

# THE WEEKLY STAR.

WILMINGTON, N. C., FRIDAY, APRIL 6, 1888. NO. 22

## THE NEW ORTON.

Completion of the New Orton—Description of the Building—It will be Formally Opened Next Wednesday.

The new hotel—the Orton—is now completed and will be formally opened next Wednesday morning. Col. K. M. Murchison, the owner of this building, together with the old hotel, is much interested in the success of his enterprise, and has gone to great expense to erect a building which will meet the demands of the public and have every convenience which money can supply. Col. Murchison deserves great credit for this enterprise, and he is making a start in the right direction. Our city is desirous of having large capitalists invest in property here, and it is hoped that this is merely a beginning of investments which will add largely to our prosperity.

Several efforts had been made to organize a stock company, but if we remember aright, never more than \$35,000 were subscribed. Col. Murchison then came to the front and established The Orton. Having the whole expense and responsibility to bear individually, he is making a start in a small scale; but after a fair trial of his experiment he became satisfied that the old Orton did not meet the demands and requirements of a larger, finer and more conveniently arranged hotel, and the magnificent new Orton is the result.

While this is a private business enterprise, it must not be forgotten that it is one that is a real benefit to Wilmington. A new hotel was a necessity. It was found impossible to organize a stock company with sufficient capital to build one, and no individual would undertake it until Col. Murchison came forward, and with characteristic pluck and enterprise, shouldered the whole responsibility himself.

The new Orton is situated on Front between Princess and Chesnut streets, and it presents an imposing appearance, being built entirely of brick. One of the most pleasing features of the hotel is the front veranda which first attracts the attention of the passer-by. It runs the entire front of the building and is two stories high and has an elliptical indentation in the center, thus enabling one on the second floor to have a complete view of the first floor. On each end of the veranda there is an open conservatory in which will be placed many rare and beautiful flowers.

The upper veranda is a continuous series of arches arranged most symmetrically, with gilded letters, "The Orton," interwoven in the fret work. The front entrance faces Front street, the ladies' entrance being on the north and the gentlemen's entrance on the south side, the main entrance being in the center. All of these entrances are laid in encaustic tiles.

As you enter the building you are first struck with the appearance of the Ladies' Reception Room which is on the north side and fitted up elegantly. It is nicely carpeted and has in it a handsome cabinet mantel and large bevelled mirrors. The floor is of the finest material in perfect beauty and is made of native cherry wood. The whole furniture is most unique and tasteful.

The main entrance is in the center through three large plate glass doors, and as you enter there is seen a cigar stand, next to which is the main office, which is fitted up with counters made of cherry, black walnut and curly pine. The old and new buildings are connected by a system of electric bells and return calls of the most improved pattern, the instrument for this purpose being in the main office.

You pass from the rotunda into the elevator hall, where there is a hydraulic elevator of the latest pattern, with an elegant upholstered car with mirrors in the panels. Especial attention is called to the number of stairways. There are three separate flights, located in the different parts of the building, so that in case of fire the exit will be easy and rapid.

We next come to the spacious dining room, which is 30x65 feet, and is furnished in the latest and most approved style. This room has fifty large windows, is admirably ventilated, seats about two hundred people comfortably, and is the largest and most complete in the State. A private dining-room adjoins the main dining-room, and is intended for special diners; and is also nicely finished.

In the rear of the main office is a private office, and opposite this office, reached by a cross hall from the rotunda, is the barber shop, in which all the modern improvements will be found. The parlors are situated on the second floor and are a series of rooms connected by arches and fitted with heavy damask curtains so arranged that they can be several private parlors at will. The cabinet mantel in the parlor is perhaps the handsomest piece of work in the hotel and has elicited many favorable comments. The beautiful Axminster carpets which cover the floors, the handsome glass chandeliers, and the furniture generally, demonstrate that great taste has been shown, and cannot fail to please the fancy of the most fastidious.

Another feature of the hotel are the large corridors, which on a rainy day can be used by the guests for recreation, the view from the corridor windows being magnificent, and including both rivers, the shipping, &c. On the second and third floors there are fifty sleeping apartments which are carpeted with moquet and heavy Brussels carpets. They have

## THE RALEIGH THIEVES.

Arrested in Toronto—True Bills Forged—Officers Sent After Them—They are Willing to be Brought Back.

