VOL. XXXI.

what it was.

in bounties and subsidies than in

he was talking about. If fast ships

will not pay Americans let others

who can make them pay build them

and sail them, and let us build the

kind of vessels that will pay. The

fast ships that are got up extrava-

gantly and are really floating pal-

aces are of much less importance to

us than the plain unpretending ves-

sels that will carry our products to

other countries and bring back to

us such of their products as we may

That would be a merchant marine

lependent on that line we might

project some with the "ocean grey-

hounds" which Mr. Griscom, presi-

dent of the company which owns

and operates the St. Louis, St. Paul,

New York and Paris, says are a

very good kind of vessels to lose

money on. What we want is a mer-

chant marine without any scallops,

one that can be built and operated

without taxing the people of the

United States to do it, while all the

profit that might be in it would go

to the benefit of the ship-building

WITH BATED BREATH.

It is a remarkable fact that ever

resolution introduced in Congress

asking for information in reference

to the attitude of the Administration

in the pending war between the

British and the Boers, is met with

opposition by partisans of the Ad-

ministration, some of whom go so

far as denying the right of Congress

to demand such information, or of

the people to be officially informed

this Government is taking in our

own disputes with other peoples, or

in the disputes of other peoples in

which we may be directly or indi-

When Senator Hale introduced

his resolution of inquiry as to that

seizure of American flour by a Brit-

ish vessel and what steps had been

taken to demand its release, that

was opposed, the presumable reason

being that its opponents did not

wish to do anything that might mar

the friendly relations that exist

between the two Governments. They

preferred to give the British Gov

ernment its own time to crawfish

When Senator Allen introduced

his resolution asking for informa-

tion as to whether any representa-

tive of the Transvaal Republics had

come to Washington and asked to

be recognized, and if so, if he had

been recognized, and if not, why

not, that was opposed as if some

vital issue hinged upon it. It was

a plain, simple question that could

have been answered in ten minutes,

and it was for a kind of informa-

tion that under ordinary circum-

stances the wires send out from day

to day. If in this instance the

news has been withheld from the

public there must be some reason

for it and that is what Senator

Allen's resolution is trying to dis-

The fact is that there is a pretty

well grounded popular belief that

the Administration is in sympathy

with Great Britain in this war against

the Boers, although it is a war the

object of which is the destruction of

those two Republics and their ab-

sorption by the British Monarchy, a

war to which, as Senator Hale said

in his speech Friday, the large ma-

jority of the American people are

opposed. But the Administration

has become so tangled up with the

British that it finds itself by force of

acts that before this entanglement

demn, and speaking, to quote Mr.

and turn the seized flour loose.

rectly interested.

and ship-sailing combines.

have any use for.

HURRYING IT UP.

A Washington dispatch says the promoters of the ship subsidy scheme are hustling to push it through Congress as soon as possible. They show sagacity in this for if that measure be delayed and discussed long enough to give the people time to think about it, and to express their opinions there would be very little probability of a plundering scheme like that passing Congress, for the average Congressman would have too wholesome a fear of public opinion to vote for such a measure. The more this thing is stirred the ranker the odor becomes, and that's why the schemers behind it are so anxious to get it through Congress and get their arms into the Treasury of the United States, to the tune of \$9,000,000 a year, the bill considerately providing that they can't pull more than this in any one year.

But aside from the plundering features of this bill it is a very in the true sense. When we are inbungling affair and will lead to some very awkward mixes if passed. Some of these are referred to in the following editorial, which we clip from the Philadelphia Record:

"The bill limits payments out of the Treasury for subsidy to \$9,000,000 in any one year, or \$180,000,000 in twenty years-all excess to be deducted pro rata from the recipients of the bounty. It is pretended that the \$9,000,000 will not be annually paid out of the Treasury in the first years of the operation; but the bounty mongers have given no data to warrant their assertions. The provisions of the bill indicate that every dollar of the money be taken out of the Treasury, and that the lion's share would go to two or three steam ship companies. Whilst the smaller vessels, sailing ships and freight steamers are to receive one cent per gro-s ton for each 100 nautical miles of voy age, the great steamships of upward of 8,000 tons, and having a speed of twenty knots, are to get double the rate of bounty.

