

1897 MARCH 1897. Calendar table with columns for Su., Mo., Tu., We., Th., Fr., Sa. and rows for dates 1-31.

MOON'S PHASES. Table with columns for New Moon, First Quarter, Full Moon, Last Quarter and corresponding dates and times.

A POSITION FOR EVANS.

The Tennessee Republican to be Commissioner of Pensions.

HEATH FOR GARY'S LIEUTENANT.

The Brilliant Young Journalist Will be First Assistant Postmaster General.

Washington, March 12.—H. Clay Evans, of Tennessee, has been tendered the office of commissioner of pensions, and in all probability will accept the appointment, which is one of the most important in the department service at Washington outside of the cabinet offices.

Henry Clay Evans represented the Chattanooga district in congress for several years, and in the Harrison administration was first assistant postmaster general. Later he ran for governor of Tennessee on the Republican



H. CLAY EVANS.

ticket. The result was in doubt for many weeks, and it was not until after a warm fight before a board appointed to review the election that it finally was announced officially that Governor Turney, his Democratic opponent, had been re-elected. Mr. Evans is a manufacturer, and has a large railroad supply repairing establishment in Chattanooga.

One of the assistant secretaryships has been tendered and accepted, and the lucky man is Colonel Perry S. Heath, of Indiana, who will be first assistant postmaster general. Mr. Heath is well known as a newspaper correspondent and later as proprietor of the Cincinnati Commercial Gazette. During the campaign he had charge of the Republican literary bureau at Chicago.

Our foreign ambassadors will probably be John Hay of Ohio, Great Britain; Horace Porter of New York, France;



PERRY S. HEATH.

ex-Governor Merriam of Minnesota, Germany; General William F. Draper of Massachusetts, Italy. General Powell Clayton is fixed for minister to Mexico, and his nomination will probably be made soon.

It is also announced that Frank W. Palmer, of Illinois, has been decided upon for public printer.

There is strong reason to believe that John A. Logan, Jr., whose name has been prominently mentioned in connection with the mission to Austria-Hungary, will not receive that appointment. It is understood also that considerable doubt has arisen within the last few days as to the appointment of Bellamy Storer as assistant secretary of state.

The Transvaal Steadily Arming.

London, March 15.—The Daily Mail's Cape Town correspondent states that Germany recently landed numerous large shipments of munitions of war at Walvisch Bay, a circumstance which excites suspicion. The Transvaal is also arming steadily, the shipments of ammunition, guns and military supplies from France alone amounting to 100 tons monthly. All are being lodged at important points.

VICTORY FOR DAIRYMEN.

Interstate Commissioners Declare Railroad Charges Unjust and Excessive.

Washington, March 15.—The interstate commerce commission has announced its decision in the case of the Milk Producers' Protective association against the Delaware, Lackawanna and Western Railroad company, the Erie Railroad company and other lines carrying milk for the New York market. The complaint alleges that the carriers' practice of charging uniform rates of 32 cents on milk and 50 cents on cream per can of 40 quarts from all shipping stations on their respective lines, without regard to distance, was unlawful.

The commission decides that the uniform rates complained of are unreasonable, unjust and unduly prejudicial to producers nearer the points of delivery for the New York market, and that for this traffic there should be at least four divisions of stations, namely: The first group should extend 40 miles out from the terminal; the second group should embrace stations within the next 60 miles; the third group should include points within the next 90 miles, and the fourth group should cover stations beyond 90 miles from the terminal.

The rates on cream milk should not exceed 23 cents for the first, or 40 mile group, 26 cents for the second, or 60 mile group, 23 cents for the third, or 90 mile group, and the rate of 32 cents is held not to be unreasonable from stations in the fourth group. A rate which is 18 cents greater per can on cream than on milk, the present difference, is held to be not unreasonable. The order to be entered is limited to interstate traffic. No order is made as against the New York, New Haven and Hartford Railroad company, the rates of which road are now much lower than those determined lawful for the other carriers.

Got Drunk on Cleveland's Wine.

Trenton, March 15.—Five Trenton employees of the Pennsylvania Railroad company have been discharged for getting drunk on wine belonging to ex-President Cleveland. The wine was shipped from Washington to Princeton, the ex-president's new home. The car, it was claimed, had been broken into and the wine stolen. The men deny that it was stolen, and said that one of the cases was broken and that the wine was given to them by an employee of the express company. Whether the wine was stolen or not the men got drunk on it, and the company decided to dispense with their services. The officials refuse to give the names of the offenders.

Murder Quickly Averted.

