

Market Review and Marine and Weather News

STOCKS.

(By Associated Press.)
New York, Sept. 5.—(Wall Street.)—Statement of the threatened railroad strike over the double holiday occasion for a fresh demonstration of speculative enthusiasm on resumption of operations today. New markets were recorded in United States Steel and Mariner, with striking gains in other favorites, including copper, iron and independent oil and copper. Ralls were slow in response to the high movement in oil but came forward later.

NEW YORK STOCK LIST

American Tel. & Tel.	109
American Beet Sugar	89 1/4
American Can	63 1/8
American Car and Foundry	62 1/4
American Locomotive	76 3/4
American Smelting	101 3/8
American Sugar	109
American Tel. & Tel.	109
Amesbury Copper	86 3/4
Amesbury Steel	103 1/2
Amesbury Steel	112
Amesbury Steel	80 5/8
Amesbury Steel	86 1/4
Amesbury Steel	48 7/8
Amesbury Steel	177
Amesbury Steel	69 1/2
Amesbury Steel	93 3/4
Amesbury Steel	18 1/4
Amesbury Steel	137 1/4
Amesbury Steel	78 1/2
Amesbury Steel	37
Amesbury Steel	169 1/4
Amesbury Steel	117
Amesbury Steel	38 5/8
Amesbury Steel	119 7/8
Amesbury Steel	101
Amesbury Steel	25
Amesbury Steel	278
Amesbury Steel	235
Amesbury Steel	84 1/2
Amesbury Steel	109 7/8
Amesbury Steel	4
Amesbury Steel	103 3/4
Amesbury Steel	127 3/4
Amesbury Steel	110 1/4
Amesbury Steel	55 7/8
Amesbury Steel	104 1/4
Amesbury Steel	54 5/8
Amesbury Steel	15 1/4
Amesbury Steel	37
Amesbury Steel	97 1/2
Amesbury Steel	23 3/4
Amesbury Steel	68
Amesbury Steel	123 3/8
Amesbury Steel	25
Amesbury Steel	196
Amesbury Steel	138 1/2
Amesbury Steel	165 5/8
Amesbury Steel	59
Amesbury Steel	72 1/2

COTTON

(By Associated Press.)
New York, Sept. 5.—The cotton market opened steady today at a decline of one point in October, but generally five to nine points higher. October was relatively easy at the start. After selling at 15.93 rallied to 16.06, or eleven points net higher, while January sold up to 16.22, with the general list showing net gains of from 10 to 13 points shortly after the call.

	Open	Close
October	16.02	15.72
December	16.04	15.88
January	16.15	15.96
March	16.35	16.12
May	16.48	16.24
New York Sep.	15.95	

	Open	Close
Wilmington Cotton	15 1/2	15 1/2
Charleston Cotton	15 1/2	15 1/2
Savannah Cotton	15 1/2	15 1/2

LIVERPOOL COTTON.

	Open	Close
October Oct-Nov.	9.61	9.61
December Jan-Feb.	9.57	9.57
January March-April	9.55	9.55

Open, steady; close, quiet. Middling, 9.71. Sales, 5,000; receipts, 5,000.

	Open	Close
Wilmington Cotton	15 1/2	15 1/2
Charleston Cotton	15 1/2	15 1/2
Savannah Cotton	15 1/2	15 1/2

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LOCAL MARKETS.

	Open	Close
Country Produce.		
Eggs, dozen	32	
Butter, lb.	22 1/2	25
Spring Chickens, each	30 1/2	40
Hens, each	45 1/2	55
Puddle Ducks	80	85
Guinea	80 1/2	85
Deer	8 1/2	10
Sweet potatoes, bushel	75 1/2	1.00
Irish Potatoes, bushel	75 1/2	1.00
N. C. Hams, lb.	23	
N. C. Shoulders & Ribs lb.	17 1/2	18
Fried Peas, bushel	1.00	
White Peas, bushel	1.50	
Corn, bushel	1.00	
N. C. Peanuts, bushel	55 1/2	65
Spanish Peanuts, bushel	80 1/2	85
Virginia Peanuts, bushel	80 1/2	85
Oranges—Florida	4.00	
Limes, per 100	1.25	
Bananas, bunch	1.00	1.50
Lemons, fancy	8.00	
Apples	3.00	3.50
Bell Peppers, bushel	75	
Onions, per sack	4.00	

Connecticut Republicans.
The State convention. Tomorrow the convention will complete its work by nominating a candidate for United States Senator and a State ticket to be voted for in November. All indication point to the renomination of George P. McLean for the senatorship. Frank E. Healy, of Windsor Locks, Speaker of the lower branch of the legislature, is expected to lead on the first ballot for governor.

