The Morning Star.

By WILLIAM H. BERNARD.

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## OUTLINES.

The Senate passed a number of public building bills yesterday, and afterwards considered House bill for the appointment of thirty medical examiners for the Pension Bureau, without reference to the civil service law; the bill was amended so that the appointments shall be in the regulations prescribed by the Pension Bureau, but without finishing the bill the Senate adjourned; no business whatever was done in the House, the adjournment taking place immediately after the reading of the Journal, as a tribute of respect to the memory of Mr. Randall, whose funeral services were being conducted. —— The House Committee has completed the River and Harbor Appropriation bill, and the total appropriation is a little over $20,000,000; for the Cape Fear river at and below Wilmington the appropriation is $100,000, while other State rivers and harbors receive $207,000. —— Gen. D. Smith has been nominated postmaster at Hickory, and W. [illegible] Person at Rocky Mount. —— Early yesterday morning the remains of Hon. Samuel J. Randall were borne to the Capitol in Washington, of which he was a member, where the funeral services were conducted; Dr. Chester delivered the sermon, and Rev. Mr. Milburn the closing address; the services were of a very solemn character, and were attended by a large number of the distinguished statesman's friends and admirers; after the services the remains were conveyed to the Pennsylvania Railroad depot and from thence to Philadelphia for interment, where the dead members of his family sleep. —— A Russian palace, near St. Petersburg, has been destroyed by fire, and seven of the servants were burned to death. —— A sad tragedy recently took place in Moscow; the widow of an army officer, who was in extreme poverty, and her five daughters, locked themselves up in a room, turned on the gas, and when found all of them were dead from suffocation. —— N. Y. markets: Money easy at 3@5 per cent. cotton easier; middling uplands 11¾c; middling Orleans 11 15-16 cents; southern flour firm and quiet; wheat unsettled; higher and fairly active; No. 2 red 94@94⅛ cents at elevator; corn irregular, fairly active and closing firm; No. 2, 41½@42 cents at elevator; rosin firm, strained common to good $1 00@1 02½; spirits turpentine dull, offered at 40½c.

The pension bill industry is still flourishing in Congress. Total number introduced this session up to last Saturday is 3,040.

It takes over thirty millions of stoppers to stop the beer bottles in this country, but all these stoppers can't stop the beer drinker.

The Mayor of Denver, Col., is a good man. He let a fellow tempt him with a $40,000 bait to sign a bill, didn't bite, and then exposed the bribe.

Since the death of Mr. Randall, Mr. O'Neill, of Philadelphia, becomes the "Father of the House." It is somewhat remarkable that Philadelphia has given the House three "fathers" within a year, Kelley, Randall and O'Neill, who entered Congress with Randall.

## NEW ADVERTISEMENTS.

SAM'L NORTHROP—Notice.
STAR OFFICE—Babbitt metal.
MUNSON & CO.—Superior clothing.
WANT—Steady job for young man.
DR. J. C. SHEPARD—Farm for sale.
NORTHROP & HODGES—Copartnership
W. J. KIRKHAM & CO—Auction to-day
MASONIC—Meeting Concord Chapter.
NORTHROP, HODGES & TAYLOR—Dissolution.

## LOCAL DOTS.

Items of Interest Gathered Heer and There and Briefly Noted.

— Spirits turpentine sold yesterday at 36 cents per gallon.

— Mattie Johnson, colored, was fined $20 and costs in the Mayor's Court yesterday.

— There will be a meeting preparatory to the mission at St. Paul's Episcopal Church to-night at 8 o'clock. All who are in any way interested in this work are invited to attend this meeting.

— Wm. Hawes, colored, charged with assault with a deadly weapon—a razor—on a colored man, was arraigned before the Mayor yesterday and held in a bond of fifty dollars for his appearance at the Criminal Court

— The firm of Northrop, Hodges & Taylor, insurance agents, has been dissolved by the withdrawal of Mr. Samuel Northrop. The business will be continued by Messrs. W. W. Hodges and Walker Taylor under the firm name of Walker & Taylor.