Hopkinsville, Ky., March 15.—Police-man Henry Payne was shot and killed Saturday night by Walter Merritt, a gambler, who was in turn killed by policemen Moorman and Cravens. Merritt was drinking, and had been disorderly all evening, and Payne went to him and told him that if he did not go home quietly he would arrest him. Without warning Merritt jumped back from Payne, and shot him in the left eye. The officer expired instantly. Merritt turned and fired two shots at the other two officers, both of whom shot him, one ball striking him in the face and one in the heart. He died instantly.

Knocked Senseless and Robbed.

Williamsport, Pa., March 15.—Mrs. Henry Pope, of Wharton, Potter county, the wife of a rich lumberman, drew \$900 from the bank at Gettysburg and then departed on a train for Wellsboro. At Ansonia, while waiting for the arrival of the Fall Brook train connection, Mrs. Pope walked to the village hotel, one-fourth of a mile from the station. The road passes through the woods at this point. A half hour later she was found unconscious in the road. When restored she stated that a man had struck her on the head with a club. Her money was gone.

Engine Plunged Down Sixty Feet.

Rome, Ga., March 15.—A frightful passenger train wreck occurred here early in the morning on the approach to the high bridge on the Southern railway over the Etowah river. The engine plunged down a bluff 60 feet high into the river, with the engineer sticking to his post. The wreck caught fire and seven cars were burned. Strange to say, nobody was killed outright, though seven were injured, and Engineer James T. Pittman and Fireman Alfred Kennedy will probably die.

Death of the Largest Landowner.

Keithsburg, Ills., March 15.—William Drury, the millionaire land owner, died Saturday at his magnificent home, Verduret, north of this city. He was the largest individual landowner in the United States, having hundreds of thousands of acres in Colorado, Nebraska, Kansas and Texas, besides 8,000 acres of rich farming land in this county. He was 87 years old, and a native of Ohio. His investments were in farm land stock alone, and he added every year to his vast possession.

Gordy Arrested on a Murder Charge.

Georgetown, Del., March 15.—James M. Gordy is under arrest here charged with killing the woman whose dead body was found in Broadkill creek last week. It is believed that he had recently married the woman, and murdered her to get possession of her money. She was Mrs. Mary Lewis, a widow, of New York. The prisoner, who is about 30 years old, has followed farming for a living, and is supposed to be worth considerable money. He is an ignorant man, however.

Not Encouraging.

George—I wonder if your father would have me for a son-in-law? Marie—Very likely. Papa and I always disagree.—New York Journal.

RICH RED BLOOD is the foundation of good health. That is why Hood's Sarsaparilla, the "One True Blood Purifier," gives HEALTH.

FIFTY-FIFTH CONGRESS

Meets in Special Session to Enact a Tariff Measure.

REED AGAIN ELECTED SPEAKER.

All of the Old Republican House Officials Re-elected—Dingley Bill Will Probably Reach the Debating Point This Week and Reach the Senate in a Fortnight.

Washington, March 15.—The Fifty-fifth congress met in extraordinary session at noon today in pursuance of President McKinley's proclamation. The work before it—the passage of a tariff bill—is pretty well cut out in advance, but the indications are that it will be a stormy session, and its length and scope are as yet mere matters of speculation.

The first business in order in the house after the formal opening was the election of officers of the Fifty-fifth congress, and, in accordance with the action of the Republican caucus on Saturday night, all the old officers were re-elected, as follows: Thomas B. Reed, speaker; Rev. Henry M. Couden, chaplain; Alexander McDowell, clerk; Benjamin F. Russell, sergeant-at-arms; W. J. Glenn, doorkeeper; Joseph C. McElroy, postmaster. The complimentary vote of the Democrats was cast for John W. Bailey, of Texas.

So far as the house is concerned, the present determination of the leaders is to direct the energies of the lower branch to the accomplishment of the task before it with all expedition, and throw the responsibility for any complications which may arise out of delays in the senate upon that body. This was made manifest by Speaker Reed's speech at the Republican caucus, when he spoke of the necessity of bringing the work of the session to a speedy close. Whether the leaders will emphasize any inaction by the



NELSON DINGLEY, JR.

senate when the bill reaches that body by a program of three day recesses remains to be seen, but it seems likely that the speaker will, at least for the present, refrain from appointing any but the actual committees necessary for the transaction of the business in hand.