ALL TAR HEELS WERE FOR THE MEASURE

Played Conspicuous Part In Congress in Passage of Eight-Hour Bill

(By George H. Manning.)
Washington, D. C., Sept. 5.—The North Carolina congressmen were prominently conspicuous in the preparation of the eight hour day bill for railroad employees and in the debate on the bill incident to its passage late yesterday afternoon by the House by a vote of 139 to 56.

The House got right down to business Friday and passed the bill by six o'clock, an action sufficient of itself to prevent the threatened tie-up on yesterday morning of all the railroad lines in the country with the accompanying demoralization of all lines of business, reign of high prices and general shortage of food.

Majority Leader Claude Kitchin was the prime factor in having the bill prepared that was passed by the House. Kitchin got busy Thursday morning and calling Chairman Adamson of the Interstate Commerce Committee to his rooms he and Adamson prepared the draft of a bill in a couple of hours.

Kitchin then called on Congressman of North Carolina, chairman of the Rules Committee for a rule that would put the bill through the House in one day. You brought in the rule and the prompt passage of the bill shows it worked well.

During the debate Congressman Page offered an amendment which was adopted to exclude from the effects of the bill railroads privately owned and operated, not exceeding 100 miles in length, and street railroads and interurban lines. He made a strong speech favoring the bill but urged its amendment successfully.

Two of the principal speeches in behalf of the bill were made by Congressman Small, Democrat, and Congressman Britt, Republican of the Old North State.

All ten North Carolina congressmen voted for the bill. The Senate took a little more time with its bill, devoting much more time to debate. Many senators thought the Senate would abandon its bill and pass the House measure, removing the necessity for a conference

between the two bodies.

"With all due respect for the interests of the railroads, the employees and the public, all of whom have their rights, the rights of the public are paramount in this crisis which now face us," said Congressman Small. "In the interest of the public we must vote for this bill in order to insure continuous operation of the railroads which is necessary to maintain our industries and commerce. The life of the nation is involved in this issue."

"At the same time we must realize that the adoption of the eight hour day means an increase of 25 percent in wages of 400,000 employees. If this increase in wages puts such a burden on the railroads that they cannot with economic operation bring fair returns on the capital invested then there will be no other recourse than to raise freight rates. I think as intelligent men representing the public we ought to recognize this contingency. I think this is very pertinent because the shippers of the country will certainly protest against any increase in freight rates."

Congressman Britt said his whole heart was in this eight hour day bill as it represented his burning conviction of a life time.

"With all my heart I favor an eight hour day," said Mr. Britt. "Nor is this feeling born of the stress of the pending industrial strike. A nationwide railroad strike, awful as it would be, could give but few new reasons for an eight hour day. It would only emphasize the old ones. This bill should be passed and passed now to avert a pending catastrophe and at the same time do a great and lasting good."

YALE STARTS ITS GRIDIRON PRACTICE

New Haven, Conn., Sept. 5.—As a forerunner of the Yale football season of 1916 the candidates for the team donned their uniforms today and appeared on the field for the beginning of preliminary practice. More than 100 candidates reported, forming the largest squad in the history of the game at old Eli. During the next few weeks the candidates will be put through their paces and the team sifted out under the watchful eyes of the new coaching staff, which includes Tad Jones, Dr. William T. Bull, Dr. Arthur Bridges, Michael F. Sweeney, Jack Cates, Nate Wheeler and William Marting.

SEABOARD AIR LINE RAILWAY.

The Progressive Railway of the South. Effective May 28th, 1916.

DEPARTURE OF TRAINS FROM WILMINGTON:

No. 13—3:55 P. M.—Train for Charlotte and Intermediate Points. PULLMAN PARLOR CAR, WILMINGTON TO CHARLOTTE. THROUGH DAILY PULLMAN SERVICE WILMINGTON TO ATLANTA—ALL STEEL CARS. ON FRIDAYS, THROUGH SLEEPER TO BIRMINGHAM.