# THE MORNING STAR.

VOL. XLVI.—NO. 23. WILMINGTON, N. C., FRIDAY, APRIL 18, 1890. WHOLE NO. 7,348



RATES OF ADVERTISING.

| | | |
|---|---|---|
| One Square | One Day | $ 1 00 |
| " | Two Days | 1 75 |
| " | Three Days | 2 50 |
| " | Four Days | 3 00 |
| " | Five Days | 3 50 |
| " | One Week | 4 00 |
| " | Two Weeks | 6 50 |
| " | Three Weeks | 8 50 |
| " | One Month | 10 00 |
| " | Two Months | 18 00 |
| " | Three Months | 24 00 |
| " | Six Months | 40 00 |
| " | One Year | 60 00 |

☞ Contract Advertisements taken at proportionately low rates.

Ten lines solid Nonpareil type make one square.


### FIREMEN'S PARADE.

**Exhibition Given by the White Volunteer Firemen in Honor of the C. F. & Y. V. Celebration.**

The parade and exhibition given yesterday afternoon by the Fire Department for the entertainment of visitors to the railroad celebration was one of the most enjoyable features of the occasion—full of interest and excitement and unmarred by accident or discomfort to any. Not alone the visitors, but nearly the whole town turned out to witness it, and the streets were thronged with people and the windows and balconies and piazzas of The Orton and all the buildings in the neighborhood were filled and crowded with ladies.

The programme for the parade was carried out as published in the STAR. A strong force of policemen marched in advance of the procession and cleared the way. They were followed by a carriage in which were seated Mayor Fowler and Alderman Morton of the Fire Committee of the Board of Aldermen, Chief Newman and Assistant Chief Cazaux, in uniform, in the chief's fire wagon. Then came Germania Cornet Band, in the order named, Howard Relief Fire Engine Co. No. 1, Wilmington Hook and Ladder Oompany, Wilmington S. F. E. Co. No. 1, and Fifth Ward Hook and Ladder Co. The men were in full dress uniform, and with their brightly burnished apparatus and handsome horses, carefully groomed and bedecked with nodding plumes, made a brave and gallant show. Brave old "Harry Brock," the horse which pulled the reel of Wilmington S. F. E. Co. for nearly a half score of years, marched in the midst of the Company, led by masters James Taylor and Herbert Peterson.

Passing down Front street and up Market to Third the parade was dismissed, and soon after an alarm was turned in by Chief Newman from box No. 14 at the City Hall. Within ten minutes thereafter the "Atlantic" hose reel was at the hydrant, corner of Front and Chesnut streets, had made connection, run a line of hose and was "spouting water" down Front street, and a few seconds afterwards the hose reel of the "Adrian" engine had arrived and made connection with the hydrant at Front and Princess. Then came an exhibition with the aerial ladder of Wilmington Hook and Ladder Company No. 1, which had also arrived and was in position nearly in front of The Orton. The fifty-foot ladder was run up, and two pipemen with a line of hose from the "Atlantic" engine mounted to the platform near the top of the ladder, and showed the wondering crowd how battles with fire are "fought and won." They threw mighty streams of water far up and down the street, and made made many persons run to cover who thought they were at a safe distance and beyond reach of the stream. After the "Atlantic" boys had sufficiently amused the crowd they descended, and two pipemen from the "Adrian" engine ascended the ladder and sent up streams of water that seemed to go even higher and farther than those of their predecessors.

The Hook and Ladder boys had their drill with ladders reared on the New Hanover Bank building, and gave an interesting exhibit.

Altogether it was one of the best exhibitions that the Fire Department has ever given, and was very much enjoyed and deservedly complimented.