The new tariff bill, upon which Republican members of the ways and means committee have been working laboriously for three months, was formally introduced today. It will be printed and submitted to the Democratic minority, and receive formal consideration by the full committee. It is not expected that this will require more than three or four days at most, although the Democrats will probably protest vigorously against such expedition. At any rate, the house leaders hope to enter upon the consideration of the bill in the house before the end of the week. Some of them have fixed Thursday as the day on which the debate would probably commence. Although the limits of the debate have not yet been decided upon, the prevailing opinion is that it will not last over ten days. Night sessions will, of course, be held throughout the period allowed for debate. Unless some unexpected hitch occurs the new tariff bill may be sent to the senate a week from next Saturday, or a fortnight after the session opens.

Vice President Hobart rapped the senate to order at noon. The week does not now promise to be a busy one in the senate, except in the event that the arbitration treaty between this country and Great Britain is considered. Senator Davis, chairman of the committee on foreign relations, said today that he would force the question of ratification to as speedy a determination as it would be possible. The treaty will be considered in executive session. There will be considerable opposition to it, even in its amended form, but the friends of the treaty assert that there will not be to exceed 20 opposing votes when the final result is announced.

Disastrous Fire in Elkins, W. Va.

Wheeling, W. Va., March 15.—At 7:30 o'clock yesterday morning fire which started in the building of the Elkins Hardware and Furniture company, in the town of Elkins, the home of Senator Elkins, burned almost the entire business portion of the place. Elkins has no fire department, and the flames were soon beyond control, having mostly frame buildings in their pathway. In all the buildings were valuable stocks of goods, only portions of which were saved. The loss will exceed \$100,000.

Washout Causes a Fatal Wreck.

Princeton, Ind., March 11.—A train on the Terre Haute and Evansville road was wrecked by a washout near Hazelton, and the engine and smoker plunged into six feet of water. Subsequently the bank again gave way, and the two remaining cars fell into the water. Four men were killed in the accident. They were: George A. Sears of Terre Haute, conductor; Joseph Boleman of Evansville, fireman; Herbert Allen of Evansville, an unknown passenger.

Cape Fear and Yadkin Valley Ry. CONDENSED SCHEDULE In effect Feb. 7, 1897.

NORTH BOUND. No 2 DAILY.

Table of train schedule for North Bound No 2 Daily, listing stations like Wilmington, Fayetteville, Greensboro, etc. with arrival and departure times.

SOUTH BOUND. No 1 DAILY.

Table of train schedule for South Bound No 1 Daily, listing stations like Mt. Airy, Rural Hall, Walnut Cove, etc. with arrival and departure times.

NORTH BOUND. No 4 DAILY.

Table of train schedule for North Bound No 4 Daily, listing stations like Bennettsville, Maxton, Red Springs, etc. with arrival and departure times.

SOUTH BOUND. No 3 DAILY.

Table of train schedule for South Bound No 3 Daily, listing stations like Fayetteville, Hope Mills, Red Springs, etc. with arrival and departure times.

NORTH BOUND. No 16 MIXED DAILY except Sunday.

Table of train schedule for North Bound No 16 Mixed Daily, listing stations like Ramsauer, Climax, Greensboro, etc. with arrival and departure times.

SOUTH BOUND. No 15 MIXED DAILY except Sunday.

Table of train schedule for South Bound No 15 Mixed Daily, listing stations like Madison, Stokesdale, Greensboro, etc. with arrival and departure times.

NORTH BOUND CONNECTIONS at Fayetteville with Atlantic Coast Line for all points North and East at Sanford with the Seaboard Air Line, at Greensboro with The Southern Railway Company, at Walnut Cove with the Norfolk & Western Railroad for Winston-Salem.

SOUTH BOUND CONNECTIONS at Walnut Cove with the Norfolk & Western Railroad for Roanoke and points North and West, at Greensboro with the Southern Railway Company for Raleigh, Richmond and all points North and East, at Fayetteville with the Atlantic Coast Line for all points South, at Maxton with Seaboard Air Line for Charlotte, Atlanta and all points South and Southwest. J. W. FRY, Gen'l Manager. W. E. KYIE, Gen'l Pass. Agent.

ATLANTIC COAST LINE WILMINGTON AND WELDON RAILROAD AND BRANCHES AND FLORENCE RAILROAD.

CONDENSED SCHEDULE TRAINS GOING SOUTH.

Table of train schedule for Atlantic Coast Line, South Bound, listing stations like Weldon, Rocky Mount, Tarboro, etc. with arrival and departure times.

TRAINS GOING NORTH.

Table of train schedule for Atlantic Coast Line, North Bound, listing stations like Florence, Fayetteville, Selma, Ar Wilsom, etc. with arrival and departure times.