No. 19—5:00 A. M.—Train for Charlotte and Intermediate Points. SLEEPING CAR BETWEEN WILMINGTON AND CHARLOTTE. Open at 10:00 P. M. for Passengers. ARRIVAL OF TRAINS AT WILMINGTON:

No. 14—12:40 P. M.—Train from Charlotte and Intermediate Points. PULLMAN PARLOR CAR BETWEEN CHARLOTTE AND WILMINGTON. THROUGH DAILY PULLMAN SERVICE ATLANTA TO WILMINGTON—ALL STEEL CARS. THROUGH SLEEPER FROM BIRMINGHAM SATURDAY.

No. 20—12:10 A. M.—Train from Charlotte and Intermediate Points. SLEEPING CAR BETWEEN CHARLOTTE AND WILMINGTON. PASSENGERS MAY REMAIN IN SLEEPER UNTIL 7:00 A. M.

For detailed information and reservations, call on City Ticket Agent, Orton Building, Phone 178.

R. W. WALLACE, C. T. A.
H. E. PLEASANTS, T. P. A.
Wilmington, N. C.
JOHN T. WEST, D. P. A., Raleigh, N. C.

WANT A SUFFRAGETTE JOB THREE BIG ONES VACANT.



MISS HANNAH PATTERSON

New York, Sept. 5.—Mrs. Frank M. Roessing, first vice-president of the National American Woman Suffrage Association; Miss Hannah J. Patterson, corresponding secretary, and Mrs. James W. Morrison, recording secretary, have announced they will resign from the board at the convention, which begins at Atlantic City, September 6, and though President Carrie Chapman Catt has gone over the country with a fine tooth comb she can find none to take their places. It is admitted that, while there are many fine workers in the organization there are few big enough to fill the big offices, and these few are needed in their individual States.

Moreover, board members receive no salaries, and it is not very suffragist who can afford to leave home and family and live in New York or Washington, the two headquarters, during the arduous work demanded. Mrs. Catt said yesterday that the emergency might result in the passage of an amendment to the constitution so that officers could be paid.

There is no reaction back of the resignation. Miss Patterson said that the board had been entirely harmonious. But Mrs. Roessing and Miss in Chicago, all feel that they no longer can be spared by their families. Mrs. Morrison has four children and Mrs. Roessing has aged parents, to say nothing of their husbands. Miss Patterson also is needed by her parents.

Miss Mary Garrett Hay is mentioned as one of the ablest possibilities for vice-president but she probably would not give up the chairmanship of the New York City Woman Suffrage party, to which she is devoted.

REGULAR DINNER TWENTY-FIVE CENTS NEW YORK CAFE.

SOUTHERN HOTEL CAFE Quick Lunch Day and Night. Rooms by the Day, Week or Month at Reasonable Rates.

NINETY-TWO PER CENT. OF THE insurable live stock in Wilmington is insured against death "from any cause, at any place, at any time" in The Western Live Stock Insurance Co. Only company represented in this section, largest in the world. If yours is not covered, wouldn't it be a good idea to do so at once? Jas. M. Stevenson, Agent. Phones 979 or 2027-J. 515 Murchison Bank Building. 9-3-6-9

NOTICE.

North Carolina. In the Superior Court. New Hanover County. Before the Clerk. New Hanover Transit Company et al. vs. N. A. Currie et al.
This cause coming on to be heard, and the preliminary report of the Board of Viewers having this day been filed with this Court and having been examined to found to be in due and proper form. The Court further finds from the Viewers report that the drainage is practicable, and that it will benefit the public health and be conducive to the general welfare of the community, and that it will be beneficial to the lands sought to be benefited by the proposed improvements; and the Court hereby appoints the 5th day of September, 1916, at 12 o'clock noon, as the time when it will be further heard and considered and pass upon the said report.
It is further ordered that a copy of this order be posted at the Court House door and at five conspicuous places within the boundaries of the said proposed drainage district, and be published in the Evening Dispatch, a newspaper of general circulation within the county for two consecutive weeks.
This the 21st day of August, 1916.
W. N. HARRISS, Clerk of the Superior Court.
8-22 law-3w tues

ADMINISTRATRIX NOTICE.

Having qualified as administratrix of the estate of Ed. Barnes, deceased, I hereby give notice to all persons having claims against said estate to present them to me on or before the 1st day of August, 1917, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make immediate payment.
This the 1st day of August, 1916.
EDDIE BARNES, Administratrix of the estate of Ed. Barnes or Edwin Barnes, Jr.
8-1 law-6w tues-j

EXECUTRIX NOTICE.

