American and the Imperial Tobacco Mergers. In this we do not altogether agree. The Imperial would have been a competitor, it is true, but not to the extent of fixing and maintaining prices. The high prices were caused largely by an underestimate of the leaf production. Calculations were evidently made, based upon the acreage planted, as compared with preceding years, and the average production per acre. As it turned out there was an unprecedentedly large yield per acre. We believe we are safe in saying there was a 50 per cent. increase, and perhaps more, in pounds produced per acre, than the same acreage yielded the two or three preceding years.

Fortunately for farmers, 75 per cent. of the crop was marketed at very high prices, and it must also be remembered that millions of pounds of tobacco were sold at these high prices after the American Tobacco Company had swallowed the Imperial.

Another question arises. Every tobacco firm, independent, trust firms and all bought more largely for the same length of time than ever before. Money and room to handle became a question. Never before in the history of the trade was tobacco rushed to market in such large quantities. Millions of dollars were poured out daily on the combined home markets. Every available space was required for handling, and taking all these things into consideration, a reason may be found for the reduction in prices.

We take the position that prices of tobacco are largely controlled by the supply and demand. We say this is largely the case, but not altogether, for the financial condition of the country has something to do with the regulating of prices on all products. Tobacco is not selling low now. Farmers are generally satisfied. As to the future we all know that a large crop will effect prices some. We do not, however, look for low prices for some time to come. Labor conditions, are not favorable to a heavy acreage increase, and we do not believe that any one concern will absolutely control the tobacco business of the country.

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