

DIRECTORY.

Calendar of Sales AT TOBACCO WAREHOUSES NEXT WEEK.

OCTOBER.	PLANTERS	CENTRE	WATSON	WOODARD	STAR
Monday	1	5	1	3	4
Tuesday	2	6	2	4	5
Wednesday	3	7	3	5	6
Thursday	4	8	4	6	7
Friday	5	9	5	7	8
Saturday	6	10	6	8	9

DEPARTURE TRAINS.

LOCAL TRAINS.	N. Bound.	S. Bound.
Between Florence and Weldon.	No. 28, 1:42 P. M. Leaves Wilson	No. 23, 2:05 P. M.
Between Wilmington and Norfolk.	No. 48, 1:28 P. M. Leaves Wilson	No. 49, 2:12 P. M.
Between Goldsboro and Norfolk.	No. 102, 5:41 A. M. Leaves Wilson	No. 103, 7:17 P. M.
"Shoo Fly" Wilmington to Rocky Mt.	No. 40, 10:23 P. M. Leaves Wilson	No. 41, 6:15 A. M.

THROUGH TRAINS.

Between Florence and Weldon.	No. 32, 12:22 A. M. Leaves Wilson	No. 35, 11:18 P. M.
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COUNTY OFFICERS.

BOARD OF COMMISSIONERS:
 R. S. CLARK, Chairman.
 SHADE FELTON, J. H. NEWSON,
 J. C. HADLEY, ISAAC FELTON.

W. J. CHERRY, Sheriff,
 J. D. BARDIN, Clerk of Superior Court,
 S. H. GRIFFIN, Register of Deeds,
 S. H. TYSON, Treasurer,
 W. H. HARRISS, Coroner,
 J. T. REVELL, Surveyor.

TOWN OFFICERS.

ALDERMEN:
 J. D. LEE, 1st Ward.
 J. A. CLARK, 2nd " "
 DR. A. ANDERSON, 3rd " "
 GEO. HACKNEY, 4th " "
 J. T. ELLIS, 5th " "

P. B. DEANS, Mayor;
 JNO. R. MOORE, Town Clerk;
 W. E. DEANS, Collector.

POLICE.

W. P. SNAKENBERG, Chief.
 EPHRIAM HARRRELL, FRANK FELTON,
 JAMES MARSHBOURNE,
 D. P. CHRISTMAN, St. Commissioner.

CHURCHES.

St. Timothy's Episcopal church, Rev. F. C. Bayliss, Priest-in-charge. Services: Sundays at 11 a. m. and 7:30 p. m., Sunday School at 3 p. m., Week-days—Wednesdays and Fridays at 4 p. m. Holy days at 10 a. m. Celebration of Holy Communion on 1st Sunday in each month at 11 a. m., other Sundays at 7:45 a. m.

Methodist Church, Rev. J. B. Hurlley Pastor; services at 11 a. m. and 7:30 p. m. Sunday School, 5 p. m., J. F. Bruton, Supt. Prayer meeting Wednesday night at 7:30.

Disciples Church, Rev. D. W. Davis, Pastor; services every Sunday, 11 a. m., 7:30 p. m. Prayer meeting Wednesday night. Sunday School at 3 o'clock, p. m., Geo. Hackney, Supt.

Presbyterian Church, Rev. James Thomas, Pastor; services on the First, Third and Fourth Sunday in every month and at Louisburg Second Sunday. Services at 11 a. m. and 8:30 p. m. Sunday School at 5 o'clock, p. m.

Baptist Church, service as follows: Preaching Sunday morning at 11:00 o'clock and 8 p. m. Rev. W. H. Redish Pastor. Prayer meeting Wednesday evening at 8 o'clock. Sunday School at 5 p. m., D. S. Boykin Supt.

Primitive Baptist Church, preaching on 2nd Sunday by Elder Jas. Bass; on 3rd Sunday by Elder J. S. Woodard; on the 4th Sunday and Saturday before by the pastor, Elder P. D. Gold. Services begin at 11 a. m.

LODGES.

Regular meetings of Mt. Lebanon Lodge No. 117, F. & A. M. are held in their hall, corner of Nash and Goldsboro streets on the 1st and 3rd Monday nights at 7:30 o'clock p. m. each month. C. E. Moore, W. M.

