Vol. XVI.

W. F. MARSHALL,

Gastonia, N. C., February 7, 1895.

No 6

AWFUL TRAGEDY AT SEA.

THE STEAMER PLRE GOES DOWN IN THE MORTH SEA WITH MORE THAN 300 PASSENGERS.

From Land-Only 20 Persons Saved-Cause-Scenes and Incidents of

LONDON, Jan. 30-Lloyd's agent at owestoft wires at 8:13 p. m. as fol-

"The Elbe sunk in the north sea after cuming into collision with another stemmer, Twenty of her people have been tanded here by a dehing smack. These include the second mate and pilet, who express fear that the less of life is very great."

A later dispatch timed 7:45 p. m. says the Elbe sank fifty miles off Lowesteft and 380 of her passengers and drew were lost.

A still later dispatch from Lowe.

a still later dispatch from Lowestoft mays of the 268 passengers and
160 officers and crew of the Eibe, all
ware lost except twenty who succeeded
in malling into a boat and were picked
up and brought to Lowestoft by the
fishing smack Wild Flower.
Lowestoft is one of the chief fishing
stations on the Suffield coast of England. The same of the colliding vesel is as yet unknown. The Eibe
suffed from Bremen on her return to
New York yesterday.

A LATER ACCOUNT.

A LATHE ACCOUNT.

LONDON, Jan. 89.—The North German Lloyd Steamship Elbe, bound frem Bremen for New York, was sunk in a collision with a small steamer 5f-ty miles off Lowestoft early this morning. She carried 380 souls. But twenty-one survivors have been landed but a few others may still be affort in one of the the ship's small boats.

The survivors of the wreck were landed at Lowestoft by the fishing asset Wild Flower 5:40 o'clock thus evening. They are: Stollberg, third officer; Neumel, first engineer; Wesser, paymenter; Schultheim, Linkmeyer and Seitling, assistant paymenters; Furet, chief stoker; Vicebe, steward; Wenuilg Singer and Seitert, sailors; Dreson and Batke, ordinary sommen; Dehards.

prevented any early rising, and none axempt the officers and orew on daty were on dook when the ship was atruck. The shock aroused everybody. The steerage was to a partie in a moment and men and women and children half dressed, or in their night elether, same They had beard the sound of rushing water as the other steamer backed off, and had felt the Eliss lurch and settle. They had grasped the fact that it was then life or death with them, and al-most to a man had succumbed to their terror. They clung together in groups theing the cold and storm and cried

aloud for help, or prayed on their kness for deliverance. es and erow calm. Por few moments they went among the few moments they want among the terror stricken groups, trying to quiet them and encouraging them to hope that the vessel might be eaved. It was soon apparent, however, that the Eibs was settling steadily. The officers were convisced that she was about to er and gav corders to lower the

In a short time three boats were bt alongside, but the sum were breaking over the steamer with force and the first beat was swamped before anybody again get into it. The other two boats lowered at about the came time, were

filed quickly with members of the crew and some passengers, but the number was small, and the boats could

number was small, and the boats could hold only twenty persons each.

The boat carrying the twenty one persons who landed at Lowestoft put off in such haste from the sinking steamer that nobody in it noticed what became of the other boat. The survivors believe, however, that she got away safely. They saw that they trued about in the heavy same for several bours before they sighted the Wild Flower. The little sonack bore down on them at once and took them aboard. They were exhausted from excitoment and exposure. Several of them were in a state of collapse and had to be carried and dragged from one boat to the other.

THE WOKAN'S BRAVERY.

THE WOMAN'S BRAVERY.

Miss Anna Bucker, the only wonan Miss Anna Buccker, the only woman in the party, was prestrated as soon as they got clear of the Eibe. She kay in the bottom of the boat for five hours with the seas breaking over her and the water that had been abipped helf covering her body. Although her physical strength was gone, she showed true pluck, however, and did not utter a word of complaint, and repeatedly urged her companions not to mind her but look after themselves. Hoffman's leg was hart severely while he was changing boats.

the survivors cannot say too much in praise of the Wild Flower's crew, who gave them every possible atten-

tion.