\*Daily except Monday. †Daily except Sunday.

Train on Seaboard Neck branch runs from Weldon 4:10 p.m. Halifax 4:25 p.m. arrive Norfolk 4:40 p.m. Greensville 4:55 p.m. Kingsville 5:10 p.m. arrive at Hatteras 5:25 p.m. Greensville 8:30 a.m. arriving at Hatteras 8:45 a.m. Weldon 11:40 a.m. daily except Sunday.

Trains on Washington branch leave Washington 8:20 a.m. and 2:00 p.m. arrive Portsmouth 9:10 a.m. and 3:30 p.m. returning leave Portsmouth 10:10 a.m. and 4:30 p.m. arrive Washington 11:00 a.m. and 5:30 p.m. daily except Sunday.

Train leaves Tarboro daily 5:30 p.m. arrive Plymouth 7:40 p.m. Returning leaves Plymouth 7:50 a.m. arrives Tarboro 10:15 a.m.

Train on Midland N. C. Branch leaves Goldsboro daily except Sunday 7:10 a.m. arrive Smithfield 8:30 a.m. Returning leaves Smithfield 9:00 a.m. arrives at Goldsboro 10:25 a.m.

Trains on Nashville branch leave Rocky Mount at 4:30 p.m. arrive Nashville 5:45 p.m. Spring Hope 6:30 p.m. Returning leave Spring Hope 8:40 a.m. Nashville 9:55 a.m. arrive Rocky Mount 11:05 a.m. daily except Sunday.

Train on Clinton branch leaves Warsaw at Clinton daily except Sunday, 11:15 a.m. arrive 10 p.m. Returning leaves Clinton at 5:00 a.m. and 3:30 p.m.

Train No. 78 makes close connection at Weldon for all points north daily, and all points Richmond. Also at Rocky Mount with Norfolk and Carolina rail road, for Norfolk and all points north via Norfolk.

H. M. EMERSON, Gen'l Pass. Agent. T. M. KENLY, Gen'l Manager. J. M. EMERSON, Traffic Manager.

JOHN GASTON, Fashionable Barber, Nash St. WILSON, N. C.

Easy chairs, razors keen; Scissors sharp, linen clean. For a shave you pay a dime—Only a nickle to get a shine; Shampoo or hair cut Pompadour You pay the sum of twenty cents more.

NOTICE.

I WANT every man and woman in the United States interested in the Opium and White Sulphur cases. Address: J. M. Woolley, Atlanta, Ga. Box 382, and one will be sent you free.

Nickel alarm clocks one dollar each by J. J. Privett, the Jeweler.

Advertisement for Vestibuled Limited Trains, Double Daily Service, featuring a circular logo with 'SALE' and 'AIRLINE' text.

Schedule in Effect Feb. 7th 1897.

Large table of train schedules for Southbound and Northbound routes, listing stations like New York, Philadelphia, Baltimore, Washington, etc. with arrival and departure times.

No. 403, "The Atlanta Special," Solid Pullman Vestibuled Limited Train with Buffet Sleepers and Coaches (no extra fare), Washington to Atlanta. "Congressional Limited," Pullman Vestibuled Limited Train with Buffet Drawing Room Sleepers and Day Coaches (no extra fare), Atlanta to Washington. No. 41, "The S. A. L. Express," Solid Train of Pullman Sleepers and Day Coaches. No. 42, "The Atlanta Special," Solid Pullman Vestibuled Limited Train with Buffet Drawing Room Sleepers and Day Coaches (no extra fare), Atlanta to Washington. No. 38, "The S. A. L. Express," Solid Train with Pullman Sleepers and Day Coaches. Atlanta to Weldon, Weldon to New York. Atlanta to Portsmouth, Cape Charles to New York.

\* Daily. † Daily, except Sunday.

IMMEDIATE CONNECTIONS. At Atlanta—For Montgomery, Mobile, New Orleans, Texas, Mexico, California, Macedonia, Pensacola, Selma and Florida. At Portsmouth—With Bay Line, coastwise steamers, Washington steamers and "Cape Charles Route," to and from all points North and East.

NO EXTRA FARE ON ANY TRAIN. For Tickets, Sleepers, and Information, apply to Ticket Agents, or to T. J. ANDERSON, General Passenger Agent.

MURRAY FORBES, Trav. Pass. Agt., Portsmouth, Va. E. ST. JOHN, Vice-President and Gen'l Manager. V. E. McBEE, Gen'l Superintendent. H. W. B. GLOVER, Traffic Manager. GENERAL OFFICES, PORTSMOUTH, VA.