"Then there is to be a pension from extra bounty of from 1 to 12 cents per hundred miles for such steam vessels as are 'suitable for mail carriers and to be employed as auxiliaries of the United States Government in case of war.' Besides all this is the large compensation of the companies owning the ocean leviathans for carrying the mails of the United States and other Governments. Whilst the bounty is of little consideration to the owner of as to what is going on, or of the part a tramp steamer plying only for freight, it means millions to two or three ocean transportation companies. The bill reads in and between every line as if it had been written solely for those corporations. It is those corpor-por tions alone that employ the lobby agents and attorneys now besieging both Houses of Congress.

"A peculiar feature of this subsidy monster is the section providing a reg istry, with bounty, for foreign built ships. The bill provides that a registry may granted to foreign built ships owned by citizens of the United States that were engaged in an established freight and passenger transportation business on January 1, 1899. This deftly excludes freight ships not engaged in a transportation business. Vessels 'actually owned by and representing the capital of American citizens, or of a foreign corporation of which not less than 80 per cent. is owned by American citizens," shall also be granted registry. These for-eign built vessels when duly admitted to registry are to receive 50 per cent. of the bounty rates allowed American built ships.

"No trustworthy data exist for ascertaining the number of foreign built vessels owned by American citizens or the amount of American capital invested up to 80 per cent. in foreign ocean transportation companies. But this shipping interest is strong enough to require the attention of the authors of the Subsidy bill. By throwing a sop to the holders of this interest the bounty mongers hope to secure their co-operation, or at least to purchase their silence. It would be manifestly unjust to American citizens having large investments in nominal foreign them with large Government bounties to rival corporations. On the other hand, it would be equally unjust to the American people to pay out of their Treasury subsidies to the American owners of foreign built ships that are engaged in a profitable ocean transportation trade. Whilst the owners of these ships have asked only for an American registry, they have not hitherto dreamed of so preposter-ous a thing as a Government subsidy. It would be well for them to carefully watch this bill on its passage, lest the bounty provision for their foreign built ships should be dropped somewhere between the two Houses of Congress. Such things have happened more than

"There are other features of this monster of favoritism and spoliation that will doubtless receive the fullest scrutiny from its opponents in both Houses. Should the bill be passed the American people would have saddled on their backs an Old Man of the Sea -not for twenty years only, but for a | circumstances virtually endorsing century to come.'

Attention has been called to the | it would not have hesitated to confact that it is the companies which own the fast steamers that will reap | Hale, "with bated breath," when bethe bulk of these subsidy payments, | fore it would have thundered its disand they are at work now lobbying approval and indignation. Are we for the passage of the bill. The Pre- tied to the British chariot?

THE WEEKLY STAR.

WILMINGTON, N. C., FRIDAY, JANUARY 26, 1900.

THE NICARAGUA CANAL. POP. STATE CONVENTION-WILL BE HELD IN APRIL.

sident of the company which owns the four fast American liners run-The latest from Washington in ning between New York and Lonreference to the Nicaragua canal is don, appeared before the Senate that with the favorable report of the Commerce Commission and the Senate Committee on the Hepburn House Committee on Merchant Mabill the probabilities are that it will rine a few days ago, and declared pass this Congress. This bill difthat these vessels were run at a loss fers materially from others in as to the company, and intimated that much as it provides for the construcif subsidies were not given they tion and absolute control by this would have to drop carrying the Government, authorizes the Presimail when the present contract exdent to negotiate with the Governpired, and probably drop American ments of Nicaragua and Costa Rica registry and sail under some other for the control of as much territory flag. He didn't, he said, intend this as may be necessary for the construcas a threat, but of course that is tion, operation, protection and defence of the canal, and appropriates One of the objections to the pro-\$140,000,000 for the work. It proposed scheme by Mr. Spence, of New vides for the building of such forti-York, a prominent shipping merfications as may be deemed neceschant, is that it discriminates too sary for the defence of the canal in

much in favor of fast ships, mainly the event of war. for passenger service, whereas the It remains, however, to be seen kind of ships which we really need what course foreign governments is the freighter-to take the place which may be or may think themof the foreign "tramps," which are selves interested in this scheme may now doing the bulk of ocean carrypursue, whether they will quietly pering and making more money for mit this Government to construct their owners than any other vessels the canal and claim alsolute control afloat. When Mr. Spence said what over it, or insist that if built it shall we need is freighters of reasonable be open to the vessels of other naspeed he was speaking as a man tions without discrimination. with some experience in the ship-Report comes from Washington ing business, not interested more that Great Britain will, when the ships, and he doubtless knew what

time comes, enter her protest against it as a violation of the Clayton Bulwer treaty, which stipulates that no exclusive control shall be had this Government over any canal constructed through the isthmus, while it is contended by some that with the present friendly feeling between the two countries Great Britain would waive this provision in the treaty, probably with the understanding that the gates would be open to British vessels. But we suppose if this Government undertakes to construct the canal it will find some diplomatic way to placate other nations that may be interested.

