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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 considerably 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 bungling 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 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 taken out of the Treasury, and that the lion's share would go to two or three steamship companies. Whilst the smaller vessels, sailing ships and freight steamers are to receive one cent per gross ton for each 100 nautical miles of voyage, the great steamships of upward of 8,000 tons, and having a speed of twenty knots, are to get double the rate of bounty."

"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 to the United States and other foreign ports. Whilst the bounty is of little consideration to the owner of 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 corporations 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 registry for the ships for foreign built ships. The bill provides that a registry may be granted to foreign built ships owned by citizens of the United States that were engaged in an established foreign trade on January 1, 1899. This excludes freight ships not engaged in a transportation business. Vessels actually owned by 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. The foreign built vessels when duly permitted to registry are to receive 60 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 rope 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 transportation companies to handicap 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 profitable ocean transportation trade. Whilst the owners of these ships have asked only for an American registry, they have not hitherto dreamed of so preposterous 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 carried somewhere between the two Houses of Congress. Such things have happened more than once."

"There are other features of this monster of double-faced deception 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 century to come."

Attention has been called to the fact that it is the companies which own the fast steamers that will reap the bulk of these subsidy payments, and they are at work now lobbying for the passage of the bill. The Pre-

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sident of the company which owns the four fast American liners running between New York and London, appeared before the Senate Commerce Commission and the House Committee on Merchant Marine a few days ago, and declared that these vessels were run at a loss to the company, and intimated that if subsidies were not given they would have to drop carrying the mail when the present contract expired, and probably drop American registry and sail under some other flag. He didn't, he said, intend this as a threat, but of course that is what it was.

One of the objections to the proposed scheme by Mr. Spence, of New York, a prominent shipping merchant, is that it discriminates too much in favor of fast ships, mainly for passenger service, whereas the kind of ships which we really need is the freighter—to take the place of the foreign "tramps," which are now doing the bulk of ocean carrying and making more money for their owners than any other vessels afloat. When Mr. Spence said what we need is freighters of reasonable speed he was speaking as a man with some experience in the shipping business, not interested more in bounties and subsidies than in ships, and he doubtless knew what 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 extravagantly and are really floating palaces are of much less importance to us than the plain unpretending vessels that will carry our products to other countries and bring back to us such of their products as we may have any use for.

That would be a merchant marine in the true sense. When we are independent on that line we might project some with the "ocean greyhounds" which Mr. Griscom, president 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 merchant 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 and ship-sailing companies.

WITH BATED BREATH.

It is a remarkable fact that every 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 Administration, some of whom go so far as denying the right of Congress to demand such information, or of the people to be officially informed as to what is going on, or of the part 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 indirectly interested.

When Senator Hale introduced his resolution of inquiry as to that seizure of American flour by a British 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 Government its own time to crawl and turn the seized flour loose.

When Senator Allen introduced his resolution asking for information as to whether any representative 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 information that under ordinary circumstances 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 discover.

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 absorption by the British Monarchy, a war to which, as Senator Hale said in his speech Friday, the large majority of the American people are opposed. But the Administration has become so tangled up with the British that it finds itself by force of circumstances virtually endorsing acts that before this entanglement it would not have hesitated to condemn, and speaking, to quote Mr. Hale, "with bated breath," when before it would have thundered its disapproval and indignation. Are we tied to the British chariot?

THE NICARAGUA CANAL.

The latest from Washington in reference to the Nicaragua canal is that with the favorable report of the Senate Committee on the Hepburn bill the probabilities are that it will pass this Congress. This bill differs materially from others in as much as it provides for the construction and absolute control by this Government, authorizes the President to negotiate with the Governments of Nicaragua and Costa Rica for the control of as much territory as may be necessary for the construction, operation, protection and defense of the canal, and appropriates \$140,000,000 for the work. It provides for the building of such fortifications as may be deemed necessary for the defense of the canal in the event of war.

It remains, however, to be seen what course foreign governments which may be or may think themselves interested in this scheme may pursue, whether they will quietly permit this Government to construct the canal and claim absolute control over it, or insist that if built it shall be open to the vessels of other nations without discrimination.

Report comes from Washington that Great Britain will, when the time comes, enter her protest against it as a violation of the Clayton Bulwer treaty, which stipulates that no exclusive control shall be had by 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 \$35,000 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 \$35,000 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 Laturip, 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 mills 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 miles an hour, and Parsons says he 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.

POPE STATE CONVENTION—WILL BE HELD IN APRIL.

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 to night 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 in the Senate chamber at the capitol and was in session until after 11:30 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 in 1898 and the franchise amendment to the constitution submitted by the same body, is entitled to the 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 same."