Regular meetings of Mt. Lebanon Chapter No. 27 are held in the Masonic Hall every 2nd Monday night at 7:30 o'clock p. m. each month. W. H. Applewhite, H. P.

Regular meetings of Mt. Lebanon Commandery No. 7 are held in the Masonic hall every 4th Monday night at 7:30 o'clock each month. R. S. Barnes, E. C.

Regular meetings of Wilson Lodge K. of H. No. 1694 are held in their hall over the 1st National Bank every 1st Thursday evening at 3:30 o'clock, p. m. B. F. Briggs, Director.

Regular meetings of Contentnea Lodge, No. 87, K. of P., are held in Odd Fellows' Hall every Thursday night. Visiting members always welcome.

Regular meetings of Enterprise Lodge, No. 44, are held every Friday night in Odd Fellows' Hall.

POST OFFICE HOURS.

Office opens 8 a. m. and closes at sunset. Day mails close for North at 1 p. m. " " " West " 1 p. m. " " " South " 1:30 p. m. Night mails for all points close at 9 p. m.

PLUNGE TO DEATH.

Terrible Accident on the New York Central Railroad.

TWENTY-EIGHT LIVES LOST.

Six Cars Plunge to the Bottom of the Hudson River.

ENGINEMEN DIE AT THEIR POST.

Both Engineer and Fireman Met Heroic Death—Nearly All Passengers Were Asleep at the Time of the Accident—The Miraculous Breaking of a Coupling Saves Three Sleeping Cars From Following the Others—Several Passengers Rescued From the Tops of Floating Cars—Statements of Survivors of the Wreck.

Garrisons, N. Y., Oct. 25.—From the sleep that means refreshment and rest to the eternal sleep that knows no waking plunged in the twinkling of an eye yesterday morning 28 souls—men, women and children. Into the icy bed of the Hudson river a train, laden with slumbering humanity, plunged, dragging through the waters the helpless passengers. There was nothing to preface the terrible accident which so suddenly deprived these unfortunate lives. The New York Central train left Buffalo Saturday night, and had progressed for nearly nine-tenths of the distance towards its destination. The engineer and his fireman had just noted the gray dawn breaking in the east, and the light streak of red betokening the sun's appearance, when the great engine went into the depths of the river. Neither engineer nor fireman will ever tell the story of that terrible moment, for with his hand upon the throttle the engineer plunged with his engine to the river bottom, and the fireman, too, was at his post. Behind them came the express car, the combination car, and the sleepers, and these piled on top of the engine.

It is known that it was a trifle foggy, and that the track was not visible, but if there was any break in the lines of steel it must have been a very recent happening, for only an hour before there had passed over it a heavy passenger train, laden with human freight. As the train plunged over the embankment the coupling that held the last three of the six sleepers broke, and they miraculously remained on the broken track. In that way some 60 lives were saved.

Of eye witnesses there were none except the crew of a tugboat passing with a tow. They saw the train with its lights as it came flashing about the curves, and then saw the greater part of it go into the river. Some of the cars with closed windows floated, and the tug, whistling for help, cast off its hawser and started to the rescue.

Porter Gives the Alarm.
 A porter jumped from one of the cars that remained on the track and ran into the yard of Augustus Kah's house, near by the accident occurred, and stood screaming for help, and moaning: "The train is in the river and all our passengers are drowned."

In a few minutes Kah had dressed himself, and getting a boat rowed to the scene, and then saw the greater part of a point in the bank they came upon the express car and the combination car floating about 20 feet from shore, but sinking every minute. One man was taken from the top of the car, and efforts were made to rescue those inside. A few were gotten out, but the passengers left upon the track making a human bridge to the shore to take the wounded in.

The day coach and smoker had gone down in the deeper water, and rescue was impossible. In the latter coach the conditions must have been horrible. The car turned completely over, and the passenger end of it was in the deep water, while the baggage end stood up towards the surface. The men in that lower end must have fought like leeds for a brief period, for the bodies when taken out were a mass of wounds.

The wrecked train was known as the state express. It left Buffalo at 7 o'clock Saturday night and was due in New York at 7 o'clock yesterday morning. The train consisted of one express car, one composite baggage and smoking car, one day coach and six sleepers. Poughkeepsie was the last stopping place of the train before the disaster, at 5:10 a. m.

At this time there were on the smoker, in addition to the baggage-man, Herman Acker, of Peekskill, who was in his compartment, eight Chinamen en route from Canadian border to New York, and a middle aged man, supposed to be Thomas Kelly, of St. Louis. All of these, excepting the baggage-master, perished. The day coach contained 18 or 20 passengers, many of whom were women and children. How many of these escaped is not known, but at least 12 were drowned or killed in this car.

Most of the Passengers Were Asleep.
 When the accident happened most of the passengers were asleep, those in the sleepers being in their berths, while the occupants of the coach and smoker were for the most part doubled up in their seats. Just how the men met their fate was never fully known, for the men who first felt the danger, Engineer John Foyle and Fireman John Tompkins, lie dead in the cab of their locomotive at the bottom of the Hudson river.

Conductor Parish, who was in charge of the train, and who was making up his report in one of the cars when the crash came, was rendered unconscious by a blow on the head. When he recovered he was three seats ahead of the one in which he had been sitting. Mr. Deegan made this statement: "With my friend, W. H. G. Myers, of

Passaic, N. J., who was killed in the car from which I escaped, I had been to Poughkeepsie. We boarded the train at that place and took a seat in the coach. Three other people got on at Poughkeepsie. One was a woman and the two others were men. One of whom looked like a railroad employe. As near as I can judge there were 18 people in the coach, most of them being women and children, and nearly all were asleep. One was a woman in the middle of the car. When the crash came the car gave a great lurch, and rolled over on its side. The water rushed in and almost instantly the lights went out. I knew we were in the river, and the car seemed to plough through the water for some time after it was submerged.

"The car tilted over on one side, and I managed to reach the flashlight overhead and cling to it until help came. Passengers Drowned Like Rats.
 "I heard people in the back part of the car groaning as if they were pinned fast. It was so dark that I could see no one, and I think the passengers must have been dazed by the crash. After a while, it seemed an age, I heard people on top of the car and an ax crushed through the roof. Soon they had a hole cut in the roof and pulled me out through it. A man and a boy (father and son) were also rescued in the same way, but I know of no other occupants of the coach escaping."

Augustus Kah, a German living near the scene of the wreck, gives this description:
 "It was about five minutes before 8 when I was awakened by some one in my yard calling for help. Looking out of my window I saw a sleeping car porter who shouted: 'For God's sake man, if you own a boat, come quickly. Our train is in the river and people are drowning.'

"I dressed myself and accompanied by the porter got into my rowboat and rowed around the curve to where the train was. The water was very dark, and I reached the cars, which were submerged nearly to their roofs, the engine being entirely out of sight, the crews of the tugboat were making efforts to save the passengers. The first man I saw take out was, I think, the agent of the express car. The first persons we succeeded in rescuing were two Chinamen, who were sitting on the roof of the smoker. One had his arm broken. We put them ashore and then took three more out of the water. One of another car. At the same time people in their underclothes were being taken out of the sleeping cars by the crews of the several tugs. One man on shore, with an arm cut off, was dying, and we made his last moments as comfortable as possible. I was put on a boat, and although frightened, showed great bravery and saved many lives."

Five men were rescued from the top of a floating car a few minutes after the accident. They were put on a train and taken to Peekskill, about ten miles down the road. They were admitted to the Helping Hand hospital, where their wounds were dressed. Of the five three were Chinamen, and none were fatally injured.

The Americans were: John E. Ryan, of Jersey City, 30 years old, badly lacerated hand, shoulder and knee; Clarence Morgan of Aurora, N. Y., aged 26, broken shoulder. The three Chinamen were suffering from scalp wounds.

Escaped From Floating Cars.
 Morgan escaped from a floating car through a broken panel, and swam ashore. Although badly hurt, he helped another passenger out.

W. S. Langford, of Bayonne, N. J., was in one of the last coaches which remained on the track. He secured an ax and chopping out a panel of one of the partly submerged cars helped to rescue four passengers.

General Manager Toucey says: "The accident was caused by the bed of the railroad being washed out in some inexplicable manner. In this undermined condition the track sank as soon as the weight of the train was put on it, and the embankment giving away the train was of course precipitated into the river."

"Such conditions as this have never looked for. Trains have been running over this spot for years and years without accident or difficulty of any kind, and this piece of track was considered as good as any section of the railroad. Not only was it loaded the hardest kind of an embankment, but it was strengthened by a retaining water wall of solid masonry for the feet of the train."

Other railroad officials were of the opinion that a quicksand foundation of some kind below the water line was responsible for the giving way of the roadbed.

Before 10 o'clock a large number of curious spectators had gathered at the scene, coming from the nearby towns and villages by trains, wagons, bicycles and boats. The number of morbidly curious steadily increased as the day wore on, and excursion boats began to come from places far up and down the river, all loaded down to the water's edge, until at mid-afternoon there were fully 10,000 about the wreck. It required the utmost exertion on the part of Chief Humphrey, of the railroad police, and his force of detectives to hold these people far enough in check to allow the railroad men to proceed with their work. Chief Humphrey did good work in recovering valuables, and if there were any thieves about they got no opportunity to ply their trade.

Treasure In the Wreck.
 The American Express company had a number of its agents on the scene early in the day, but they were powerless to do anything, as no attempt was made to raise their car. It was said that this car contained thousands of dollars worth of valuables, but the officials said that all would be recovered, and the valuables were in a stationary safe attached to the car.

Among the railroad men it is generally believed that A. G. McKay, of Harlem, private secretary to General Superintendent Van Etten, had his life in the wreck. He was a passenger on the train, and was last seen at Albany, where it was said he boarded the locomotive to ride with the engineer. If that is true he shared the fate of the engineer and fireman.

The known dead are: Thomas Kelly, of St. Louis; Wong Gim, Chinaman; A. Green, 25, Chicago; A. G. McKay, private secretary to General Superintendent Van Etten; W. H. G. Meyers, Tremont, N. Y.; Giuseppe Paduano, New York; W. S. Becker, Newark, N. J.; John Foyle, engineer, East Albany; John Q. Tompkins, fireman, East Albany; seven unidentified Chinamen; two unidentified women; one unidentified man. Total number of known dead, 19; estimated number of dead, 28.

MUST NOT INTERFERE.

Spain Will Get Along Without Uncle Sam's Help.

THE SITUATION NOW CRITICAL.

According to the Views of Spanish Newspapers, Which Unanimously Support the Government's Attitude. Proposed Home Rule For Cuba.

Madrid, Oct. 25.—In the special note to United States Minister Woodford, the government declares that Spain has done all in her power to end the war in Cuba and cites many sacrifices which have been made by the nation, the number of troops sent to Cuba and the retards which are to be carried out in the island, which are fully specified. The note ends with the statement that "Spain will not admit the right of any foreign power to interfere in any of her affairs."

There is no doubt that the government's reply will represent the deep feeling of the nation. The note dwells at length on filibustering and "other material and moral assistance which has chiefly contributed to the rise and duration of the rebellion, and which in turn has damaged American interests." It clearly intimates that Spain cannot continue the "forbearance shown by Senor Canovas del Castillo and the Duke of Tetuan during the past two years," and that she now calls upon the American government to "fulfill more fully its duty by the rules of international law," because "the success of the new home rule policy and the speedy pacification of Cuba chiefly depend upon the conduct of the United States."

The Spanish press unanimously supports the attitude of the government, which it calls eminently sober and dignified, but the impression is that the controversy with the United States has reached a critical stage which may be the prelude to a rupture. Three members of the cabinet who were interviewed contended that Spain has the right, after her tremendous sacrifices in Cuba, to demand the observance of international neutrality by other nations. One of the added "stipulations" which the United States, without whose help the rebellion would long ago have been suppressed. We do not want war, but every European nation will approve our defence of our international rights."

A member of the cabinet declares that the government intends to give Cuba complete local government, with universal suffrage to elect municipal and provincial councils, and an insular parliament. The latter will be composed of upper and lower chambers, having entire control of taxation and tariff. The responsible government will be composed of five ministers, whose councils will be presided over by the governor-general of Cuba.

Senators and deputies for Cuba will continue to sit in the Spanish cortes, and the imperial government will still control the army, navy, police, tribunes and foreign affairs of the colony, exactly as the program of the autonomists demand. The government has received promise of the support of both the autonomists in Cuba and of those residing in France and the United States, and expects no opposition from the other colonial parties.

Captain Lovering Admits Brutality.
 Chicago, Oct. 23.—In the inquiry at Fort Sheridan regarding the brutal treatment of Private Hammond by the order of Captain Lovering the captain made no attempt to deny any of the charges against him. He admitted that by his orders Private Hammond had been dragged from the guardhouse by his heels, and he also admitted that he had struck the soldier and pricked him with his sword. None of this treatment, Captain Lovering said, had injured Hammond in the least, as was proven by the surgeons' report, and the methods used were in his opinion necessary for the discipline of the army.

Wrecked on a Reef.
 Point Arena, Cal., Oct. 25.—Close under the rocky cliffs where she met her doom lies, bottom upward, the torn and battered hull of the ill-fated steamer schooner Cassin, wrecked on five trips from Cowan. The latter tried to press it from the reef of the ill-fated steamer schooner on the morning of the treacherous reef. Of the crew of 15 there remain but two known survivors, Captain Andersen and Sailor Chris Larsen. So far but one body has been found, which was identified as that of one of the crewmen, George Oppenheimer. A sharp lookout is being kept for floating corpses, however.

Threw Acid on Mill Girls.
 Norwalk, Conn., Oct. 25.—A man threw acid in the faces of two mill girls who were returning from work. Jennie Kinsella, a very pretty young woman of 20 years, was frightfully burned, but certainly be blind, and may die. Mary Troy is suffering greatly, and will probably lose the sight of one eye. A man known as "Tumbler" Kelly was arrested on suspicion. The police had hard work to prevent a lynching.

THINKS SHAW IS GUILTY.
 Coroner Lippincott Says There Is Strong Evidence Against Him.
 Camden, N. J., Oct. 22.—Coroner Lippincott denies the published statements that he had expressed an opinion of Eli Shaw's innocence of the murder of his mother and grandmother. He said, on the contrary:
 "From what evidence is now at hand I think Eli Shaw is guilty of murder. The authorities have secured sufficient damaging evidence to make out a strong case against the young man. It looks dark for him, and I do not see how he can expect to escape from the awful punishment that awaits those who take human life, after deliberation and in a cold blooded, cowardly manner. I do not want to see the young man convicted, if there is the slightest reason to believe that he is not guilty, which reason has not yet asserted itself."

We know whereof we affirm when we state that Aver's Pills, taken promptly, at the first symptoms of colds and fevers, arrest further progress of these disorders, and speedily restore the stomach, liver and bowels to their normal and regular action.

IMPORTED SPEAKERS.

Opposition to Them in the New York Municipal Campaign.

THE COMING OF MAYOR HARRISON.

Opposed by Mr. Sheehan, Colonel Brown and Other Leading Democrats—The O'Brien Democracy Joins the Ranks of the Georgettes.

New York, Oct. 22.—The announcement that Mayor Harrison, of Chicago, is coming here to speak in behalf of Judge Van Wyck, the Tammany nominee for mayor, is not received with favor even by the Tammany sachems. From the outset the Republicans have been criticised by the Democratic managers and the leaders and newspaper supporters of the Citizens' Union movement for importing campaign speakers from other cities. The speakers were Seniors Foraker and Thurston. The acceptance of Mayor Harrison's tender of services is regarded as a stultification of the Democratic position on this subject. Colonel William L. Brown gave voice to the dissentient sentiment when he said:
 "I wrote to Mr. Sheehan some little time ago, protesting against any scheme of this kind. I have received a letter from Mr. Sheehan in which he said that he entirely agreed with me. I had written him that it is bad politics, unnecessary and ill timed to bring Mayor Harrison to New York."

"Who, then," Colonel Brown was asked, "is responsible for Carter Harrison's visit to New York? George has 500 speakers, nearly all residents of greater New York."
 "That," he replied, "I leave you to conjecture."

During his coming visit to this city Mayor Harrison will be the guest of Richard Croker.

It is believed that Henry George has declined the services of the scores of Populist and silver orators, among them Jerry Simpson and former Senator Peffer, who volunteered to speak for him in New York. George has 500 speakers, nearly all residents of greater New York.

The final lining up for the election is advancing to the stage of completion. After some hesitancy and a shifting from one foot to the other the United Democracy, sometimes called the O'Brien Democracy, has decided that its place is with the Jeffersonians, whose mayoralty candidate is Henry George. More influential, because more numerous, is the Manhattan, or Stecker Democracy, which has elected to support Seth Lov and the other municipal candidates of the Citizens' Union. The potency of the 20,000 votes which the Stecker brothers claim to have organized and controlled was recognized by the appointment of one of Stecker's friends to a city judgeship, while lesser lights in the organization were given more places in the city's service.

Why not profit by experience of others. Thousand of grateful men and women have been rendered healthy and happy by the use of FERRICURA (Sweet Child Tonic with Iron), a skillful combination of the most approved remedies, which will promptly cure any case of Chills and Fever. It is sold by reputable dealers, who will not ask you to try inferior articles for the sake of extra profit. Guaranteed to cure or money refunded.

SILVER HEEL AND DAUNTLESS.

Will Land a Cargo of Arms and Ammunition For Cuban Patriots.
 Savannah, Ga., Oct. 22.—Advices received from Florida by The News says: The mystery of the expedition which landed at New York last week on the schooner Silver Heel has been cleared up by a telegram received by the Cubans. According to this report the schooner arrived at the Florida Keys Wednesday, and was there met by the tug Dauntless, which was on her way to Savannah several days ago.

Dr. Juan Castillo is said to be in charge of the expedition, and went to Cuba on the Dauntless, which started from the Keys last Tuesday night.

On board the schooner were sufficient arms and ammunition for five trips of the Dauntless, and Dr. Castillo will stand by until the last expedition is landed, when, according to the report, he will land in Cuba and remain there until the war is over.

A Murderous Lumber in Camden.
 Camden, N. J., Oct. 25.—James A. Mather, aged 65 years, keeper of a cigar store at 519 Market street, was held up and probably fatally shot by a robber yesterday. The murderer, who at different times gave his name as both John Cowan and George Woodward, and who says he belongs in New York, was arrested. He admits having a prison record. He, accompanied by another man who subsequently escaped, walked into the store, and Cowan pointed a revolver at Mather and demanded his money. Mather seized the weapon and tried to wrest it from Cowan. The latter fired and the ball struck Mather in the mouth. He fell to the floor unconscious. Cowan and his companion then rifled the money drawer and fled. Cowan was captured on a ferryboat.

Fatal Hotel Fire.
 Oil City, Pa., Oct. 25.—Three persons were burned to death and seven more severely injured in a fire that destroyed the Hotel Brooklyn, at Kelleysville, Rhettsburg, Pa., early this morning, and yesterday morning. The building was a three story one, roughly built of double boards, and burned like tinder. The dead are: Professor Tucker, a traveling stereopticon exhibitor, aged 40; Andrew Salviger, mail carrier, 21; Miss Kate Miller, 19; Miss Kiser, a school teacher, was probably fatally injured.

Many of our people are suffering from nervous troubles, Scrofula, Sores, Rheumatism, Dyspepsia, Catarrh, and other diseases which can promptly be and permanently cured by that sterling remedy "PARKER'S SANSAPARILLA—THE KING OF BLOOD PURIFIERS."
 It has been used by thousands and never known to fail. Only the finest selected purifying tonics and roots are used in its manufacture. It has all the good qualities of other remedies, with none of the bad.

GENERAL SOUTHERN NEWS.

Rome, Ga., Oct. 19.—Reports from Somerville, 20 miles north of this place, state that two negroes named Penn and Hazleton were lynched by a mob Sunday night. The men were accused of arson.

Shreveport, La., Oct. 19.—Maloney's hotel was destroyed by fire. All the guests escaped with slight injuries except H. S. Newcomb, of Kansas City, who leaped from a second story window and broke both legs, and Mr. and Mrs. Rose, of Saginaw, Mich. Mr. Rose was so badly burned that he died. Mrs. Rose was severely burned, but will recover.

Charleston, W. Va., Oct. 19.—Serious trouble is anticipated with the coal miners in Kanawha valley in the next three or four days. Papers were prepared here yesterday in nearly 400 suits for the eviction of miners from company houses, and as soon as these houses can be tried and evictions begun, which will be about the last of this week, trouble is looked for.

Memphis, Oct. 23.—President Thornton, of the board of health, last night officially declared that a case of yellow fever exists in Memphis. The case is that of L. H. McFerrin, previously reported as suspicious. He is a yard conductor, and was taken sick on Sunday. There is no excitement among the people of Memphis, and few if any are leaving the city. The leading physicians of Memphis declare that there is no danger of the plague spreading.