The Mexican Government has hit on a unique idea to make men who are hanged useful to their families. It charges a gate fee to see the swinging performance, and turns the receipts over to the family of the hanged. Good idea. About the best use that some men can be put to is to hang them for the benefit of their families.

Several years ago the people of Hartford, Indiana, subscribed \$25,-000 towards building a tin-plate plant, which was to employ 200 workmen. The plant was built and operated for some time when the trust got its grip on it, shut it up, and now the 200 workmen have had to hunt up other jobs, and the subscribers of that \$25,000 are just that

much out of pocket. Chicago is turning her sewage into the Mississippi river by instalments. She hopes that by taking it on the instalment plan the people of St. Louis will become accustomed to it by degrees, get to liking it and will not object to having the whole thing dumped on them later.

The mad-dog scare is going the rounds. Richmond, Indiana, has it bad, and all the dogs, good and bad, which promenade the streets, must appear with the regulation muzzle on or take the chances of being knocked on the head by a policeman or some self-constituted knocker.

Ephraim Laturlip, an Indiana projector with metals, says he has discovered a process by which copper can be made as hard as steel and to take and hold an edge like a razor. He is a brother of the man who built a rawhide cannon.

The New York Journal conspicuously calls attention to the fact that last year \$33,000,000 was invested in the building of cotton milks in the South. If the present pace be kept up through the year more than that will be invested this year.

The average Yankee is nothing if not thrifty. More than half the soldiers who volunteered for the Cuban war have already applied for pensions. The other half will come along in due time.

The champion water splitter so far is the British torpedo boat destroyer Viper, run by the Parsons turbine, which has made forty-one niles an hour, and Parsons says l can do better than that.

Andrew Carnegie emphatically denies that he spent \$4,000 or any other sum to cable that speech of Senator Hoar to Hong Kong. The fellow who says he did, is a \$4,000 liar.

An Indianapolis man who sold an afternoon paper for \$950,000, went right off and started another paper. Some men make a greater success in getting rid of papers than they do in keeping them.

Do you want 2,000 or 3,000 old newspapers at your own price? If so, call at the STAR office. They make a cheap wrapping paper

Will Fuse With Republicans and Oppose the Constitutional Amendment and the New Election Law.

[Special Star Telegram.] RALEIGH, N. C., January 18 .- The Populist State Convention will be held in Raleigh on Wednesday, April 18th. The Populist party will oppose the constitutional amendment in the coming campaign. This was decided tonight by the State Executive Committee, which was in session here to fix the date for the convention.

The committee met at 7.30 o'clock n the Senate chamber at the capitol and was in session until after 12 o'clock. Dr. Cyrus Thompson, chairman of the committee, presided and Hal W. Ayer was secretary. The roll call showed eleven of the twenty-two members of the committee present. Several other members were represented by proxy.

After discussion of the situation by those present, it was practically decided to adopt Senator Butler's suggestion of another fusion with Republicans in opposition to the amendment and the new election law. This decision was announced to the public in the following resolution:

"Resolved, That the letter recently written by Hon. Marion Butler to Capt. Geo. Wilcox, concerning the election law enacted by the General Assembly of 1899 and the franchise amendment to the constitution submitted by the same body, is entitled to most careful and fullest consideration of all voters and citizens who favor political liberty and popular government, and that said letter is unqualifiedly commended and endorsed by this committee: and that the chairman of the committee take immediate steps to effect the publication and distribution of fifty thousand copies of the

This done the committee proceeded to name the date of the convention.

Arrangements for the Convention. As under the fusion arrangement unfolded by Senator Butler, the Populists are to furnish the candidates and he Republicans do the voting, it was decided that the Populist convention should be held before that of the Republicans. Hence the following resolution was adopted, fixing the 18th of April as the time:

"Resolved. That the chairman of the People's Party State committee be authorized and directed to call a State convention of the People's Party to assemble in Raleigh on Wednesday, April 18, 1900, and in connection with such call to invite the assembling of a general conference of members of the People's Party on Tuesday night, April 17, 1900, and that he be author zed to extend a cordial invitation on behalf of the State committee to such citizens of the State to address and confer as may be deemed proper and advisable by him.

