

# The Messenger.

Entered at the Postoffice at Wilmington, N. C., as Second-Class Matter, April 13, 1879.

## JACKSON & BELL COMPANY

### TERMS OF SUBSCRIPTION:

THE DAILY MESSENGER by mail one year, \$6.00; six months, \$3.00; three months, \$1.50; one month, 50 cents.

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

WILMINGTON, N. C.

FRIDAY, JULY 19, 1907.

### STEALING BRYAN'S CLOTHES

Bryan's friends claim that they have caught some republicans plotting to steal some more of Bryan's clothes for Roosevelt. This time it is not an old suit that he had worn some time ago, but a brand new one—one, in fact, which he has not had time to don. It was a suit that he was saving with great care to wear for the first time at the democratic national convention next summer. Now it is said that the friends of President Roosevelt having received a hint of the existence of this brand new suit, have gotten full description of it and are urging the president to purloin it and appear in the same when he opens the session of the new congress next December, thus antedating the proposed time of Bryan exhibiting himself in it to the country by seven or eight months. The question is: Can Mr. Roosevelt's friends induce him to put on the clothes and appear in them in public after they have stolen them from Bryan's wardrobe?

All this fuss about the stealing of Bryan's new clothes arises from the fact, it is alleged, that some republicans have discovered that Bryan has a new scheme as to government ownership of railroads which he will attempt to induce the national convention to endorse. It is that the government shall become a stockholder in all the big railroad corporations in order that it may have representatives on the boards of directors and thus keep itself informed as to the inside workings of these corporations. These republicans are urging Roosevelt to forestall Bryan by incorporating this suggestion in his message to congress and urge its adoption by the government.

A serious objection raised to the new principle is that it would be the first step toward government ownership of the railroads. It is said that Germany made such step the first in her subsequent movements to acquire possession of the railroads in that country. This fact may frighten the president off and prevent his donning Bryan's new suit.

### NEED OF IMMIGRATION.

The Manufacturers' Record of last week has an article on the need of immigration to the south. It takes as its text the address before the recent meeting of the North Carolina Bankers' Association by Mr. W. A. McLean, president of the Bank of Lumberton. The article is chiefly a summary of that address and an emphasis of the strong points made therein, showing the need in this section of more men on farm and in factory. The most significant point in the whole article is the statement—and its correctness is well known by employers in this section—that with a certain class of labor the recent increase in wages is no incentive to laborers to do more work; in fact, it is a hindrance; for, as The Record says, the average negro accustomed to work six days in the week for a dollar a day is not inspired to work a whole week at a dollar and a half a day.

The negro can now make money enough "to keep him" by working three or four days a week, and he will do no more, for all he wants is a bare living.

The Record's article is a very full exposition of the labor troubles in our section and the means that are being employed to overcome them. Of two prominent movements along this line it says:

For a solution of this problem Mr. McLean looks to immigration, both domestic and foreign, and he points to the marked success of the Chadbourne enterprise and of the plan of Messrs. Hugh MacRae & Co., of Wilmington, N. C., as illustrations of what may be done through properly

directed efforts to increase the number of workers in agriculture. But he nevertheless feels that the only full remedy for the present ills, both in agricultural and manufacturing lines, is in bringing in for permanent settlement a desirable class of foreign-born.

### TOO MANY VAGRANTS

The Raleigh Times calls for a more rigid enforcement of the vagrancy law in that city. It says with placards calling for labor posted in the city certain idle negroes lounge about, ask for work on the premises of citizens and after getting a square meal go off, saying the work is too hard or the pay offered is not enough.