Special Star Telegram. RALEIGH, March 30.—C. E. Cross and S. C. White, the absconding President and Cashier of the State National Bank, were arrested in Ontario, Canada, this morning, on a charge of forgery, the grand jury of Wake county having found true bills against both of them this morning.

C. D. Heatt, chief of police, and J. A. Rogers, special deputy, accompanied by U. S. attorney F. H. Busbee, D. H. Graves, W. H. Saunders and Jordan Womble, Jr., (the latter three as witnesses), will leave on the Western train at 5:30 this afternoon for Ontario, to prove the forgery and bring the forgers back.

The news of the arrest created great excitement here. The forgeries aggregate thirteen thousand seven hundred and fifty dollars (\$13,750), on D. H. Graves and W. H. Avers, of Johnston county.

Mr. John H. Murphy made a few practical remarks and an old surveyor, his speech was interesting. Mr. Bruce Williams offered the following resolution, which was adopted: Resolved, That it is the sense of this meeting, obtained by an extensive inquiry, that the citizens of the county welcome the approach of the C. F. & W. R. R. and that they will support the right of way wherever it may run.

Messrs. S. S. Satchwell, Bruce Williams and John H. Murphy were appointed a committee to call another meeting when the engineers have completed their survey, and when the President of the road could be present.

## THE LATE CHIEF JUSTICE.

Funeral Services at Toledo, Ohio—Toledo, O., March 29.—All business was suspended to-day, the city is crowded with strangers, and buildings, public and private, covered with mourning emblems.

The fact that a prominent civil engineer of this State has been engaged to survey the route of the proposed new railroad from Weldon to Charlotte, which road will traverse the counties of Mecklenburg, Cabarrus, Stanly, Montgomery, Moore, Chatham, Durham, Orange, Randolph, Wake, Franklin, Halifax and Northampton, should arrest the attention of the business men of Wilmington.

In a recent issue the STAR published an article on the subject of a prominent gentleman in the Pee Dee section. He showed that Wilmington's opportunity was to use the same exertions for our seaport as have been employed by Charlotte business men for Virginia's seaport, to construct a road from Rockingham through Richmond, Stanly and Rowan counties to Salisbury, and we would procure for the citizens of these counties a nearer outlet to the ocean for their products, while Wilmington would prosper.

Our citizens should inform themselves on this question, and act promptly. The matter refers to a gentleman in North Carolina, and you can then properly estimate the value to Wilmington of a railroad from Rockingham to Salisbury.

WASHINGTON, March 29.—One action taken by the Ways and Means Committee at its meeting to-day was to order a favorable report upon the proposed extension of the Southern Exposition Co. of Louisiana from bond for the return of imported goods.

WASHINGTON, March 30.—The health of President Mills has greatly improved in the past few days, and he is thought to be out of danger. He expects to be at the Capitol for a short time Monday or Tuesday.

WASHINGTON, March 31.—Orders were to-day issued for vessels of the North Atlantic Squadron to rendezvous at Pensacola, Florida, April 17th, for the purpose of the drill and exercises, both afloat and ashore. The following named vessels will participate in the maneuvers: Most of the fleet are expected to be in New Orleans prior to the drill.

## THE SOUTHERN FLOOD.

Condition of the Railroads in Alabama—Much Damage Done, but not so Great as First Reported—Several Lives Lost and Many Narrow Escapes.

BIRMINGHAM, ALA., March 30.—In the general report, in the dispatch of Wednesday night, the Atlanta & Great Southern Railroad should have been mentioned in the statement that all roads leading into Birmingham were blocked by washouts. The Kansas City, Memphis & Birmingham Railroad stopped on account of darkness, storm and danger, but came through all right, and went out on Tuesday morning.

The track at Tallapoosa river, east of this city, is submerged, and no trains can pass over the bridge at all right. The Louisville & Nashville is all right. Three miles this side of Montgomery, half a mile of track is submerged below Elmore. Passengers and freight are being carried on the Louisville & Nashville over another road from points touched. The Atlanta & Birmingham is not so much damaged as was supposed, and its trains are running to-day.