### WILMINGTON PRESBYTERY.

**Reports of Committee—Home Missions—An Interesting Discussion on the Tithe Question—Other Matters.**

Wilmington Presbytery met at 9 a. m. yesterday. Several ruling elders presented themselves and were enrolled.

After a half hour of devotional exercises, Presbytery took up the routine business, and the Moderator announced the standing committees.

An overture on the subject of the status of ruling elders, under circumstances stated in the overture, was referred to the Committee on Bills and Overtures.

The principal feature of the morning session and to which the time was mainly devoted, was the report of the Committee on Home Missions. The report mapped out a line of aggressive work, and urged it with zeal and earnestness, and was heard with great pleasure. The Presbytery now contributes about seven times as much in this work as it did some four years ago. The report was adopted.

In the afternoon a very interesting discussion on the tithe resulted in the adoption by the Presbytery of the report of the committee on the subject. The report declares the Christian rule of beneficence to be found in I Cor. 16: 2. The Church can make no law for her members that the Head of the Church has not ordered; still the larger privilege of the New Dispensation demands a fuller consecration, and there are many whose privilege it is to give in larger proportion than the tithe. It makes it the duty of pastors and sessions to impress this principle of liberality upon all under their charge.

An important paper looking to simplifying the plan of contributions in the churches and increasing the amounts contributed was adopted.

Mr. George M. Matthews, after due examinations, was taken under care of Presbytery as a candidate for the gospel ministry, from Bladenboro church.

A call for the pastoral services of Rev. A. McFadgen was placed in his hands and accepted by him.

## RAILROAD CELEBRATION

### SECOND DAY OF THE ENTERTAINMENT.

**Excursion to the Hammocks—Oyster Roast at Ocean View—The Banquet, Etc.**

The second day of the entertainment opened, as did the day before, with a cold, drizzing rain, but neither the Wilmingtonians nor their guests allowed this to interfere at all with the pleasures of the occasion. Our friends had come to enjoy themselves, and they were determined to have a good time, rain or shine, and as far as we were able to judge they carried out their determination to the fullest extent.

The first part of the programme for the day was an excursion to Wrightsville and the Hammocks. The trains carried down between 400 and 500 persons, who greatly enjoyed such novelties as an oyster roast, a ride on the switchback and the sight of old ocean. The oyster roast furnished by Mr. R. B. Humphrey at the Hammocks was the feature of the day. Mr. Humphrey told us he had prepared for the occasion by securing 115 bushels of oysters. When the train left at half-past 3 o'clock he had about fifteen or twenty bushels left. We give this as a fact to show that this part of the entertainment was enjoyed to the fullest extent by our guests.

By 9 o'clock about seven hundred persons, prominent citizens of our city and their invited guests, assembled at the banquet hall to partake of the good cheer that had been prepared for them by the manager of The Orton.

It is beyond our power to do full justice to this banquet. The hall which had been selected for the occasion was most beautifully decorated with gay flags and bright bunting, and lighted by a dozen or more electric lights. Among the flags used in the decorations were the national colors of Denmark, Germany, Italy, Austria and England. The tables were beautifully decorated with flowers and evergreens. The ten long tables were most bounteously ladened with edibles of all kinds and the parties present did full justice to the occasion.

Against the wall on one side of the room was the band stand. Opposite that was the stand occupied by J. H. Currie, toast master. Back of this a table on a dais, at which sat many prominent men, including Major C. M. Stedman, Mayor Fowler, Col. A. M. Waddell, Mr. G. W. Williams, of our city, and the following guests: Messrs. W. F. Carter. W. A. Moore, of Mount Airy; W. A. Lash. D. W. C. Benbow, D. F. Caldwell, of Greensboro; Col. K. M. Murchison, of New York; Col. Wharton J. Green, Mr. J. H. Myrover, of Fayetteville; Hon. Alfred M. Rowland, Messrs. A. Pope, W. Fullon and J. C. Renshaw.