Such men are to be found in almost every town in the south, and they should be severely dealt with. They are not only guilty of vagrancy, but they secure their food through false pretense. Every man who wants to work can find it, and at good wages, too. There is no excuse for a single able-bodied man in the south being idle. City and county officials should be on the lookout all the time for vagrants and every one who is caught should be sent to the chain-gang and be made to work. The fewer vagrants there are in a community the less crime, especially stealing and pilfering, there will be. Strict enforcement of the vagrancy law, however, will not put a stop entirely to loafing by negro men, for many will do just enough work to put themselves within the law and escape conviction. They will work a day in a week and idle, living by stealing or at some one else's expense, for the other six days. Enforcement of the law will correct the evil to great extent, and put more laborers in the field.

Vagrants stand a poor chance in this city, we are glad to know. Our police are energetic in this matter, and the mayor adds another hand to the county road building force every time the opportunity offers. Of course they cannot catch all that deserve to be sent to the roads, but they do effective work along this line of policing the city.

### THE CHARGE AGAINST BEVERIDGE.

Senator Beveridge, of Indiana, is charged with being the instigator of the attack on Vice President Fairbanks for having cocktails at the lunch served the president at the time he attended the unveiling of the monument to General Lawton; that there is a strong temperance sentiment in Indiana, and the senator is taking advantage of it and the cocktail episode to stir up hostile feeling against this presidential aspirant. It is said the idea is to deprive him of the support of the church and temperance vote. It is hard to believe such statements; that a prominent member of the senate would stoop to such low politics as the creating of false impressions of a man's character by such means. Senator Beveridge is a close personal friend of the president. If the conduct charged to him were true it might be charged that this attack on Mr. Fairbanks was a prearranged scheme of the Roosevelt-Taft forces to put him out of the race against the president's candidate.

### ADVISES VIOLATING THE INJUNCTION.

Yesterday's press dispatches announced that the order of injunction by Judge Pritchard in the Virginia railroad rate case forbade the newspapers to publish the order of the corporation commission promulgating the two-cent passenger rate, as well as forbidding the corporation commission or its clerk to issue such an order.

The Richmond Journal, in an editorial on this subject, says it is important to get the question involved in the decree before the federal supreme court as soon as possible; and it advises the members of the commission, in order to do this, to ignore the decree of the court so that they may be sent to prison for contempt of court and then sue out a writ of habeas corpus from the supreme court thus testing the jurisdiction of the circuit court in the rate case. It says that should the higher court decide that the other had no jurisdiction the release of the prisoners would be ordered, but "if it should hold that the circuit court had jurisdiction they would be remanded to the custody of the officers of the court." The Journal does not say what then would be done with the commissioners or how they would secure their release from the custody of those officers. Who knows what punishment Judge Pritchard would impose on the commissioners for deliberate violation of the decree

of his court? If in the habeas corpus proceedings the supreme court should sustain the jurisdiction of the circuit court the commissioners might find it much harder to get out of prison than it was to get into it. It might not be a matter of merely paying a fine. Very probably the sentence would be imprisonment for a certain period or until the order promulgating the new rate was revoked. We suppose the Virginia corporation commission is composed of good men who wish to do their duty and to serve their state; but we do not reckon that any of them are anxious to run the risk of a term in jail just for the purpose of hastening the time when final decision of the case can be had.

The Journal declares its willingness to do its part in taking the risk of going to prison. It announces its readiness to publish any decree the corporation commission may issue regardless of any injunction forbidding it to do so. That sounds very patriotic, but it must be remembered that the commission must issue the decree before it can be published in a newspaper, and we do not suppose anybody expects the Virginia corporation commission to deliberately violate the order of the court, as advised by The Journal.

### GEO. W. VANDERBILT'S TAXES.

George W. Vanderbilt is registering a mighty kick before the board of tax equalization in Buncombe because of the increased valuation put on his property by the assessors in that county. They have given it a pretty steep raise. For the last four years Mr. Vanderbilt's state and county taxes have been \$16,000 a year. Under the new assessment they will amount to \$23,214. The valuation now placed upon his property in Asheville and in the county amounts to \$2,321,427, which is an increase of about \$750,000. The Biltmore house was assessed at \$1,500,000 and the personal property in it at \$104,221. The balance is made up on Biltmore village and farm and the twenty-odd thousand acres of forest lands he owns in the county.