Upon landing, the survivors were taken in charge by B. S. Bradbeer, the German consul at Lowestoft, who sent some to the Suffolk hotel. Miss Buscher, who took passage only to Southhampton, will probably be able to go to London in day or two.

PROBABLY THE COLLIDING STEAMER. PROBABLY THE COLLIDING STEAMER.

ROTTERDAM, Jan. 30—The Steamer Crathie, from Rotterdam for Aberdeen has returned to Manaluis, her stern having been stove in by coming into collision with an unknown vessel at 5 o'clock this morning thirty miles from Hook, Helland. She is not leaking. It is supposed that the Elbe is the steamer with which the Crathie was in collision.

evening. They are: Stollberg, third officer; Neumel, first engineer; Wesser, paymenter; Schultheim, Linkmeyer and Seltking, assistant paymenters; Furst, chief stoker; Vicebe, steward; Wenuig Singer and Subert, sailors; Dreson and Batke, ordinary seamers; Deharde, Carman pliot; Greenham, English pliot Heffmann, Lugen, Schlegel and Vevera, asloon passengers: Beitlien, a steerage passenger, and Miss Anna Buscker.

IN A MOST FITLABLE CONDITION.

Hoffman's home is in Nebraska. His wife and boy went down with the ship. All of theraccisers were but half clothed. Their few garmenis were folly dressed. Lither hair was coated with ice, and anxiety and effort had exhausted them so completely that they had to be helped ashore.

The officers and sallors were folly dressed, but their clothes had been almost paralyzed with cold and fatigue. They had been ashore three hours before they had recovered sufficiently to tell the story of the wreck. Their accounts agreed upon the following points:

STORY OF THE WESCK.

The Elbe left Brumen on Tassaday afteracoon. The few hours of the yopage before the disaster were neaventful. At 6 o'clock this morning the wind was blowing very hard and a tremendous sea was running. The morning was usefully fark. Numerous lights were seen in all directions, showing that many vessels were nearby. The Captain therefore ordered that rockets

was usefully dark. If umerous lights were seen in all directions, showing that many vessels were nearby. The Captain therefore ordered that rockets should be sent up at regular intervals to warn the craft to keep out of the Elbe's course.

It was near to six o'clock and the Elbe was some fifty miles off Lowestoft coast of teaffolk, when the look sut man sighted a steamer of about 1,800 team spyrosching. He gave the word and, as a precaution, the number of rockets were doubled and they were sent up at short intervals. The warning was without effect. The steamer came on with uncheeked speed and before the Elbe could change her course or reduce her speed noticeably, there was left in the Elbe's side. The water pound through and down into the engine room in a catamot. The engine was stilled, and the big hulk began to settle. The passengers were in bed. The bitter coold and rough sea had prevented any early rising, and none axeept the officers and original and one axeept the officers and original and more of the shock aroused everybody. The shock aroused everybody. The steerage was io a partie in a moment and men and women and children and men and women and children had and an applicate the steerage was io a partie in a moment and men and women and children half board at the time of the collision. It was almost miraculous that the boat was not swamped. Another boat was not swamped. Another boat was get out. I took my boy into it and supposed that he had remained by my side, but just as the boat was lowered I found that he had disappeared. He had been torn away in the rush and sorumble for places. I tried to get back, but the boat went down with a jump and the moment it reschad the jump and the moment it resched water the sailors pushed off."

MESS BURCKER'S ACCOUNT OF FF.