The proceedings of the evening were begun with a blessing invoked by Rev. Colin Shaw of Duplin county, and after those present had supplied the demands of "that little gentleman who will be heard" the literary feast of the day began and was most pleasantly presided over by the toast-master, Mr. J. H. Currie:

The speech of welcome was made by Col. Alfred M. Waddell who said:

Col. A. M. Waddell delivered the address of welcome, and said;

GENTLEMEN—As the essential element of a cordial welcome consists rather in deeds than words, and as you are here to hear a great deal of eloquence this evening from various sources, my words will be few. The chief regret that we have now, and the regret we will experience when we part with you, has been that the chairman of our committee on arrangement has been a little unfortunate in making his arrangement with the clerk of the weather this week, but I want to say by way of apology for him that he was not selected because it was supposed that he had any familiarity with things above or anything above. Nobody would have accused him of that. But he was chosen exclusively for his personal beauty and for profound acquaintance with the virtues of Rock Spring water. That is what they call it down here. If any of you have been with him he will certainly bring you back again.

It may seem a little strange to some people, my friends, that we, instead of greeting you with this welcome when you first arrived, have postponed it until you are almost ready to leave us, but it is a peculiarity of the people of Wilmington that the longer their guests remain with them the more welcome they are, and we are only taking occasion this evening to tell you how glad we are to see you. I assure you that we are sincerely glad to see you and to extend our hospitalities to you, and would be even more sincere if possible if I told you that we will be perfectly delighted if each and every one of you will get his sisters, his cousins and his aunts, and all his people, and will come back and stay with us permanently; and I would suggest that if you do not have any sisters or cousins or aunts, then bring somebody else's, and we will be equally glad to see them. And we can show you amongst our markets, the finest and largest market for baby carriages on the South Atlantic coast.

The people of Wilmington this evening are realizing the dreams of their fathers in the establishment of direct communication with that part of our State from which we have long been separated, and to the people of which our city has been and is but a name without significance. We do not wish this to continue. We greet you on this great occasion with our heart to our home. This great railroad, the completion of which we celebrate to-night and in which we rejoice, ought to have been the first railroad built in North Carolina, and I verily believe if that had been the case, the entire commercia and industrial establishment of this city would have been different from what it has been, and would have been more honorable to our civilization. If that road had been built then it would have established that oneness of spirit and possibly that wholeness of a community of interests among the people which serve best to establish a great city. That was the dream of our forefathers to which I a moment ago alluded. It was a hope based upon a grand idea They were not influenced to establish that road which was their dream by any mere desire to do something that will be beneficial to themselves and the community in which they live, but it was an idea much grander than that in its sweep, and took into consideration the great State whose people were united commercially and independently, and with whom they desired intercommunication. They desired, too, to have a seaport of their own, by which they could exchange their products for the products of other countries without taking it outside of their own borders. Their idea was to make that the initial enterprise, the very basis of development of our industrial system, the backbone of our transportation system; this road from which the city now hopes to reap reward. Unfortunately the execution of their plan was beyond their means and they were compelled to see their products taken by other routes out of our State and enrich the people of other States. But, gentlemen, the backbone has been inserted at last, and I believe that a new energy has been enfused into the industrial interests of the State. In the completion of this great road we are indebted to the pluck, the vim, the help and the enterprise of one who sits there, the President of the road, whose modesty is only exceeded by his merit, who tries vainly to appear to be venerable, and who has even dyed his whiskers white in order to conceal his youthfulness; but, gentlemen, we cannot be deceived by any disguise even of that sort, or lead away from the fact that he is one to stand in the foremost rank of the men of enterprise and energy and spirit. On his shoulders rests the mantle of John M. Morehead who was the pioneer of railroads in North Carolina, and worthily he wears that mantle. If only for him and his associates who have builded this great work, may they receive the rewards which they so heartily deserve. The people of this city, gentlemen, have exhibited their faith in the work by giving $150,000 to it. The whole debt of the city of Wilmington except a trifle consists in bonds given for the construction of railroads in North Carolina. Her first exhibition of that spirit was given when the Wilmington & Weldon Railroad was built, which at that time was the longest railroad in the world but one, and this town subscribed to the Wilmington & Weldon Railroad a sum greater than the entire assessed valuation of every foot of real estate in it. She has from that day to this aided by generous contributions to every railroad that has come into or passed through her borders.