Mr. Vanderbilt's property should not be over valued any more than that of the poorest man in the county, but if he has been paying taxes all these years on a too low valuation that is no reason why such conditions should be allowed to continue; and because he has spent much money in that section and brought about great improvements is no reason why his property should not bear its proper burden of taxation. He should not be taxed excessively because he is the millionaire Vanderbilt, nor because he is such should he be shown any favoritism in the matter of levying taxes for the support of the state and the county.

The system under which property has been valued for taxation in this state has always been very defective. There are too many loopholes through which people can dodge payment of taxes. Improvements have been made in the system, but it is still far from perfect. There is yet entirely too much property in the state which pays no taxes, thus making heavier the burden of state and county governments to those who do pay than it would be if the burden was more justly distributed.

### WILMINGTON'S TROLLEY CAR SYSTEM.

The Industrial News, of Greensboro, of recent date contained a local article, under a "scare head" on that city's street and suburban car line. It stated that "with the completion of the new street car line to Glenwood and Piedmont Heights, Greensboro has ten miles of street car lines, and for a part of the distance the line is double-tracked," and that "one may ride six or more miles now for five cents." It also said that "while the city's car service gets many knocks—and it is not the purpose of this article to say whether they are or are not just—there is much about it of which the city may be proud."

This article in The Industrial News coming just at the time when the Wilmington street and suburban trolley car line has been making so many and great improvements on its lines, has caused us to consider it a duty to the patrons of The Messenger to lay before them and the citizens of Wilmington generally some facts regarding our city and suburban lines. As our readers know, the trolley car company has of late been doing a great deal of

work on its city and suburban lines, which work is not yet completed, but will be done in a very short while, the most important of which is the double tracking of Front, Princess and Red Cross streets and the extension of the city line from Front and Castle streets to the southern boundary of the city. Of course the streets had to be torn up, business on these streets interrupted and the passenger traffic on the car line incommoded while this work was going on; but we do not think that any one can deny that these inconveniences have been reduced to the minimum by the car line men in charge of the work and the officials of the company, and that the work has been done with all the expedition possible.

As was in Greensboro, so there has been in this city—many knocks against existing conditions. Some people objected to the granting of the privilege of laying the double track, but their objection did not, we are thankful to say, prevail against the work of progress and development.

Some find fault because the streets had to be torn up and business interrupted. Will those men tell us how they expect the city to progress and new enterprises be developed if somebody is not for a while incommoded? If the streets are never disturbed for laying additional gas, sewer or water pipes or for increasing the street car service the city would be at a standstill and Wilmington would soon be so far behind her sister cities that there would be no hope of her ever catching up with them in the rapid march of improvement along all business lines that is going on all over this country.

The basis on which urban communities are founded is the surrender of absolute freedom and liberty of action by each individual member for the benefit of the community in general. Some of the liberties which the man on the farm enjoys and is entitled to must be surrendered when he changes his residence to the city. The good of society demands it and he must expect to comply with the demand for the preservation of law and order, and of the health of the other members of the city, as well as for the advancement of the industrial and commercial interests of all. Each one who surrenders some privilege also is the gainer in his comforts and business pursuits by similar curtailment of the privileges of all others. In other words, the members of any urban community must expect to give and take for the general good of all.

After reading the article in the Greensboro paper and being cognizant of the fact that there were people in this city who were "knocking" the Consolidated Company and also the city authorities for granting the double tracking privileges on three of our streets we thought it well to lay before our readers what has been done for our city by that company and what an up-to-date city and suburban service it is giving our people.