Miss Buscher says she was in bed when the collision occurred. When she reached the deck two of the lifeboats were being lowered. She got into one of them, but it was expensed. Miss Buscher was ploked up by another lifeboat, and five hours later was taken on board the Wild Flower. Fueret, a stoker, said in an interview: "I was in the boiler room at the time of the collision. The water rushed in immediately through a big gap in the side. It powed in ut a gap in the side. It poured to ut a lone rate and soon extinguished the firm. Every body in the botter room knew the reseal must founder. When I reached the deck I saw the Captuin on the bridge but did not see the pilots. I do not know where the pilots were, "

Seaman Sieger says the Eibe was struck just abuft the engine room, the stem of the other steamer crushing into the second cabin.

Lowestorr, Eng., Jan. 31.—The horritale details of the North German-steamship Elbs and her human freight are being discassed here by erowds of people gathered at different places where the survivors remain, although a regular blizzard is blowing and, under ordinary circumstances, very few people would have ventured out of doors.

A LIFE BOAT WASHED ASHORE.

A LIFE BOAT WASKED ASHORE.

A life bost supposed to have belonged to the Elte has been washed ashore near Yarmouth. In the boat were a number of life preservers and and oars, and it is believed to be the boat from which the fishing sumek Wild Flower rescued the few people who escaped from the steamship after the collision of yesterday morning.

Everybody here is asking his neighbor the same question, "How did it occur?"—and sobody seems able to give a satisfactory answer.

A handful of the survivors who were clustering around a hotel fire this morning, indulged in the most bitter criticisms of the still unknown ship which rammed and sunk the Elbe.

which rammed and sunk the Eibe.
They all claim that she should have stood by the Eibe, and that if she had done so a great many lives would have

COURT OF INQUIET TO BE HELD.

This, of course, is a matter which can not be decided until all the facts are brought to light by the court of inquiry, which will inquire into the matter.

matter.

The agents of the North German Lloyd Company at Southampton have been in constant communication with the German vice consul, who has been upon the spot ever since a short time after the disaster became known.

It is not yet definitely established that the Crathie was the offeeding steamer. There are several interesting points in this distressing stery which require definite explanation before all the facts in the case will become generally known.

erally known.

THE ENGINEER'S STATEMENT. Chief Ragineer Neesell said that the stem of the unknown steamer struck the Elbs about 150 feet forward of the rudder, or just shaft the engine room. The engines were not damaged by the collision, but the water soon poured in and, although the steam pumpe were put to work, in about three minutes time it became useless and the engine rooms were soon deserted for the upper deck.

THE TRINITY PILOT'S STATEMENT.

Later in the day, at the request of the agents of the North German Licyd Stesmanip Company, Greenhad, the Trinity pilot, made the following state-

ment:
"When I came on deck with some "When I came on deek with some of the passengers, Captian Von Gossel was in charges. The first order given was to siwng the boats out, but not to lower them until further orders. The next order was for everybody to come on deck and for the crew to go to their stations. Then followed the order for the wumen and children to go to the starboard boats, in which it was proposed to save them. The first of these orders was given by Captian Von Gossel and repeated by Chief Officer Wilhelms. The captain was on bridge and I believe he went down with his ship. The next order which I heard given was to lower the boats. There was no confusion whatever, nor was there a panic. Every order was executed with the greatest calmuss and promptitude. "At the time of the collision there

was a high sea running, and a strong wind was blowing from east aoutheast. It was bitterly cold and there had been 19 degrees of frost celsus on the morning before the day of the collision. The lanyards and boats grips and falls were chosened in order to make them. chopped in order to save time, but that would have been done in any case. In event of a cellision. The Elbe went down about two minutes after we left her side."

SAVED.

The explanation given by the surviving officers of the Eibe as to the proportion of the crew award to the number of passengers savad, is that the following orders were given by the officers of the Eibe: The children were to be saved first, and then the women, and they were to be placed in the boats on the starboard side where the women and children were told to gather. But almost immediately after those orders had been obeyed, the Ribe listed heavily to starboard, and the seas swept up to the promenance deck so that the starboard boats were rendered unaless. The boat which brought the survivore away from the Eibe was one of the port boats, and was the last to leave the ship. Acting upon orders of Captain Von Gomel, third officer Etrollowg, and the paymenter, who were in berg, and the paymenter, who were in oburge of this boat, took their seats inside of her and then, when the water was creeping over the deck, it was a rush for the boat and anybody who sould get into it did so.