Gentlemen, I said my words were going to be few, and I have to apologize. I do not want to weary you with an expression of our sentiments on this occasion. On behalf of all the people of Wilmington I extend to you a cordial welcome, and I trust that by our united efforts from the mountains to the sea we may be able to stimulate the industrial progress of our State, and place her in that position in which God and nature intended she should be.

Mr. J. H. Myrover, of Fayetteville, in reply to the address of welcome said:

Mr. Chairman: I feel that you will pardon me a word personal in a king indulgence in that I interrupt your feeling of disappointment in failing hear a distinguished friend and citizen of the State, for whose absence I am to make a feeble effort to console you—a wide breach into which I would not have dared to stand but for an urgent telegram from the good friend who sits on on my right. But slight would be the well-springs of my nature I did fail to thrill with pride at being selected to express the appreciation of this city's hospitality of all the people of one great section of a great commonwealth, embracing the diversified resources of a land blessed by the smiles and hand of God—in the mountain ridge section, as if dropped from heaven by its Creator's hand, a curtain tenderly veiling the beauties of the twin States, with Mt. Ararat, piloting the Indian through trackless wilds centuries ago, still keeping watch and ward over golden field and happy hamlet. We cherish the history of Daniel Boyne and the traditions of his times—his prowess through that wilderness where the Indian hunter wooed his dusky maid; in the fair Piedmont belt we boast many lineal descendants of that patriotic band which first struck the blow which was to shatter British supremacy in the great struggle of the devoted colonists; and not alone do we honor the dead, but we glow with pride in the labors and example of those who are still with us, the great advocates of a North Carolina system of internal improvements, who warmly threw themselves into the work in the vigor of young manhood, in the vigor of physical and intellectual maturity and in the wisdom of old age, one of whom is with us to-night—Hon. D. F. Caldwell, of Guilford. In the upper Cape Fear we still have scores of that stock which followed the fortunes of Flora McDonald, the unselfish heroine whose name is inseparably linked with that of the chivalric but ill-starred Prince Charles Edward; in the generous, full-hearted land of the tide-water we love the names and keep imperishable the achievements of Lillington, Harnett and that gallant colonial soldier, Col. Hugh Waddell, whose services to country and pepple have been perpetuated by the pen of the eloquent speaker, his descendant, who preceded me, and is to-day fixed on the pages of fair print. Yes, we have good cause to rejoice with you in this, your gala day, for, brothers, we sorrowed with you in days of lamentation, sympathies with you when pestilence, stood at your thresholds, and at night you said: would God, it were morning, and in the morning, would God it were night; when invaded hosts encircled you as the hunted brought to bay, and as, with trembling hand we wore with you the immortelle, shall we not help wear the chaplet of rejoicing!

Fair city, regally enthroned on your beautiful seat, where breaker and wave bathe your feet, we salute you! May your walls rise high, and from all the fair sections with its people for whom I speak, there will be congratulations without a taint of envy. The manifold resources of the earth she will bare her bosom to pour out to you, in exhaustless minerals, the resources of the forest and the field; and from the western fields, "rock-ribbed and ancient as the sun, with vales stretching in pensive quietness between, and poured at foot of all old ocean's gray and melancholy waste," we'll hail you the Queen City of North Carolina.

*Our Guests:* We hail with pleasure and bid a warm Cape Fear welcome to those whom this new link of steel has brought from the mountains to our seaside city.