For the purpose of giving the public information, and without request or even intimation that it would like us to do so, we publish the following facts about the urban and suburban railway lines of this city:

It has 24.33 miles of single track and 5.86 miles of double track, laid with rails of 60 to 75 pounds per yard, with all switches, frogs and curves of the highest grade material furnished by the Pennsylvania Steel Company. Its rolling stock consists of fifteen single track cars; two 25-power motors; 12 50-foot double-track cars equipped with either two 75-power or four 50-power motors, automatic airbrakes and Westinghouse multiple train control, which latter features enable the company to operate 100-ten trains of four cars each at a speed of 35 miles an hour and controlled by one man; two heavy freight and baggage cars. The power house which runs these cars is capable of developing 1,500 horse power, being equipped with two Westinghouse steam turbines.

On the lines of this company a passenger can ride 7 miles for 5 cents or 33 miles for 35 cents. On the Princess street line a car (or train composed of from 2 to 3 of the large cars) passes The Messenger office door between early morning and midnight at the rate of one every three minutes. Can any other city in the state make such a showing? Can any one deny that we have the finest street car system in the state? Isn't this street car line, extending into the suburbs and bringing all sections of the city into

close connection, of inestimable benefit to the city and to all classes of its citizens? Why then kick when some of us are temporarily inconvenienced by its work of progress.

### PREACHING NULLIFICATION.

"Nullification" we suppose will soon be the cry of the "organ" of the radical clique of the democratic party in this state. The leader of the movement should remember that it was a native of North Carolina who put a stop to that movement years ago. When president of the United States, he showed backbone enough to save the country from disruption at the time.

We are a strong advocate of state's rights and of state sovereignty in regard to those matters which the states have not yet voluntarily surrendered to the federal government, but for one we protest against the people of North Carolina being fooled into conflict with the federal government at the instance of a man who uses his power as an editor for the sole purposes of his own aggrandizement and the venting of personal spleen against certain corporations. It is time the people of this state—the men who have her true interests at heart—were opening their eyes to the true conditions which exist in certain quarters falsely denominated as democratic. Are our people for ever going to submit to be made tools of for the sole purpose of satisfying the personal and political ambition of one man as well as for gratifying his personal enmity toward her citizens of the state? What has this man or his immediate ancestors done for North Carolina that he should assume the right to be the Moses to lead our people out of the wilderness in which he claims they have wandered?

### THE BIG WHITNEY PLANT

Mr. William Whitam of Washington spent several days at Whitney, last week with a large party of distinguished northern capitalists inspecting the mammoth hydro-electric development of the Whitney company at the narrows of the Yadkin. In talking of the work there Monday, Mr. Whitam said:

"Power from the Whitney plant will be ready for delivery the first of the year. The work on the huge dam, the spillway and the power house is nearing completion so much so that only the gaps need be closed. The canal, which is approximately four and a half miles long and will convey the water from the dam to the power house, is now in the advanced stage of construction which characterizes the other sections. Extra effort is being made to bring it up with the others and have them all equalized. Two shifts are being used one during the day employing about 1,000 men and the other at night employing about 500 men. The most of those working at night are engaged on the canal which is being rushed at an amazing rate. Beyond the peradventure of doubt, the plant will be ready for operation by the first of January.

"The Whitney Company owns 14,000 acres of land stretching on either side of the river and controls three fine power sites which are capable of producing, when fully developed about 100,000 horse power of electricity. The power site now nearing completion will furnish between 40,000 and 45,000 horse power. A more ideal location could hardly be imagined.

"The Yadkin river courses through a succession of low lying hills, which confine it to a current of narrow width hence the name, 'The Narrows.' Without personal examination it is difficult to convey a correct idea of the immensity of the work and its solid character.

"The dam covers 1,000 feet between abutments and is 53 feet wide at the bottom and tapers to a width of 12 feet at the crest. It is built of granite from the company's quarry and is laid in regular courses.

"The spillway is constructed on the same general plan as that of the dam proper. It is a quarter of a mile long and is as substantial and lasting as the hand of man can make it. The canal is four and a half miles long and will have a normal depth of water of 18 feet. Its shallowest place is 20 feet while the deepest cut is 83 feet in depth and more than 400 feet wide at the top. In making the excavation no less than 2,000,000 cubic yards of earth and rock were removed. The reservoir capacity reached from 2 miles above the dam through the canal to the power house.