"Resolved, That while it does not come within the official prerogatives of the State committee to so direct, i is recommended that county conven tions called for electing delegates to the State convention defer the nomination of county and legislative tickets until after the meeting of the State convention."

This means that an attempt wil again be made to effect fusion in all counties with Republicans. Not only was the meeting slimly attended, but it lacked the old-time enthusiasm.

Before adjourning the committee issued an address "Giving a note of warning to the people on the new issue raised by the action of the last Legislature." It condemns the constitutional amendment and denounces the new election law.

Raleigh & Gaston Railroad.

The \$5,000,000 mortgage on the Raeigh & Gaston railroad was filed here to-day for registration. It is the largest mortgage ever recorded in this county. The registration fees are \$27, while the revenue stamps required on it amount to \$2,500.20.

It is announced on authority that the Asheville Gazette is contemplating removal to Raleigh. Also, it is stated that J. F. Click, editor of the Hickory Mercury, will come to Raleigh and assume charge of the Caucasian, Senator Butler's paper.

Death of Mrs. Mary E. Brooks.

Capt. Ed. Wilson Manning, yesterday morning received a telegram from Portsmouth, Va., announcing the death of Mrs. Mary E. Brooks, aged 89 years, who passed away peacefully and quietly at 10.30 P. M. Thursday night. There were by her bedside, her five sons and two daughters: Capt. W. B. Brooks, U. S. Navy retired, of Erie, Pa.; E. C. Brooks, Esq., E. K. Brooks, father of Mrs. John H. Hardin, of Wilmington, and Mr. Crawford Brooks, of Portsmouth; S. F. Brooks, of Washington, D. C.; Mrs. Ed. Wilson Manning. of Wilmington, and Miss Jane A. Brooks, of Portsmouth. Her grand children living in Wilmington, are Mrs. M. A. Gause, Miss Katie Manning, E. W. Manning, Jr., and Mrs. John H. Hardin; great grand children, Miss Annie Gause, Miss Jennie Hardin, Lauriston, Edward and Susan Lane Hardin.

Editor Swaringen Married. Mr. W. F. Swaringen, editor of the Fair Bluff Times, and Mrs. M. L. Smith were Wednesday united in marriage at the home of the bride's parents in Fair Bluff, Rev. J. A. Smith officiating. Mr. and Mrs. Swaringen passed through the city yesterday en route to Goldsboro to spend a few days with relatives.

. C. Stockholders.

The meeting of stockholders of the Carolina Central Kailway, appointed to have been held in this city yesterday afternoon at 2 o'clock, was adjourned until Monday, January 29th, at the same hour. Only the local stockholders were present at the meetA FRESHET IS ON. **ADVANCE IN PRICE**

The Enormous Rainfall of Thursday Night Floods the Streams-Washouts in Railroads Delay Trains.

There was an enormous rainfall here and throughout eastern North Carolina on Thursday night. In Wilmington the Weather Bureau recorded a precipitation of 2.74 inches of rain. The streets were running streams of water in some parts of the city.

Trains Annulled. The rains caused the streams in the country to be flooded, and there were washouts on the Yadkin and Wilmington and Newbern branches of the Atlantic Coast Line. An hour before the time for the 9 A. M. train to leave for Fayetteville and Sanford, a telegram was received from Currie stating that there was a serious washout on the track near Montague. The train which was to leave here was consequently annulled, and the train bound here was stopped at Fayetteville and annulled. A wrecking train was sent out and several washouts between Wilmington and Currie were repaired. The trains will resume the regular chedule this morning.

Washout on the W. & N. On the Wilmington & Newbern branch there was a washout at Trent river. It was repaired, however, and the train bound for Wilmington and due here at 12:15 P. M., was delayed and did not get here till 5 o'clock last evening. The train which should have left here at 2:25 P. M., left 5:30 P. M. To day all trains will run as

There was high water along the Wilmington & Weldon railroad but the trains arrived and departed on time. The train due here at 12:30 P. M. on the southern branch was behind time but it was on account of delayed connections south of Florence.

usual.