W. F. Carter, Esq., of Mecklenburg, responded as follows:

The thoughtful and progressive statesman of more than a century ago, looking down through the vista of time, caught inspiring glimpses of the grandeur of this occasion. But the stupendous reality presented to us puts to confusion and shame the brightest conceptions of his almost divinely-inspired imagination. The mouutains and old ocean are made friends, and this tie of friendship is bound by links of steel that can never be broken. Imperishable monument this, erected to the wisdom, the undaunted courage and untiring efforts of those true, noble and patriotic sons of North Carolina whose labor forged this mighty chain! Generations yet unborn will delight to do them honor. To you, sirs, I as the mouthpiece of the invited part of this vast company do most gladly accord that meed of praise justly due in thus making possible this joyous and happy gathering.

The people of Wilmington, as ever, ready to greet with a cordial welcome every enterprise or movement whose watchword is progress and always true to the impulses of their warm and generous hearts, have embraced this auspicious opportunity of paying a tribute of appreciation to the greatness of this achievement and of bestowing with a lavish hand their far famed hospitality.

The feeling words of welcome so eloquently delivered by the distinguished son of the lower Cape Fear, have as it were annihilated all distance, removed all forms of ceremony and make us feel that surely we are camping upon our native heath. We would from the very deep of our heart of hearts reciprocate this noble and heaven born sentiment, and would eagerly grasp your outstretched hands and thus seal forever this band of friendship.

Our enjoyment and pleasure since we have been in your midst have been all that heart could wish or desire, and when this festive occasion comes to an end, as soon it must, and we return to our homes, we will speak to our people of the magnificence of your scenery and of your generous hospitality, in the words of the Queen of the South on her return from a visit to King Solomon, that the half had not been told.

In conclusion, may I not indulge the fond hope that this social gathering, this mingling of our people with your people, may prove but the dawning of a bright day of profitable commercial intercourse between two sections of our grand old State, heretofore separated by seemingly impassible barriers.

*The City of Wilmington:* Famed in the past for its enterprise and hospitality, it proposes to be in the van of commercial advancement, and to offer the good old North State a metropolis of which she may be proud.

Mayor Fowler, responding to this toast said:

Mr. Chairman and Fellow Citizens:—It is unnecessary for me to allude to the past history of the city of Wilmington. The culture, genuine hospitality and chivalry of its citizens established from the earliest periods a reputatiou which won and has retained the respect and confidence of all. It is the present and the future of our city in which we are most interested.

The city of Wilmington of to-day is not the city of years ago; but a city that has been tried in the crucible, that has passed through the furnace and been made doubly refined.

During the dark days which succeeded the late civil war, the days of reconstruction, Wilmington was reduced to a condition from which it was feared she would never recover. Her credit was destroyed, taxation increased, her financial obligations totally disregarded.

City script was hawked about the streets at 40 cents on the dollar, and her public debt was so entangled that the burden became appalling. The only instance in the records of the city when this condition of affairs existed was during that period. These circumstances, my fellow citizens, were the result of a foreign influence and I allude to them only that you may more fully appreciate the present condition of affairs.

To-day every obligation of the city is promptly met; a sinking fund for the eventful liquidation of the public debt is strictly maintained, city scrip is worth dollar for dollar, and the general credit of the city is such that its bonds are sought for as a source of permanent investment and command a premium of from 3 to 5 per cent.

Though our city is not on a boom, in the general acceptation of the word, it is in my opinion the most progressive, and enterprising of any city in the Southern or Eastern States.

The valuation of real estate in the city of Wilmington has in the last three years increased on an average over 25 per cent. and in many instances the increase has been almost incredible.

To illustrate: One piece of property that two years ago was offered for sale at $800 was a few days ago again placed upon the market and readily sold for $1,550; another piece of property offered a year ago for $300 recently sold for $600; for another piece of property purchased at $1,500 three years ago $3,000 has been offered and refused; one piece with an assessed valuation of $250 recently sold for $1,500; one piece assessed at $600 sold for $1,925; another piece assessed at $700 sold for $5,700. These are but a few of many cases of the kind.

There has been constructed in the city of Wilmington in the last 12 months, during the fiscal year ending March 31, 207 buildings, at an approximate value of $310,000. Many of these buildings were for the use of various industries recently established, others for the enlargement of those formerly existing and includes in the number about 160 residences. Of these residences all are now occupied.

In a recent conversation with a prominent and reliable real estate agent of this city he said that one year ago he had from thirty to forty unoccupied residences for rent, sought for occupants and could not obtain them; that now he has more houses in charge than formerly and none are unrented, and that there is a constant unsupplied demand.

What but a rapid influx of people could produce this state of affairs, and what could produce this rapid influx of people but new enterprises, increased business and general prosperity. The population of the city of Wilmington has increased until it now reaches in excess of 25,000, and should the increase of the next ten years be in proportion to the last three years, we will give to the State of North Carolina a city with 60,000 inhabitants.

The true greatness of a city does not consist in the number of its inhabitants, nor its wealth, nor in the amount of business transacted, but in the character of its citizens. It is therefore a source of greatest gratification for me to state that those who have adopted Wilmington as their home, are a brave, chivalrous, self-reliant people. They come principally from the counties of Duplin and Onslow; Pender, Bladen, Brunswick, Columbus and Cumberland, and from Old Sampson, the land of the Big Blue and the True Blue, God bless her. They are a people who believe in order and good government, and so believing, will maintain the supremacy of the Anglo-Saxon race.

There is one thing that has militated against the interest of our city, which has retarded its growth, and which is most difficult to overcome. That is, an erroneous impression currently believed abroad that Wilmington is an unhealthy city. While in the city of Raleigh some months ago I had the pleasure of meeting Mr. W. R. Williams, the Master Granger of the State Grange, a genial, clever gentleman. I invited him to hold the next convention of his body in this city. His reply was astonishing. We cannot do it, he said, as we hold our conventions in the summer time, and if we should meet in your city during that season we would sicken and some of us would die. His remarks were in keeping with the general idea, though the cause of such an impression I am unable to ascertain. There is one thing however I do know, that there is no city along the South Atlantic Coast that presents as satisfactory a health record as the city of Wilmington. We invite comparison, nay we challenge it, not only with the seaport cities, but with the inland cities of North Carolina and States adjoining.

By reference to the annual report of our Superintendent of Health, a report made by an efficient, valued and conscientious officer; a report not made for comparison, we find that in our population of 25,000 inhabitants there is a mortality of 15.80 to the 1,000. Dividing the whites from the colored and estimating the former at 10,000 and the latter at 15,000 we find that the mortality among the whites is but 11.30 to 1,000 and among the colored 18.70 to the 1,000. When we consider the negro's proclivity for dissipation, for subjecting himself to exposure, it is but natural that the mortality of their race should exceed that of the whites hence in making comparison with the cities where the white population predominates, I respectfully submit that the comparison should be made with the mortality of the whites alone.

I am told that among those bearing life insurance, those who are selected with the utmost care, under the rigid examination of a physician, a mortality of 10 to the 1,000 is considered very good and satisfactory. Such being the case what better evidence do we desire to establish the superior sanitary condition of our city than a death-rate among the whites of 11.30 and a general mortality of 15.80. I assure you, my friends, that in my opinion, based upon observation and enquiry, the mortality of Wilmington compares favorably with the healthiest cities in the land, and in many instance it is less.

There is now but one thing, my fellow-citizens, that Wilmington needs to make her all that nature intended and her citizens desire. There is a unanimity of feeling, a determination on the part of her citizens which portends success, and all that is now needed is the co-operation and support of the citizens of North Carolina, and particularly of you, gentlemen, resident along the line of the Cape Fear & Yadkin Valley Railroad.