The triaity pilot, Greenhum, who has already stated by himself, rushed on immediately after the collision, assisimmediately after the collision, assisted the orew of the Elbe in firing the rockets which signaled the vessel's distress. It is understood that Greenham has been heard to express the option that the steamer which collided with the Elbe was distinctly at fault, as she attempted to excee the fault, as she attempted to erosa the bows of the Elbe.

THE RESCUED SAILORS TALE.

The rescued seamen showed little The rescued seamen showed little trace loday of having so barely escaped losing their lives in a fearful disaster. When the correspondent of the Associanted Press entered the room which had been gleased at their disposed at the miler's home, he found them busily engaged in stitching up their tattered clothing, which were all long, for I was too horrifled to think, they managed to easy. They was

laughing and joking all the while as if engaged is their daily work and were exceedingly louth to converse on the subject of the disaster. But when informed that the German consul and the Trinity pilot had made statements, a few questions in German put to them, elicited ready responses. The sullers said that they were all below asleep when the self-sion took pisce. The strange steemer, they added, did not crush into the engine room, but into the mail room, further aft. It was impossible to reach the furward boats, as the bow of the steemer had risen high out of the water. The seamen then went aft and escaped is the manner already described.

The rescued seamen stendily decied that there had been any paste on toard the Bibs after the coffsion, but the excited manner in which they replied to the questions put to them on this point showed that great confusion had prevailed. "Could we," they said, stand there in the sinking ship and not spring into the boats below?" "I cannot swim at all," said one seamen, "and the distance between the boat and the ship's side was increasing."

boat and the ship's side was increasing."

"Did the captain give no orders?"
saked the correspondent of the Associated Press.

"Only one," was the repty. "And that was that all the women and children were to go to starboard side. We were on the port side and remained there to give the women and children a chance, and of course we could not help them."

"Some of the passengers endeavored to leap into boats?" was the pext question.

question.
"They could not," said the seaman addressed, "so high had the vessel raised out of the water they were afraid to jump."

NO TRACE OF THE OTHER SHIP.

In the midst of inquiries of every kind as to the cause of the sceident, the identity of the steamer which rawmed the Eibe, etc., every possible attempt is being made to find some trace of the boat and its passengers. The agent of the North German Lloyd Company this morning sent the barbor tag Dispatch to the scene of the disaster, but swing to the had weather prevailing the men on board the tag were unable to see anything.

In addition telegrams of inquiry have been sent to all places along the coest, asking if they have any news of the missing craft, and it is hoped that the Lowestoft fishing smacks, which are expected to make this harbor this afternoon, may bring some pows.

874 MMSING, -

As near as can be ascertained, 374 of the passengers and erew of the Eibe are missing.

SOME DETAILS OF THE DISASTER.

LONDON, Jan. 31.—At 8 o'clock last night advices were recieved from Rotterdam and from Lowestoft which confirmed the report of the sinking of the Eibe as detailed in these dispatches yesterday and which seemed to show that a steamer which had put into Massiuir supposed to be the Crathle bound for Aberdean from Rotterdam was the vessel which sank the Eiba.

The second dispatch from Lloyd's agent at Lowestoft confirmed the report of the sinking of the vessel owing to a collision with another steamer and added that the disseter occurred about 5:30 o'clock in the morning. LONDON, Jan. 31 .- At 8 o'clock last

morning.
The Zibe it appears was on her way to South Hampton with about 50 miles on passengers, about 150 steerage of about 180. gers and a erew of about 180. The morning was heavy and misty and the steamer was only making her usual time and keeping the ordinary lookout.

ONE OF THE WORST OF RECORD

From what one of the rescued men says the disaster must have been one of the most turrible in the history of such

the most turrible in the bistory of such catastrophes.