Washout on the Carolina Central. On the Seaboard Air Line, two miles east of Cronly, high water caused a washout and rendered a trestle for about fifteen or twenty feet impassible. Capt. T. D. Meares, the general agent of the Seaboard Air Line, went up with an extra train, and the train from Charlotte, due here at 12.05 P. M., mail and express to the extra train at the washout. The passengers got here safely, but a little behind time. The damage to the trestle has been repaired, and trains will run on the

A THOUSAND MILES A DAY.

regular schedule to-day.

First of the Atlantic Coast Line Florida Specials on Its Way South-Magnificently Appointed.

The Charleston News and Courier of yesterday, in speaking of the Atlantic Coast Line's superb special trains from the North to Florida, says: The first train of the "special"

vice left New York at 12.25 P. M. Tuesday, January 16, and arrived in Charleston at 7.46 yesterday morning. It is unquestionably one of the finest trains in the country. As made up in New York this first of the four trains used in this service consisted entirely of Pullman cars. Beginning with the Pullman baggage car No. 2, the train was equipped throughout with broad vestibules. Next to the baggage car was the dining car St. James, compartment car Guatemala, sleeping cars Amphion and Delphos and observation car Courtier.

The baggage car is usually an important but uninteresting adjunct to travelling, but "No. 2" has other functions than the mere carrying of trunks, golf sticks and grips. At the forward end is established a small, low-pressure turbine engine, driven by steam from the locomotive, and this in turn drives an electric dynamo. Not only are the incandescents fed from this machine, but it also is constantly engaged in filling the storage batteries beneath each car. This in sures a supply of light even in the event of a temporary disarrangement of the motor. A thoroughly compe tent electrician is in charge of the

electric plant. The dining car St. James is a model of its kind. The fittings and furnishings are the best that money can buy. Soft velvet carpet covers the floor handsome leather cushioned seats in vite the hungry to sit and scan the menu cards, while deft waiters pass noiselessly about. Over each snow clad table is a rustic stand filled with growing plants and flowers and ferns. Breakfast, luncheon and dinner are served, and a new menu card is made up for each meal. Lunch is at midday, and yesterday the card read like

Young Onion

Bouillon.

Roast Chicken, stuffed.

Small Cutlets of Veal, Tomato Sauce.

Banana Fritters, Wine Sauce.

Cold Meats.

Roast Beef. Tongue. Ham. Boneless Sardines,
Pickled Lamb's Tongue.

Boston Baked Beans with Brown Bread
Lettuce Salad

Baked Potatoes. Braised Sweet Potatoes.

Cauliflower. New String Beans. June Peas.
Vanilla Ice Cream,
Assorted Cake. Marmalade
Preserve1 Fruits.

English Graham Wafers.
Apple Pie.
Fruits

Roquefort, Canadian and Edam Cheese.
Bent's Water Crackers.

Coffee.

Coffee.

where will attend him.

Mr. Samuel P. Collier, Jr., a very clever and capable young man of Wilmington, who has for some time efficiently discharged the duties of chief clerk in the passenger department of the Atlantic Coast Line, has been promoted to the position of soliciting enger agent of the same system, with headquarters at Jacksonville, Fla. Mr. Collier will leave this morning for his new post of duty, and the best wishes of a host of friends in Wilmington and else-

Executive Committee Meeting. Mr. D. McEachern, chairman, has issued an official call for a meeting of

the Democratic Executive Committee of New Hanover county to be held to-morrow night at 8 o'clock at the office of W. B. McKoy, Esq., in the Smith building. The call sets forth that "there is a patriotic work to be done, and all North Carolina expects New Hanover county to maintain the proud position she won in the memorable campaign of 1898."

OF FERTILIZERS

increased Cost of Material Entering Into the Product Has Caused an Advance in Acid Phosphate, Etc.

Now that the season for the shipment of fertilizers has arrived, the guano factories are on the eve of the busiest season of the year in that branch of business. The Virginia-Carolina Chemical Company's two factories here—the Navassa factory and the Powers, Gibbs & Co. factory-are prepared to ship an output of 55,000 tons this season, the proportion being about two-thirds for the Navassa Company and one third for the Powers, Gibbs & Co. factory.

For the past month or more the Powers, Gibbs & Company factory has been thoroughly overhauled and put in first class condition, so that it s now prepared to handle an increased output. The machinery has been put in such condition that the full capacity of the factory can be utilized and the facilities for handling the product have also been increased. The Navassa factory is up to its usual efficiency, and both factories are in the best condition to manufacture and handle goods promptly.