The power house will be of concrete 80 feet wide by 300 feet long and nearly 100 feet high. It will contain six generators, five of which will be installed at first. Each unit will consist of one 9,000 horse-power vertical turbine, and on the upper end of the turbine, shaft generators will be mounted. The revolving parts of each unit will weigh 70 tons, the distance from the bottom of the draught tubes to the top of the generator being 52 feet.

"The total fall measured from the

crest of the dam to the tail race is 129 feet.

"The Whitney Company not only proposes to transmit power to adjoining industrial centres within the adjacent commercial electrical transmission area, but will sell a vast bulk of it near the plant. The company has in operation six miles of railroad connecting the Southern Railway with its property and is laying the metal and ties for an extension of four miles which will cross the canal and bisect its manufacturing sites so that every industrial establishment erected there will have a railroad connection on its property. Part of this great area lying between the canal and the river has been laid out in sites for residences and for industrial enterprises.

"The company owns a fine quarry and has let the contract for the burning of 25 million brick.

"I am of the opinion that the piedmont region will dominate the world's market in manufactured cottons within the next few decades. I believe that the development of the water powers of the south will pay no small part in bringing this to pass. The south today controls the world's supply of raw cotton as it will a few decades hence the world's supply of manufactured cotton goods. The headquarters of the textile trade from field to factory, will be located south of the Mason and Dixon line. Within a radius of 100 miles of the Whitney development are many machine shops, furniture factories, knitting and cotton mills. Not less than \$15,000,000 is invested in cotton mills alone in this territory to say nothing of the new plants constantly erected. It has been demonstrated that steam as a motive power cannot compete with electricity either in efficiency or cost. Therefore the inference is clear that a real sale will be made as soon as the power is available."—Charlotte Observer.

### TRIED TO KILL FAMILY

A desperate attempt was made yesterday afternoon to poison the family of M. C. Jones, of Bilboa this county. The timely arrival of Dr. Ross, who was summoned from East Durham saved the lives of both Mr. and Mrs. Jones, who were in an extremely serious condition and not far from death when the physician arrived.

The attempt of this cowardly crime was made by some person or persons slipping into the kitchen yesterday afternoon and placing a lot of arsenic in the coffee pot. Up to this time there is no clue as to who did the act. Mr. Jones drank more of the coffee than did his wife and he was in a more serious condition than she. The daughter did not drink any of the coffee and she was not ill.

Yesterday afternoon about 1 o'clock Mrs. Jones and her daughter lay down for a little sleep and rest. It is supposed that while they were asleep that the one who attempted this murder slipped into the kitchen and placed the arsenic into the coffee pot. Last night when Mr. Jones who has a large mercantile business came in for supper the wife found that the coffee was out. Rather than for him to go back to the store for coffee she decided to boil over the coffee that was left in the pot for breakfast and by this means there was enough coffee for supper. Soon after the supper meal was over, this being something after 8 o'clock, Mr. Jones was taken ill with pains in his stomach and he was almost immediately in great agony. Then Mrs. Jones was taken ill. There was no thought of poison until they grew worse and then a messenger was hurried to East Durham to get Dr. Ross. He went to the home and when he arrived shortly after 9 o'clock he found both in a dying condition. Heroic efforts were necessary to save the two but when he left the home this morning they were apparently out of danger and Dr. Ross thinks now that they will recover.

Yesterday morning the family were served coffee from the same coffee pot and there was no ill effects. Last evening the coffee served was filled with the deadly drug. Dr. Ross says that he made an examination of the coffee grounds in the pot and found there was a considerable quantity of arsenic in the pot—enough to have killed several people if it had all been drunk. As it was Mr. Jones was very weak, almost on the point of collapse and Mrs. Jones was not much better.—Durham Herald



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