The whole of the passingers are understood to have been below and selesp at the time the collision ecoursed and nearly all of them must have met death while seeking to rush upon the deck. The man who furnishes this information was in such an excited state that little more could be gathered from him than exclumations of horror. He measured time and f borror. He repeated time and

again:
"It was horrible. It was horrible! The poor women and children went down without hardly being able to at-ter a prayer. It was terrible, the steemship must be full of dead hodies. They were caught like rate in a trap,"

AM STR-WITHMES'S STORY.

"I cannot tell you my more about it.
All I know is that I heard a terrible crash and it was followed by an awful sound of rashing water and escaping steam. It was very dark down below where I was. But somebow I managed to push my way on deak. The ship resounded with heart-rending cries from all quarters, akhough the officers seemed to be doing all they could to calm the people.

second to be doing all they could to calm the people.

I saw a lot of sallors making a rush for a heat and I joined them. Seme-how the beat was lowered and I managed to soramble into it, atth-uath it seemed to me as if about a hundred people were trying to do the same.

We pushed some of them away, for it was utterly impossible to load the bout any more and we could see that the Elbe was doomed. She was rolling terribly and settling down on one side in a manner which seemed to threaten turning her over entirely. Somehow or other we got away and a number of turning her over entirely. Homehow or other we got away and a number of people were drowned as they jumped into the sea and swam after us. Of course, we could not put back for anybody or we should have been pulled under by the people who were already straggling in the water.

and sank with a bursting sound. It seemed to me as if something blow up on buard of her as she went down. I don't know what became of the vessel that ran into us. I saw a light somewhere in the distance and supposed it was her; but I can't say anything for cortain.

was her; but I can't any anything for certain.

I had a brother on board who was from Germany like myself. We were on our way to the United States where we have relatives. I don't know how many people were drowned, but I should think that at least 200 persons went down in the terrible ship. There was another brast lowered at about the same time that we got away, but it sank soon afterwards.

THE STRANGE THAT STRUCK HER.

ROTTURDAM, Jan. 31.—The steam-ship Crathie, from this port for Aburdeen, Scotland, put into Massluir in a damaged condition generally. She was leaking slightly forward her steam baying been stove in by a collision early yesterday morning with an auknown cosun steamship believed to be the Elbe of the North German Lingd streamship line. The collision occurred at about 5 o'clock some thirty five utiles distant from the ceast of Holland.

THE INCOME TAX.

Pricade of the Messure Gratic

Members of Congress who believe in the income tax as an equitable method of raising revenues, are gratified at the unreportedly good showing of the preliminary convenue made by the Collecter of the Internal Havenue at the direction of Secretary Carlisle. They believe that the greater the amount realized from the tax the more popular it will become and the more firmly rooted as a part of the policy of the Goyernment. Representative McMillin of Twansense may that a large per cent of the revenue of the Government is derived from this plan, and any attempt to repeal it before the expiration of the five year year limit fixed in the Wilson bill will be exceedingly supopular, and that the greater the revenue derived from it, the greater will be the probability of its re-enactment at the end of its term. When the proposition to tax incomes was before Congress, the profit from the scheme was at first extimated at from \$18,000,000 to \$18,-000,000. Later the estimates of the Commissioner raised it to the vicinity of \$30,000,000. Mr. Hall of Missouri, who has given more study, perhaps, to the ory and history of the income tax, then any other man in the House, did not place the total below \$80,000,000. From the results of the canvass by the Collector of the Internal Revenue Bureau it appears that Mr. Hall was more nearly correct than the other foreexsters. He now mays that the

Bureau it appears that Mr. Hall was more nearly correct than the other forecasters. He now mays that the income tax may yield more than \$50,-000,000, and it is known that the Treasury Pepartment officials do not place its results below that mark. The showing made by the 36 of the 63 districts gives ground for the estimate that about 300,000 persons and corporations will contribute to the Treasury by this plan.