The feature, however, which will doubtless most concern the agricultural interests is the material advance in the price of fertilizers this season. With the expansion of prices generally on all manufactures and products, the prices of fertilizers follow

Mr. H. W. Malloy, manager for the Virginia Carolina Chemical Company here, yesterday stated to a STAR rep resentative that the price of acid phosphate has advanced from 20 to 30 per cent. over last year's prices. This means an increase of \$2.25 to \$3.00 per ton. He says the increase is owing to the scarcity of phosphate rock and a consequent increase of 20 to 30 per cent. in the price of rock, and also on account of an increase of from transferred its passengers, baggage, 15 to 20 per cent. on the price of pyriltes and brimstone materials wh enter into the production of acid goods, as sulphuric acid is manufactured from these materials. Onse caue for the advance on phosphate rock, he states, is the unprofitableness former prices of rock. Owing to low prices, only one company out of five engaged in developing the phosphate mines in Florida weathered the storm. The others were bankrupted in the business.

As for ammoniated fertilizers, Mr. Malloy states that there has been an advancement in price of from \$2.00 to \$2,50, or 20 to 30 per cent., due also to the advance in the price of phosphate rock and an increase of the price of material from which ammonia is derived. He remarked that generally speaking, the advance in the prices of fertilizers may be due in part to the universal revival of business throughout the country.

As a matter of interest in this connection, it may be stated that potash fertilizers have advanced ten per cent. in price, the cost of kainit being now \$1 per ton more than last year's price. As for cotton seed meal, the price per ton has increased from \$2.50 to \$5 per ton, according to the distance from producing and shipping points.

Mr. Malloy informed the STAR yesterday that the shipping of fertilizers has already commenced and that it would be a good idea for parties who already have contracts to send in their orders as promptly as possible. The two factories here are prepared to ship .500 tons a day.

It may be explained here that the prices referred to above, have reference to all parts of North Carolina. Mr. Malloy states that by the method adopted fertilizers will cost consumers the same price at the factory as they will cost consumers at some distance. This will make the increase for local consumers greater in proportion to the increased prices named.

A number of the leading wholesale houses on the wharf and several farmers also, were yesterday asked in regard to the advance of the different grades of goods and the arrangement with reference to the uniformity of price regardless of the distance from the factory. They claim that the increased cost of ingredients entering into the combination of the fertilizers does not warrant the measure of advance adopted by the factories and trace the high prices to the arbitrary ruling of what the term the "fertilizer trust." Acid phosphates, they say, have advanced at the factory from 40 to 50 per cent., while manipulated guanos are up 25 per cent. Many of the farmers and several wholesale dealers claim that under the new ruling they will be unable to fiandle the goods at all.

New Hanover, Pender, Brunswick Columbus and other farmers who have hitherto enjoyed advantages in the way of freight rates by reason of their close proximity to the factory, are loudest in their denunciations of the arrangement with reference to th "uniform price." They declare that it is r anifestly unjust to charge them as much for fertilizers with no freight comparatively to pay, as farmers and dealers at interior points where the freight rate is \$2 per ton and upward.

Ate White Rabbits and Died. Mr. Isaiah West reports that one

night recently his pen of pet white rabbits was invaded by an "unmuzzled dog" and his entire "crop," consisting of seven or eight, destroyed. Strange to say, he relates, from an overdose of the pets the canine died during the night-himself and had to be carted away. The moral he draws from the occurrence is "Muzzle your where Dr. A. H. Harriss attended

HISTORY OF BUBONIC PLAGUE

State Library

THE CASTLE HAYNES

NO. 14

PHOSPHATE MINES.

The New Hanover Land and Improvement

Company to Operate Them on An

Extensive Scale.

The STAR mentioned a few days ago

that the Hanover Land and Improve-

ment Company would develop the

phosphate mines and limestone or

shell rock quarries at Castle Haynes.

The company will work the prop-

erty on an extensive scale and will

mine both phosphate and limestone

rock for road and street improve-

ments. For this purpose from fifty to

sixty convicts have been leased from

the State penitentiary authorities, and

as soon as they can be sent to Castle

Haynes the work will be commenced.