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

As under the fusion arrangement unfolded by Senator Butler, the Populists are to furnish the candidates and the 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 18th, 1900, and take immediate steps to call to the attention of the members of the People's Party on Tuesday night, April 17, 1900, and that he be authorized 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 do so, it is recommended that county conventions be 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 will again be made to effect fusion in all counties with Republicans. Not only was the meeting thinly 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 Raleigh & Gaston railroad was filed here to-day for registration. It is the latest mortgage ever recorded in this county. The registration fee is \$37, 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 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., of E. K. Brooks, father of Mrs. John H. Hardin, of Wilmington; and Mr. Crawford Brooks, of Portsmouth; S. F. Brooks, of Washington, D. C.; Mr. Ed. Wilson Manning, of Wilmington; 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 Swearingin Married.

Mr. W. F. Swearingin, 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. Swearingin passed through the city yesterday en route to Goldsboro to spend a few days with relatives.

C. C. Stockholders.

The meeting of the stockholders of the Carolina Central Railway, 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 meeting.

A FRESHET IS ON.

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 Currier 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 Currier were repaired. The trains will resume the regular schedule 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 Currier left here at 12:30 P. M. The train due here at 12:30 P. M. on the southern branch was held up, but it was on account of delayed connections south of Florence.

Washout on the Carolina Central.
On the Seaboard Air Line, two miles east of Crony, high water caused a washout, and rendered a trestle for about fifteen or twenty feet impassable. Capt. T. D. Maes, 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., transferred its passengers, baggage, 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 regular schedule to-day.

A THOUSAND MILES A 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' service left New York at 12:25 P. M. Tuesday, January 16, and arrived in Charleston at 7:45 P. M. yesterday. 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, sleeping car, Pullman Amphion and Delphos and observation car Courrier."

The baggage car is usually an important but uninteresting adjunct to traveling, 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 connected with the lighting of the storage batteries beneath each car. This insures a supply of light even in the event of a temporary disarrangement of the motor. A thoroughly competent electrician is in charge of the electric plant.

The dining car St. James is a model of its kind. The fittings and furnishings are of the highest quality. Soft velvet carpet covers the floor; handsome leather cushioned seats invite 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 this:

Small Omelet.	Roast Chicken, stuffed.	Young Onions.
Banana Fritters.	Small Omelet.	Small Omelet.
Roast Beef.	Tongue, Ham.	Boiled Sardines.
Boston Baked Beans.	Boiled Ham.	Boiled Ham.
Baked Potatoes.	Boiled Potatoes.	Boiled Potatoes.
Cailliflower.	New String Beans.	Yucca Peas.
Preserved Fruit.	Assorted Cakes.	Marmalade.
English Graham Wafers.	English Graham Wafers.	English Graham Wafers.
Roquefort, Canadian and Edam Cheese.	Roquefort, Canadian and Edam Cheese.	Roquefort, Canadian and Edam Cheese.
Coffee.	Sweet Water Crackers.	Tea.

A Deserved Promotion.

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 freight and passenger 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 elsewhere will attend him.

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."

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 pet's canine feed during the night himself and had to be carried away. The moral he draws from the occurrence is "Muzzle your dog."

ADVANCE IN PRICE 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 & Co. factory has been thoroughly overhauled and put in first class condition, so that it is 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 guano 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 suit.

Mr. H. W. Malloy, manager for the Virginia Carolina Chemical Company here, yesterday stated to a STAR representative 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 15 to 20 per cent. on the price of pyrites and brimstone, materials which enter into the production of acid guano, as sulphuric acid is manufactured from these materials. One cause for the advance on phosphate rock, he states, is the unprofitableness of 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 kaint 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 \$3 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 1,500 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 "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 handle 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 the "uniform price." They declare that it is an unfairly 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.

Fell From Stairway.

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. Watson and later sent to the hospital, where Dr. A. H. Harris attended him.

Store to be Remodeled.

The interior of the handsome dry goods store of the C. W. Polvogt Company, No. 9 North Front street, is soon to be remodelled throughout and the different departments more conveniently arranged and enlarged. The alterations are made necessary by a constantly increasing patronage which has placed this enterprising firm abreast with the leading emporiums of the State.

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Store to be Remodeled.

The interior of the handsome dry goods store of the C. W. Polvogt Company, No. 9 North Front street, is soon to be remodelled throughout and the different departments more conveniently arranged and enlarged. The alterations are made necessary by a constantly increasing patronage which has placed this enterprising firm abreast with the leading emporiums of the State.

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