When the Bemocratic Party is Be

testeeville Landmark An old friend and subscriber sends us the following and in an accompanying note says: "If your Asheville Ed. thinks it all O. K. please publish." We submit it berewith for the Citizen's

approval.

Concerning the time when "the Democratic party will be gend," a Texas poet tuned his lyre and touched off the following Christmas carol;

When the lion cais gives like an ex.

And the finking works was the an ex.

And the finking works would we whale;

And the finking works would be while;

And the finking works works a color,

And the finking works have a color,

And the finking works have a color,

And the finking works have a color,

And drodlebugs travel dies from

Mues the granshopser feeds on the home,

And drodlebugs travel dies from

And fromme sais evirus in the sir,

And clephtnis root upon trees;

Men insects in summer are care,

And evirus newer makes people sedence;

Mos fish oresp over day land,

And promes in dress take no pridag

Men flustemens no lager her free the rear.

And girls get to oreaching on time;

Mos the hilly got butter frees the rear.

And treatens no longer in deless,

And treatens no longer in deless,

And treatens no longer in deless,

And the four of the first frees the rear.

And the four of droe frees and four when plangingsubsers are unable out of gians,

And the four of droe freese a fixture

When then grow is Freedings hand,

And word on the hydraulis hands,

And wool on the hydraulis pare.

A correspondent of the Messenger

ked: "Will you kindly give your candid advice as to how we can best rid our-erives of a professional newspaper desdicat—one who makes it a point to mert us at the postedies each day hor-rowing different dailies from different people?"

rowing different datiles from different people?"

This question called forth the following pertinent reflections:

"Our correspondent asks us a hard question. It takes remarkable cheek and awful amount of gall in a person to persist in borrowing papers when they know it must be very distasteful. If they are not ignorant of the fact that they are a common automane, they must be credited with astoneding affrontary. In this day of savillantion and supposed good breading, the men who habitually "apongee" for his newspaper reading is to be pitied. They do make folks so tired, and it is impossible that they are so numericallical they don't know it? Howapaper her owers worketh tribulation and we must whisper to the person they are "aponeling" upon. Newspaper herrowets are looked upon as "deadbrate" by the persons they borrow from and their inducated cheek ought to blush at the thought of it."

Belfef in Str Mourt.

The principal topic of interest

The principal topic of interest just at this time is the fertilizer question. The resultion adopted at the mass meeting of York county formers, a few weeks ago, has been published all over the Bate, and has made a decided impression not only on the farmers; but on the fertilizer dealers as well. Many well-informed fertilizer dealers my that the resolution is unreasonable in that option offered is less than the cost of making the guest; and the farmers answer this with the assertion that they have offered all they can affect to pay and leave themselves a profit. So far as the Enquirer has been able to learn, not a single carled of commercial furtilizers has yet been received at Yorkville, and white there is every reason to believe that the fertilizer manufacturers have had a meeting sed come to a thorough understanding as to what they intend to do, there is no doubt of the fact that they are still comewhat at sen. In order to get at the sentiment of the pumple of this section, for the benefit of themselves and also for the benefit of the fertilizer companies, a representative of the Enquirer has, during the week, interviewed quite a number of farmers who happened to be in town at different times. The principal question asked was thus: "In view of the whole stration as you understand it, what are you going to do about the fertilizer question?" The answers are in terretting, and asses to cover the whole question. They are as follows:

Ames Bevis, McConselleville: I am out going to me any commercial fertilizers the year unless they come down.

A. W. Glidden, McConnelleville: I am entered to any town to plant to mean to some the section.

titisers this year unless they come down.

A. W. Glidden, McCouncileville: I am going to siant very little cotton, and I think I will try it this year without tertilizers. I shall devote most of my efforts to raising of geals, begs and other things.

D. W. McCarter, York township: I am not going to use a great deal of cummercial fretilizers anyway; and if they don't come down to the cotton option basis of 200 and 200 pounds, I don't propose to use may at all. Land will improve 32 an agre if allowed to lie out. If we set out to buy fartilizers at present prices, we know we are going to lose money before we start, and it seems to use that it will be tetter to tast not plant any cotton.