The STAR yesterday noted that ten

convicts arrived at the mines on Fri-

day, and it is learned that the remainder

will probably arrive some time this

The Hanover Land and Improve-

nent Company is a corporation com-

posed of business men of Wilming-

ton. Mr. C. C. Chadbourn is the

manager and he tells the STAR that he

hopes to begin mining this week. The

phosphate and limestone are mined at

one and the same time, the latter hav-

ing to be blasted away to get to the

phosphate which is in a stratum be-

neath the stone. In connection with the

mine the company will operat mill

for separating and cleansing the phos-

Mr. W. H. Shear in is superinten-

Dr. C. P. Wertenbaker, surgeon in

charge of the Marine Hospital here,

has returned from a trip to Greens-

boro, N. C., and Jessup, Ga., where

he went under orders of Surgeon

General Wyman as an expert to ex-

amine into the smallpox situation in

and around those points. Dr. Wer-

tenbaker established the certain pres-

ence of the disease in Guilford county

and at Jessup, and says the authori-

ties have the situation well in hand

He came back via Hamlet, but did not

make an official examination into the

cases there, of which there are seven-

teen, all of which are among a force

of colored railroad laborers on a ma-

'Squire Jno. G. Wagner, of Mason-boro township, had a regular "up-

country" experience with a swollen

stream yesterday morning. As he was

on his way in a cart up to the city with

produce for the market, he drove into

Watson's branch on the old Masonboro

and this usually gentle water course

had swollen to such proportions that

he was swept down the current for

The Rev. R. F. Bumpass, presiding

elder of the Wilmington district, M.

E. Church, South, requests that an-

Church in the district are expected to

meet in this city on Wednesday next.

This meeting will be held in the

lecture room of Fifth Street M. E.

Church, South, beginning at 3 P. M.

The afternoon will be given to a con-

sideration of the subject of missions,

particularly, those of the Wilmington

District. At 8 P. M., a consecration

service will be held. At 9:30 A. M.

Thursday the Twentieth Century

on. It is said to be the largest dryer

in the United States, having a capacity

for drying 5,000 pounds of raw cotton

A case for perjury against C. W.

Capps, a well known young white

man of the city, was tried before Jus-

tice Fowler yesterday afternoon, the

defendant having been discharged for

want of evidence. The action was

brought by Oscar Watson, who em-

ployed L. V. Grady, Esq., to prosecute

the case. The defence was represented

by Herbert McClammy and Marsden

The interior of the handsome dry

Company, No. 9 North Front street, is

the different departments more con-

veniently arranged and enlarged. The

alterations are made necessary by a

constantly increasing patronage which

has placed this enterprising firm

abreast with the leading emporiums

Archie Benson, a white man living

in the city, fell from the iron steps on

Princess street, adjoining the National

Bank of Wilmington, last night about

7 o'clock and received a severe cut on

the back of the head and several other

minor injuries. He was taken to the

City Hall by Policeman W. E. Wat-

son and later sent to the hospital,

movement will be considered.

through the cards to-morrow.

Nearly Ready for Operation.

at one time.

Not Guilty of Perjury.

Bellamy, Esqs.

of the State.

Pell Prom Stairway.

Store to be Remodelled.

his cart again upon terra firma.

Preacher's Conference.

terial train side-tracked there.

Badly Swollen Stream.

phate.

dent at the mines.

Dr. Wertenbaker Returned.

A Disease That Has Ravished Europe,

Asia and Africa from Time immemorable. By Telegraph to the Merning Star.

WASHINGTON, January 20 .- An in eresting and valuable brochure, giving a complete history of the bubonic plague, together with the means which have been adopted for its prevention, has been prepared and made public by Surgeon General Wyman, of the Marine Hospital Service. Partly, it is a reproduction of a somewhat similar work issued by Dr. Wyman several years ago, when the plague made its appearance in some of the Eastern countries, supplemented by facts and data gathered since then. It is shown that the plague under various names is a disease which has ravaged the several countries of Africa, Asia and Europe almost from time immemorable. Pestilence, supposed to have been the plague, prevailed in Athens 432-429 B. C. One historian calculates that one-fourth the population of Europe, or 25,000,000 persons, died in all the epidemics in the fourteenth century. A very interesting account is given in the origin and spread of the present epidemic of the plague, the first recorded instance of its occur rence in the Western hemisphere be

ing at Santos, Brazil, in October last, The opinion is expressed that in the light of experience in other parts of the world it seems reasonable to believe that even were the disease introduced here, its spread would be very limited in cities where the sanitary conditions are good and where the precautions as to the isolation of patients and the segregations of those ex posed to infection could and would be practiced. The death rate varies in different epidemics, and is estimated at from 50 to 90 per cent.