Having this day qualified as executrix of the last Will and Testament of Isabella Brinkley, deceased, this is to notify all persons having claims against the estate to present same to the undersigned within one year from date of this notice will be pleaded in bar of recovery.
August 1st, 1916.
LOUISA J. BRINKLEY, State of North Carolina, Executrix.
8-1 law-6w tues-j

NOTICE OF FORECLOSURE SALE.

Notice is hereby given, that, under and by virtue of the power of sale contained in a certain mortgage deed executed on the 25th of February, 1914, and duly recorded in office of Register of Deeds of New Hanover County in Book 76, at Page 266, the undersigned mortgagee, will on the 15th day of September, 1916 at 12 o'clock noon, at the Court House door of New Hanover County, sell to the highest bidder for cash the following described parcel or lot of land:
In the City of Wilmington, beginning at a point in Block 52 in said City, said point being 44 feet Eastwardly from the Eastern line of Seventh street, and 108 feet Southwardly from the Southern line of Queen street; runs thence Southwardly and parallel with Seventh street 35 feet; thence East-southly and parallel with Queen street, 51 feet; thence Northwardly and parallel with Seventh street 33 feet; thence Westwardly and parallel with Queen street 81 feet to the point of beginning, same being part of western half of Lot No. 4 in Block No. 65, according to the official plan of said City of Wilmington, N. C.
This August 15, 1916.
LANOVER BUILDING & LOAN ASSOCIATION, By C. D. Weeks, Attorney.
8-15 300.

ATLANTIC COAST LINE

Arrivals and Departures of Trains at Wilmington, Effective Aug. 29, 1916. Time Not Guaranteed.

DEPARTURE:	TO AND FROM	ARRIVALS:
No. 90: 3:40 A. M. Daily Except Sunday.	Goldboro, Richmond, Norfolk and Eastern North Carolina points. Connects at Goldboro with Southern Railway at Norfolk Southern Railroad.	No. 91: 1:15 A. M. Daily Except Monday.
No. 64: 5:15 A. M. Mon., Wed. and Friday Only.	Jacksonville, New Bern and Intermediate Stations.	No. 65: 6:15 A. M. Mon., Wed. and Friday Except Monday.
No. 51: Daily. 5:30 A. M.	Chadbourne, Conway, Florence, Charleston, Jacksonville, Tampa, St. Petersburg, Fort Myers, Columbia and Asheville, Pullman Sleeping Cars between Wilmington and Columbia, open to receive outboard passengers at Wilmington at and after 10:00 P. M. and may be occupied, inbound until 7:00 A. M.	No. 5: Daily. 12:30 A. M.
No. 48: Daily. 8:40 A. M.	Goldboro, Richmond, Norfolk and Washington, Parlor Cars between Wilmington and Norfolk connecting at Rocky Mount with New York trains having Pullman Service.	No. 40: Daily. 6:05 P. M.
No. 53: Daily. 8:45 A. M.	Solid train between Wilmington and Mt. Airy via Fayetteville and Sanford. Pullman Parlor Cars between Wilmington and Greensboro.	No. 52: Daily. 8:00 P. M.
No. 62: Daily Except Sunday. 3:25 P. M.	Jacksonville, New Bern and Intermediate Stations.	No. 63: Daily Except Sunday. 12:00 P. M.
No. 55: Daily. 3:45 P. M.	Chadbourne, Florence, Columbia, Augusta, Atlanta and the West, Charleston Savannah and all Florida points. All Pullman Sleeping Cars between Wilmington and Augusta. Sleeping Cars daily between Florence and Columbia, which may be occupied at Columbia until 7:00 A. M.	No. 54: Daily. 12:50 P. M.
No. 57: 6:30 P. M. Sunday Only.	Chadbourne, Conway and Intermediate points. Excursion Train.	No. 68: 9:15 A. M. Sunday Only.
No. 50: Tues., Thurs. Sat. and Sun. Only. 6:30 P. M.	Fayetteville and Intermediate Stations.	No. 60: Tues., Thurs. Sat. and Sunday Only. 10:35 A. M.
No. 42: Daily. 6:45 P. M.	Goldboro, Richmond, Norfolk, Washington and New York, Pullman Parlor, Buffet Sleeping Cars, between Wilmington and Washington, connecting with New York trains carrying dining cars; also Pullman Sleeping Cars between Wilmington and Norfolk.	No. 41: Daily. 9:50 A. M.
No. 68: 7:30 P. M. Sunday Only.	New Bern and Intermediate Points. Excursion Train.	No. 69: