

# THE MORNING STAR.

VOL. XXXIX,--NO. 135.

WILMINGTON, N. C., TUESDAY, MARCH 1, 1887.

WHOLE NO. 6376

themselves. This was unqualifiedly mean.

The London *Pall Mall Gazette* sent out circulars asking for the forty immortals in England who are fit to belong to the English Academy of Letters, after the manner of the French Academy. The returns are as follows: "W. E. Gladstone, Lord Tennyson, Matthew Arnold, Prof. Huxley, Herbert Spencer, John Ruskin, J. A. Bourke, Robert Browning, John Morley, Prof. Tyndall, E. E. Freeman, A. C. Swinburne, Archdeacon Farrer, Prof. Max Muller, Sir John Lubbock, W. Morris, Cardinal Newman, W. Besant, Leslie Stephen, B. Jewett, John Bright, Frederic Harrison, W. Black, Julia McCarthy, Lord Salisbury, Sir Theo. Martin, H. Irving, Geo. Meredith, Wilkie Collins, Canon Liddon, Duke of Argyll, R. D. Blackmore, W. E. H. Lecky, G. A. Sala, R. L. Stevenson, Sir F. Leighton, A. Lang, Bishop Stubbs, Cardinal Manning and Prof. J. R. Seeley. The first eight names received almost the same number of votes, and all found on the list of almost every competitor."

In Europe the feeling is that Bismarck's recent triumph in the elections is no necessary guarantee of peace. The London correspondent of the *New York Times* has been in Rhenish Prussia and in Alsace-Lorraine, and he cables as follows: "In both places, from totally dissimilar causes, the people seem to believe that war is coming. The Germans on the Rhine expect the French to attack. The Alsatians are convinced that the Germans mean to provoke the fight. So far as I could see, there is some ground for both views."

Mr. Parnell in poor health has his party in splendid discipline in the House, but it is wearing him out. He has already made the Tory Cabinet feel the weight of his power and has partly the severity of his discipline. Mr. O'Connor cables the *N. Y. Star* on the 29th inst.: "They are all behind with the finances of the country and the departmental accounts and find themselves obliged to drop procedure for awhile and take supply on Monday—a humiliating confession of impotency. Here another storm awaits them. Gladstone, the foremost financier of the age, begins the attacks on the estimates, and a severe fight is almost certain. Parnell has a similar chance in the vast increase of the cost of the Irish police. A week's debate is thus possible, and everything thing is being standing still, and the admission of the country paralyzed."

Our friend, Mr. Josephus Daniels, writes to us that the report of his marriage was premature and he is not even courting. The following explains how we were imposed upon or misled. A private telegram was received, dated 24th February, 1887. It was dated Greenville and read: "I have issued a marriage license for Joe Daniels. Signed, L. H. Wilson, Register of Deeds." We knew no other person of the name, and after waiting two days for confirmation, finally offered our friend our sincere compliments. It may have been another "Joe Daniels" and the sell was effective.

Receipts of cotton yesterday 183 bales. Andrew Anderson, a sailor, was fined three dollars in the Mayor's Court yesterday for disorderly conduct on the streets. John J. McGuire, collector of customs at Pensacola, and a native of Wilmington, died at Mobile, Ala., yesterday morning, aged 45 years. Revival services will be held at Brooklyn Hall to-night and every night this week. The attendance of the unconverted is especially requested. Interesting services are held nightly in the Second Presbyterian church at 8 p. m. The Rev. Dr. Mack, well known for impressive presentations of the simple Gospel, conducts the services. The "Carolina Oil and Creosote Company," a corporation peculiarly and distinctly representative in its products and works of the capabilities of North Carolina, has declared a semi-annual dividend of 3 per cent. to its stockholders. This company is comparatively in its infancy, but owing to the splendid administration of its affairs has already established a large foreign and domestic trade. No. 100, 101 and 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## STREET RAILWAY.

A Supplemental Bill to the Charter of the Company as Approved by the Board of Aldermen. The Board of Aldermen met at the City Hall yesterday afternoon, pursuant to adjournment Saturday evening last, to consider the supplemental bill that the City Attorney had been instructed to draft embodying the views of the Board in relation to the charter granted the Street Railway Company. Mayor Hall and Aldermen Worth, Bear, Boney, Giles, McEachern and Dudley were present. Mr. Cutler, City Attorney, submitted the following: "Whereas, The Board of Aldermen of the city of Wilmington have just become aware of the passage by the Legislature of North Carolina of the Act to incorporate 'The Wilmington Street Railway Co.' and are just now for the first time informed of its provisions. And, whereas, the powers conferred by said act upon said Company deeply concern the public interests, and, if exercised, would, in the judgment of this Board, seriously cripple the corporate powers of the Board of Aldermen over the streets of the city of Wilmington, and injuriously affect the public convenience of the inhabitants. Therefore resolved, (1) That the General Assembly of North Carolina be requested to pass at its present session the amendatory bill which is herewith presented and attached. (2) That the Mayor be instructed to visit the city of Raleigh, together with the City Attorney and such other person he may select, for the purpose of presenting this matter to the Legislature, and accomplishing the objects aforesaid. A bill to be entitled 'An Act to amend an act entitled 'An act to incorporate the Wilmington Street Railway Company,' passed at the present session of the General Assembly.' SECTION 1. That section second of said act be amended by adding at the end of said section the following, to wit: 'Provided, further, that before constructing, or beginning the construction of the said street railway, or any part or line thereof, upon or along any street in the said city of Wilmington, it shall be obligatory upon the said company to first obtain the consent and approval of the Board of Aldermen of said city, who, if they consent to the use of said street shall determine over what portion of the same the said railway shall be constructed. SECTION 2. That section five of said act be amended by striking out the word 'exclusive' before the word 'right,' so that that part of said section shall read as follows, 'and the said company shall have the right for a term of fifty years to construct and operate lines of street railways in the city of Wilmington.' Alderman Worth suggested that as Mr. John D. Bellamy, Jr., one of the incorporators of the company, was present, he might possibly be empowered to make some agreement, or at least be able to inform the Board if the amendments proposed would be acceptable to the corporation. The amendments met his (Mr. Worth's) views exactly. The Board had no desire to have a contest over the matter; they would be glad to see a street railway constructed in the city. Mr. Bellamy being requested to give his views, said that the incorporators in making application for a charter for a street railway were prompted solely by a desire to build up the city; they had no expectation of making a dollar out of it. In drafting the charter Mr. Bellamy took as a guide the charter granted the street railway company of Raleigh—the only difference being that it was for fifty years instead of thirty as in the Raleigh charter; the street railway company of Asheville is chartered for sixty years. The clause granting the company the exclusive right to lay street railways for fifty years was inserted for the sole purpose of inducing capitalists to come here and invest in the enterprise. He thought if this provision was left out it would kill the project. He wanted to see the street railway built, but capitalists could not be induced to take hold of it unless they had the exclusive privilege for fifty years. The company would not object to the amendment restricting it to the use of such streets as the Board may approve. However, he did not speak authoritatively for the gentlemen associated with him. In answer to the question if the company would be ready to do any work in five years, Mr. Bellamy said that it was proposed to begin work within thirty or sixty days, and to lay about four miles of railway. The clause allowing tracks to be laid outside the city limits—"in the vicinity"—Mr. Bellamy explained was to enable the company to run to any park or pleasure grounds outside the city limits. The "freight clause" was taken from the Charlotte charter, to enable the company to charge for carrying parcels or trunks. Mayor Hall said that he hoped that the matter would be adjusted on such a basis as would be agreeable to all parties. All that he desired was to preserve the jurisdiction of the city over its streets. Alderman Bear moved that the bill submitted by the City Attorney be so amended that the company shall be required to build two miles of railway within five years, and recognizing the jurisdiction of the city over the streets. This was agreed to and the following was adopted as a substitute for section 3 of the bill submitted by the City Attorney: SECTION 3. That section 5 of said act be amended so that the proviso at the end of said section shall read: 'That not less than two miles of some one line thereof shall be completed and put in operation within five years after the granting of this charter.' The report, as thus amended, was passed unanimously. A motion, by Alderman Bear, was adopted, that the Board appropriate the amount necessary to pay the expenses of the Mayor and City Attorney to Raleigh, to secure the passage of the bill. If you wish a good article of PLUG Tobacco, ask your dealer for 'OLD RIP.'

## Weather Indications.

The following are the indications for the twenty-four hours commencing at 10 p. m. Saturday: For North and South Carolina, Georgia and Eastern Florida, warmer, fair weather, westerly winds, becoming variable.

## Fire Sunday.

A dilapidated frame building on Dickleson's Hill (in Brooklyn) caught fire, between 3 and 4 o'clock in the afternoon, and was burned down. It was occupied by a colored man, named Sauls, who saved his goods and chattels. Shortly after 6 o'clock fire was discovered on the roof of a frame dwelling, corner of Ninth and Princess streets, occupied by Rev. J. B. Barlow. The fire was extinguished by persons living in the neighborhood before any great damage resulted. About 4 o'clock in the afternoon the roof of a small building on Fifth street between Church and Castle, was set on fire by sparks from the chimney, but the fire was put out by persons in the neighborhood without giving an alarm. Fire was discovered, also, on the shingle-roof of a house on Nun street, between Second and Third, about half-past 6 o'clock in the evening. It was extinguished with little trouble and before any damage resulted.

## Of for Raleigh.

The committee appointed to present to the Legislature the resolution adopted at the citizens' meeting held last Friday in the Produce Exchange, and asking the repeal of all laws prescribing and limiting railroad freight charges, left for Raleigh last night. The committee as appointed consists of Messrs. Wm. Calder, G. H. Smith, B. F. Hall, Clayton Giles, T. M. Emerson, F. W. Kerstner and Col. Wm. L. DeRoset. Messrs. H. C. McQueen and W. A. French were subsequently added. Mayor Hall and Mr. DuB. Cutler, city attorney, have also gone to Raleigh, to endeavor secure the passage of the bill adopted by the Board of Aldermen concerning the charter of the Street Railway Company.

## An Inflammatory Attempt.

A frame dwelling house, corner of Sixth and Campbell streets, was discovered to be on fire shortly after 12 o'clock Sunday night. The discovery was made before the fire had gained headway and it was extinguished with little trouble. The fire was on the outside of the house near the ground. The building is owned and occupied by Henry McRae, a butcher in Fourth street market house.

## Burglary.

Burglars broke into the dwelling of Mr. T. Doulan, on Princess street, between Ninth and Tenth, Saturday night and stole all the money they could lay their hands on. It was found that the clothing of all the inmates of the house had been searched and every room ransacked; nothing but money was taken, however.

## Arrivals and Departures.

Nor. barque *Copella*, Jansen, arrived at Pleetwood, Feb'y 25. Swedish barque *Cecilia*, Ohlsen, hence, arrived at Hull, Eng., Feb. 26. Ger. barque *Edward Penn*, Kipp, hence, arrived at Newcastle, Eng., Feb'y 26. Nor. barque *Nordenskjold*, Abrahamson, hence, arrived at Buenos Ayres Jan. 23.

## Nashville Branch Railroad.

NASHVILLE, N. C., Feb. 26. MR. EDITOR:—The first freight over the Nashville Branch Railroad came up this morning under charge of Capt. Mike Kelly, drawn by engine No. 109, run by Engineer James Ambrose. The warehouse will be ready for use next week, and I learn that we will have a regular train March 1st.

## NEW ADVERTISEMENTS.

By Collier & Co., Anot's and Com'n Merch'ts, 24 & 25 N. Water St. THIS DAY, COMMENCING AT 10 O'CLOCK A. M. we will sell at our Sales Rooms. 25 bales Tannin, 2 hhd's crockery, 25 Bedsteads, 25 pairs Shoes, 25 Clocks one-and-eight-day. It

## JAPANESE WEDDING

FOREIGN MADE COSTUMES. A RARE ENTERTAINMENT. City Hall, Thursday Night, March 3d.

The good things to eat will be served A LA MODE IN JAPANESE and AMERICAN, and at reasonable prices. For the benefit of the New Methodist Church. Price of admission ONE DIME. Feb 29 21

## \$2.00 Reward

WILL BE PAID AT THIS OFFICE, FOR A GOLD LACE-PIN, with pearl centre, lost on Saturday last. It is thought, on Front Street. mh 1 11

## Wanted,

A SMALL BUILDING LOT, STATE LOCATION, size and terms in addressing. mh 1 11 118. FIFTH ST. CITY.

## To the Public.

IN VIEW OF THE RECENT PUBLIC DISCUSSION of the Street Railway Charter, the undersigned appointed as incorporators by the act chartering the same, would state that if the charter contains any features which are objectionable or unfair to the citizens of Wilmington, or any section of them, they have not the slightest objection to having the charter amended in any manner which may be recommended by the Board of Aldermen. JOHN P. DIVINE, F. H. STEWART, L. BATES, J. D. BELLAMY, JR., W. H. CHADWICK, A. B. BROWN. mh 1 11

## NEW ADVERTISEMENTS.



NEW! NEW! NEW! NEW FACE VEILING! NEW SHIRING! NEW GLOVES! NEW HATS! NEW HIRONS! NEW FLOWERS! NEW UNDERWEAR! NEW LOT COBSETS!

All at Popular Prices! AT TAYLOR'S BAZAAR, 118 MARKET ST., WILMINGTON, N. C. Feb 27 11

## EXCELSIOR.

HECKERS BUCKWHEAT NOTTO IS EXCELSIOR. IT RISES HIGHER AND QUICKER THAN ANY OTHER CEREAL PREPARATION. Feb 27 1m oh tu th sat

## For Sale.

25 HEAD OF GOOD TEXAS HORSES WILL BE sold cheap at J. W. Taylor's Stables. All who want to buy would do well to call early. Feb 27 11

## For Sale.

A SAFE, WITH COMBINATION LOCK, FOR sale cheap. Apply to M. T. DAVIS, At Wheeler & Wilson Machine Office. mh 1 11

## TODAY

WE OPEN OUR IMPORTED STOCK OF SPRING SUITINGS AND TROUSERINGS. CALL AND SELECT MUNSON, Merchant Tailor, &c. mh 1 11

## Sweet Florida Oranges.

25c per Dozen or \$2.00 per Hundred. E WARREN & SON, JOBBERS OF FRUIT, EXCHANGE CORNER. mh 1 11

## The Sun Type Writer.

A PERFECT TYPE WRITING MACHINE. Clear print, easy action, simple and durable. Price \$14.00, reduced to \$10.00. HINSHBERGER. mh 1 11

## The Kerner Pen

IS THE LATEST IMPROVEMENT IN SYLTOGRAPHICS, and the only one in the world with VITRIFYING AIR TUBE. No desk outfit is complete without at least two of the Kerner Stylographic Pens; one for writing fluid, and the other for red ink. IT IS THE BEST RULING PEN IN THE WORLD. We will send by mail post-paid on receipt of price. mh 1 11 HINSHBERGER.

## Kainit. Kainit.

2