The water courses in Alabama are not quite so high as the freshet of 1886. The river is fine and the floods are abating. The heavy special above that four persons have been drowned. There were many narrow escapes and great damage has been done to the roads, bridges and buildings. All of the roads which are running their regular trips yesterday morning.

FOREIGN. Foundations in France—A Change of Ministry in France—The Government is Defeated on a Vote on the Revision of the Constitution. (By Cable to the Monitor.)

PARIS, March 30.—The Chamber of Deputies to-day, by a vote of 268 to 237, despite the opposition of the Government, voted for urgency of the Extension Bill, providing for a revision of the Constitution. The Government thereupon resigned.

PARIS, March 30.—The defeat of the Ministry caused the Chamber of Deputies to adjourn until 9 p. m. to-morrow. The Chamber, after a short recess, resumed at 9 p. m. in Council D'Ornano (Bonaparte), moved that the Bureau to-morrow appoint a committee to prepare a revision of the Constitution.

BERLIN, March 30.—Half of the district of Lemeberg is inundated and fifteen villages are submerged. Eight persons have been killed and 900 are homeless. The river Elbe is rising.

THE RALEIGH BANK. Attachments Issued in New York and Baltimore—Bogus Draft—A Drummer's Letter—A Discovery.

NEW YORK, March 29.—George P. Hall to-day obtained an attachment against the property of the State National Bank of Raleigh, N. C., in the sum of \$8,338. On March 24, 1888, the Raleigh Bank executed a draft on the Norfolk National Bank. It came into the hands of the National Park Bank, and was sent assigned to Hall. He found upon presenting the draft for payment that the Raleigh Bank had no credits in the Norfolk Bank.

BALTIMORE, March 29.—Glipin, Langdon & Co., of this city, to-day sued out a writ of attachment against the funds of the State National Bank of Raleigh, and laid it in the hands of the National Union Bank. There was at the time of the attachment \$800 due the Raleigh Bank by the Union Bank.

JAMES A. HIGGS, a traveling salesman for a firm in this city, went on deposit with M. J. Pemberton on one side of his life-time.

FAYETTEVILLE. Fire—Heavy Rains—The Freshet in the Cape Fear. (Star Cable Telegram.)

FAYETTEVILLE, N. C., March 30.—Last evening fire occurred on Hay street, near the Cape Fear & Yadkin Valley Railroad. The building was owned by M. A. Baker, and occupied by the grocery of Frank Williston, colored man. The fire was caused by a candle which was insured, was saved. An immense crowd was attracted to the scene, and at one time the elegant residence of Mrs. M. J. Pemberton on one side of the street was worked very efficiently.

## SALE OF THE COTTON MOVEMENT.

The figures of the cotton movement should be compiled, supervised and published by one of the exchanges and not left entirely to private enterprise, no matter how honorable and efficient that may be.

The New York Cotton Exchange has made a judicious selection in appointing Mr. Shepperson statistician. He believes in "facts" and is an able and accurate compiler of cotton statistics.

—Sales of 700 barrels of Good Strained rosin were made yesterday afternoon, at 87 1/2 cents; the market closing strong.

## SALE OF THE COTTON MOVEMENT.

The mass meeting held at Point Caswell on the 28th November to consider the location of the route of the Cape Fear & Yadkin Valley Railroad through the county, was attended by a large number of the citizens of Pender. Mr. J. H. Currie, of Wilmington, was present by invitation and entertained the meeting at length as to the incontestable advantage this road would be to Wilmington and the surrounding counties.

Dr. Satchwell also addressed the meeting, and introduced a series of resolutions which were unanimously adopted, showing the great natural advantages possessed by Pender county, and expressed the gratification that the southeastern portion of North Carolina is so greatly to be improved by the early extension of the Cape Fear and Yadkin Valley Railroad, and that steps should be taken to induce the authorities of the road to locate its route, as it runs from Fayetteville to Wilmington on the east side of Black river, near the old stage route, as that route will be the best for Pender county.

Mr. John H. Murphy made a few practical remarks and an old surveyor, his speech was interesting. Mr. Bruce Williams offered the following resolution, which was adopted: Resolved, That it is the sense of this meeting, obtained by an extensive inquiry, that the citizens of the county welcome the approach of the C. F. & W. R. R. and that they will support the right of way wherever it may run.

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