L. R. Williams, Fodder: The people in our neighborhood are not going to use much fertilizers unless they can buy them cheaper than hast pear.

O. J. Gwion, Olive: I don't went to plant a crop of e-tron without fartilizers to tid on't see how I can give over 150 pounds of octton for assummented goods. I think I would be willing to go into a cottom or each option, valuing high grade assumminated goods at 850 pounds of list, or \$18 in cash, and allowing up to settle as I may see fit.

B. B. Black, Hoodtown: Unless

it.

tr. C. Ormand, Bribel: For the first commercial fertitizers I ever bought—
Peruvian guano—I paid \$72 a ton, and I made more money off it than any I have ever used since. Last year I paid \$84 a ton for as good guano as I ever used, and althought it was the cheapest I ever bought, it took more cotton to pay for it. At the present price of cotton, I don't think the best ammoniated goods should be worth over \$20. otton, I don't think the best ammo-niated goods should be worth over \$50 a ton, and seid should not be worth over \$12 a ton. At these prices I will probably use us much as I did hast year, and if sheaper, I will use more. C. H. Smith, Bullock's Creek town-

C. H. Smith, Bullock's Creek town-ship: I won't use any commercial fer-tilizers if I have to pay as much for them as I did last year.

W. P. Buyd, Point: I don't count on using any commercial fertulizers ex-cept on a cotton option, and I am not going to pay over \$50 pounds of lint for acid ammoniated goods, or over \$50 pounds for acid.

for acid assummented goods, or over 260 pounds for acid.

Joe A. Smith, York township: Last spring the value of 200 pounds of middling action included only 50 cents of paying for a ton of high grade pomisseroial fertiliters. How enton is off two cents a pound from what it was then. They say it takes just the same later to make fertiliters as it always did, and I am sure it takes the name later to make cotton. Therefore, I don't see how we can pay more than 300 pounds.

W. S. Barnwell, Clover: If we pay more than 300 and 300 pounds of cot-ton for said and gumo, I don't see where our profit is country from. M. A. Simril, Yorkville: If I have to pay the same for guaro and not that I paid last year. I me going to plant mighty little oction. I have enough homeunde manage to fertilize fre scree to the horse. That will make all the extrem I need, and if I want any more, I will go out and buy it.

tint. I won't use a posisid of sommer-cial fertilizers.

I. B. Gordon, Yorkville: The reso-tution passed at the mean meeting striken me exactly. I have been told, and I have every renorm to believe that it is true, that the fortilizer mean hald, meeting in Charlentide or the 10th instant and formed a combination is whigh they bopped the passive, ander

heavy pensities, not to nell fertilines indow a cortain price. What the price is, i do not know; but a pagamable fortiliner desire of l'oriville nega, that no far, be has not here offered fertiliner desire of l'oriville nega, that no far, be has not here offered fertiliner desire of lumb he could have brught them hat year. The farmers may have gone to retreme fer their high priced combination, it seems that the gunno men have gene no the other. If the farmers have been fucion, as have the fertiliner men; and now is in the quantime as to who will haid out the longest. If the furtiliner men; and now is in the quantime in to who will haid out the longest. If the furtiliner men and them, for are I am individually concerned that is my justiferen.

A Yearwille fartiliner desire, whose sympathy is with the farmers, and who is sincere in what he says, figures out the various items of expense in a ton of estid as follows: "The photophate rock, according to the interest questions is worth \$1.00. The bags cost \$1.55, and the privilege text is \$5 cost is. This makes \$6.10 at the works, and when we not its project, without its garylling for somipulation, is \$12.55 per ton. What should be added for manipulation, wear and four on meching resolutions ridessions; low its my name; but when they told me their grows it don't know."