Richmond, Va., Oct. 21.—James S. Bryant, one of the oldest and best known citizens of West Point, committed suicide there last night at the house of his daughter, Mrs. William H. Lee. Some time during the night he fired a bullet from a revolver through his mouth into his brain. The report of the shot was not heard by his young nephew, who was asleep in the same bed. When the nephew awoke this way on a crucifix, and was lying upright in the chair, dead. The pistol lay on the floor at his feet.

Raleigh, N. C., Oct. 21.—The penitentiary directors today unanimously decided that Dr. Kirby Smith, son of the superintendent, had been guilty of the grossest immorality with two of the female criminals. Insane that the charges against him were fully proved, and that Dr. George L. Kirby and Superintendent Smith were commended for promptly discharging him as supervisor.

The board also decided to place the penitentiary absolutely in the hands of the executive committee, composed of Directors Chadbourne, Martin and Cotton, thus taking the control entirely out of Superintendent Smith's hands.

Dalton, Ga., Oct. 20.—The excitement continues over the revelation in the train robbery cases now being investigated here. The trial was presided over by the Farrer Lumber company, and a prominent citizen, was found guilty by the jury of receiving stolen goods and implicated in the big scandal. Just revealed here. Several other merchants of Dalton were also found guilty of the same offense. Every merchant in the town except one has been convicted of receiving stolen goods and being in league with the Bohannon gang of train robbers. Captain J. Kirk Farret, president of the Farrer Lumber company, and a prominent citizen, was found guilty by the jury of receiving stolen goods and implicated in the big scandal. Just revealed here. Several other merchants of Dalton were also found guilty of the same offense. Every merchant in the town except one has been convicted of receiving stolen goods and being in league with the Bohannon gang of train robbers.

Charlotteville, N. C., Oct. 20.—The Charlotte Observer, commenting on the announcement that the Southern railway has awarded a contract for the building of a road from Mocksville to Mooresville, N. C., says: "This matter is full of suspicion. It means that whether or not the new lease of the North Carolina railroad is upset by the courts, the Southern railway is still in an independent position. From Charlotte to Greensboro, by way of Mooresville, Mocksville and Winston, is further than by Salisbury and the North Carolina railroad, but it is a line of railway, just the same. As to the local effects of the new line, they amount to something. Charlotte will be helped by the construction of the proposed line. It will put this town in immediate connection with Winston and Mocksville and the intervening territory. It will help Cleveland and Mooresville immensely and it will not hurt Salisbury or Statesville."

It is a mistaken idea that a cough acquired during the warm season need not be regarded seriously. Facts prove the contrary. Do not neglect your cough. A simple and effective remedy is at your hand. PARKER'S TONIC COUGH SYRUP is a quick and agreeable remedy for Cough or Cold, Hoarseness, Whooping Cough, or any affection of the Throat or Lungs. Pleasant to take—children like it.

MGR. SCHROEDER'S VICTORY.

Catholic University Directors Regret the Charges Made Against Him.
 Washington, Oct. 22.—The board of directors of the Catholic university reached a final decision on the case of Mgr. Schroeder at their session yesterday afternoon, and the following official statement was given out by Mgr. Conaty, rector of the university and secretary of the board.
 "The board was notified that Mgr. Schroeder intended to send in his resignation during his last stay in Germany, but he did not do so on account of an advice received from the Holy Father. The board therefore leaves the final decision to the Holy Father himself, and expresses its regret at the many charges made against Mgr. Schroeder in this connection."
 Among other charges against Mgr. Schroeder was one that he was a frequenter of saloons.

Missing Heiress Found.
 San Francisco, Oct. 25.—After a search for heirs extending over a score of years the vast estate of Imbly Clark, now appraised at \$25,000,000, seems about to come to its rightful possessor, the daughter of Clarke, a mine owner, who died in Australia over 20 years ago. She is Grace M. Elliott, adopted daughter of William H. Elliott, a saloonkeeper, who took her from the Home for the Friendless in 1878, when the matron assured him her parents were dead, her father, Imbly Clark, having left her in the home, and that he afterward died in Australia.

Inherited Blood Taint.

Here is a case of inherited blood taint which resulted in what threatened to be a complete wreck of an innocent young life. The most serious feature of being afflicted with a blood disease is the fact that innocent posterity must suffer. The many dangers which beset the path of man or woman with the slightest taint in the blood forces the undesirable legacy of impurity upon their children whose veins flow with the impure inheritance which handicaps them in the race of life.

No child who has a trace of bad blood can be healthy or strong, and those predisposed to Scrofula are