BRYAN IN BALTIMORE.

Addressed a Large Audience Upon Political Questions of the Day.

By Telegraph to the Morning Star. BALTIMORE, January 20 .- Hon. W. J. Bryan delivered an address here tonight upon the political questions of the day to an audience which filled Music Hall, the biggest auditorium in the city, to its fullest capacity, and which greeted him and his remarks with the greatest enthusiasm. The meeting was held under the auspices of the Maryland Democratic Association, one of the free silver wings of the Democratic party of the State, and was not encouraged in any manner by the regular Democratic organization. In fact, the latter held strictly aloo from any participation in the affair. They made no effort to discourage it in any manner, but not one of the Democratic leaders appeared on the platform and an offer of stage tickets was politely declined by the principal members of the Democratic State cen-

Upon the currency question Mr. Bryan asserted that in 1896 all of the leading political parties demanded a double standard, differing only in the method of obtaining it. Now, the Republican party insists upon a single standard, and a bill is pending in Congress which not only seeks that end but also endeavors to perpetually force upon this country the present national banking system. If the Republicans had advocated such a measure in 1886, he declared, Mr. Mo-Kinley would never have been President

SCANDALS AT MANILA.

Causing General Talk in the United States road about five miles from the city, Squadron.

By Telegraph to the Morning Star Boston, Mass., January 20.-A letter received from a naval officer at

some distance and it was only with the greatest difficulty that he forced the Manila, dated December 12th, says animal attached to the vehicle to draw that scandals in the United States squadron are causing general talk. One is the shooting of a Filipino on board the Monadnock by Captain Mc-Gowan, because the man climbed over the side of the vessel forward instead of aft, as demanded by naval usage. It is maintained that the captain intended to fire over the man and scare him, but he was hit in the hip nouncement pe made to the effect that and died soon afterward. The other subject of comment is the all the ministers of the Methodist

fact that Commander S. W. Very, of the Castine, up to the present time, has had every officer on the vessel with one exception under suspension, and one of them has obected. Although the authorities deire to quiet the proceedings the officers will have to be heard, and the matter will be carried to the department at Washington.

TWINKLINGS.

- Baffling "It's a very unsatisfactory story!" "Yes?" "Oh, very! 've read the first chapter and the last The Delgado cotton mills are now chapter and I don't know yet how it about ready to begin operations. It is - Daughter-"Would you object probable that some cotton will be run

to my marrying without your con-sent?" Rich Father (significantly)— "Not at all. I'd save money by it."— Mr. J. S. Mott, of Lowell, Mass., who has been here installing the steam Philadelphia Record dryer, finished it yesterday and it is - As Exemplified-"Wasn't it a now ready for the steam to be turned

strange freak for the beautiful Miss Spudd to marry that queer-looking Russian?" "Yes; but we all hat off' days."—Chicago Tribune. "Yes; but we all have our - Father-" You must adopt

some profession, my son, What do-you think of law?" Spendthrift Son— "Well, I think son-in law would suit me better."-Indianapolis Journal. - Miles-"A physician told me recently that a good, hearty laugh, prolongs a man's life." Giles—"Per-

haps it does—unless he laughs at another man who slips on an icy side-walk."—Chicago News. - "I disown you!" cried the angry parent. "I shall cut you off with a dollar." "Yes, sir," replied the erring son, meekly. "And might I have the dollar now?"—Philadel-

phia North American - Wickwire-"Look here. This is the fourth time this morning you have been here asking for the price a meal." Dismal Dawson-"Yep.

am the absent-minded beggar, don't goods store of the C. W Polvogt | you know?"-Indianapolis Press. - "Show me a prize-fighter," said against the bar, "and I'll show you a loafer." "Is that so?" exclaimed a

burly fellow behind the stove, jumping to his feet. "Well, I'm a prize-fighter—see?" "Of course," said the other, as he backed toward the door, "and I'm a loafer." - "So you don't admire grand

opera," said the young woman. "No," answered Mr. Pinckinham, of Chicago. "I used to have a great deal of respect for it, but when the last one came to town and didn't pay expenses I said to myself: 'Anything that has not any more money in it than grand opera is no good."—Washington Star.

- At the present rate, North Carolina is getting a new cotton mill every day. The centre of the textile industry in this country is rapidly shifting to the South.—Norfolk Landmark, Dem.