Another Yorkville fartiliner men can come to any such proposition; but I have been telling the fertiliner men can come to any such proposition; but I have been telling the fertiliner men can come to any such proposition; but it has a production in the price of mency: Then I want to know why they don't show their appreciation of that fail by a reduction in the price of their goods. Then they have been telling the fertiliner derum mers that their goods are too high. Their érgly is: "It is true that outen in cheap; but look at the insumment of they will buy them on a great deal but they have proposed in the price of their goods. Then it was the former of their will buy any factiliner of their them there o

tabeville Landmark.

L. R. Williams, Fodder: The people in our neighborhood are not going to use much fertilizers unless they can buy them cleager than hart year.

O. J. Gwinn, Olive: I don't went to plant a crop of e-ten without fertilizers but I don't see how I can give aver 850 pounds of cotton for assumiting to go into a cotton for assumiting to go into a cotton for assumiting to go into a cotton or cash opion, valuing high grade assumented goods at 850 pounds of list, or \$18 in cash, and allowing me to settle as I may see fit.

R. B. Black, Hoodtown: Unless commercial fertilizers sell at much less than they have been selling, there woo't be much used in our neighborhood.

John. B. Whitseldes, Hickory Grove: I ain't going to buy an ounce. I run two farms lest year with commercial fertilizers, and two without them, and I made as sunch cotton, horse for herse, off the farms that were nonmarcial fertilizers, and two without them, and off the farms that were nonmarcial fertilizers.

R. M. Whitseldes, Sharon: I have not guano but once in four years, and now I sui doos.

J. C. McKnight, Leaningel: I want to use some fertilizers, but if I cash't to use some fertilizers could enter the unique to the subject or use. The banks of Wilmington have for usual could be subject to the subject or use. The banks of Wilmington have for usual could be subject or use. The banks of Wilmington have for usual could be subject or use the banks as used to done and the subject or use. The ba being done on a marrow margin—narrower than ever hefore. People can no
longer afford to pay 8 per cent, interest and those banks cannot afford to
allow their money to lin idle. They
will, after a bit, give it up at a predit
of 6 per cent., law or ne law. The
change would come gradually, of
course, but we have already cited instances to show that it has begun.
The Legislature is going to past a 6
per cent, interest bill, but it med not,
brouse the question of the value of
money in North Carelina has already
begun to take ourse of itself.

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Statesvilly Lendmark,

It has remained for a Populist member of the Legislature, speaking to a resolution apper the subject of observance of Thankagiving Bay, to by down the proposition that the people have nothing to be thankful for tole year, and to repeat this ever mad ever in the source of his speech. We would like to know how a most after talking that way can go home and look a Christian constituency in the face. The time of this character is Lindaug and he halfs from the county of Roskingham—may Gud he better to it than it was to itself last November?

24 Was Specially Orange (Va.) Observer

A novel and attending score one with nessed at the cattle yard on Tousday. A stubborn steer refused to be enjoind into the pass, whereupon the experiment was tried of hitching a made to the atter's horse. It was unnessed if the nule drew batter than a lottery tionet.

plant inighty little cotton. I have enough homeumade manure to fartilize five series to the horea. That will make ell the outten I re-id, and if I want any more, I will go out and buy it.

E. A. Crawford: I will take their fortil ners on the terms proposed at the mass meeting of the farmers. If they can't trade, I will just use what homeumade manure I have, and he it go at that, I won't use a possid of semmer-clail fertilizers.

I. B. Gordon, Yerkwiller The resolution passed at the mass meeting in the first of passed at the mass meeting in the resolution passed at the mass meeting in the first of the obtained a lottle of Chamberlain's Pair Bahm from W. M. Houston & Co., merchants it is true, that the fartilizer meen held, and I have every remove to believe that it is true, that the fartilizer meen held, and given Chamberlain's Pair Bahm the highest pruise, and myriose all premote that it go we described with libe uffictions to meeting in Charlestion or the 10th instant and formed a combination in gare it and go voile. Buy man by Cup-ry & Kepnedy, Gastonia, E. C.