Your road is now completed to our city; you are brought in close and speedy communication with us, and we rejoice at the event. We are now neighbors; let us be friends, and as friends let us realize that our interests are mutual. Come and see us. Wilmington bids you come, and ever offers a cordial welcome, and by mutual intercourse and transactions let us build up the city of Wilmington; a city now "in the van of commercial advancement," and let us "give to the Good Old North State a metropolis of which she may be proud."

*North Carolina:* Her resources unfathomed, with mines rich and inexhaustible, forests unbounded, and ability to feed the world.

Mr. R. T. Gray, of Raleigh, responded to this toast. He said:

To be required to stand in the place assigned to the Chief Executive of the State is embarrassing to me; to disappoint, as I know I must the expectations of a feast of oratory which were justly excited when it was announced in the printed programme that the silver-tongued Governor of the State would respond to the sentiment just pronounced. But I recognize and yield to the fact that no son of North Carolina, wherever he may be or whatever the time, should fail to lift his hat at the mention of his name, or however feeble his utterance may be, should shrink from endorsing and testifying to the truth of what is said in her praise. Let this be my excuse, if any is needed, for my temerity in consenting to-day to stand where Gov. Fowl was expected to stand.

To tell how great North Carolina is is too large a task for an after dinner talk. To sing of her glorious people, her valiant men and lovely women, her climate and her resources, her riches possessed and potential, her history and her future, would require a paran longer than Judge Gaston's and a minstrelsy more perfect than that with which Highland Harper told the legends of his native hills, or Jewish captive in far off Babylon sang the glories of his beloved Jerusalem.

North Carolina! What is it? "A strip of land between two States," as it has been sometimes derisively called? "A State whose chief products, according to some old geographies and some, I am sorry to say, now used in the schools, are tar, pitch and turpentine? "A Rip Van Winkle, stretching his laggard legs in sleep, while others are awake, alive and forging ahead in moral, social and material prosperity? God forbid!

What Commonwealth has the history she possesses? At Mecklenburg, declaring against tyranny, and at Cowpens, Moore's Creek, King's Mountain and Guilford Court House, making good her declaration by her muskets, her cannon her pikes, her swords and her blood! and, after the battle had been fought and won, standing in a Federal Congress and at the Constitutional Convention in Fayetteville, holding out to the last and contending for a constitution that would preserve to posterity the fruits of her victory! and later, and within the memory of all of us, you know how, when the Southern Cross was upheld, the boys of the Cape Fear joining those of the Peidmont and Albemarle sections and their brothers from the hills and mountain caves, untrained to feats of arms and gladiatorial sports, rushed to the consecrated fields of Virginia and all the battle-grounds of the Confederacy, and stayed, and stayed and stayed, some of them forever, more than those of any other State, and the others until their Chieftain said "Enough! go back!" and whether dying or surviving, illustrating by their daring, their heroism and their soldierly qualities the noblest type of Southern manhood, until an allusion to or comparison with Thermopylae becomes commonplace and tame.

Such is a short record of North Carolina's past, than which no commonwealth or people has a more enviable history.

*Inter-State Commercial Importance of Trade.*

Col. A. Pope responded, and in conclusion said

The railway that I represent, by the direction of whose management I am asked to be here to-night say welcome, and tender to you congratulation upon the work you are doing, and the people beyond the border of the State appreciate and realize that work. I represent a railway that is large enough and strong enough to be firm, fair, and then generous to this section. It has no preferences to enjoy or to exercise; it hails the opening of the Cape Fear & Yadkin Valley at the North Carolina border with all sincerity. It proposes to do everything that is proper to contribute to the success of that enterprise. I see around me here many representative men. You are here representing Wilmington, the chief seaport of the State. You constantly ask your members in Congress to exert themselves to improve your tide water facilities, and for aid to deepen the water in your harbor. Your representatives are alive to your interests. With a successful result you will be enabled to compete with the other seaports upon the North and South Atlantic coast on equal terms. We enjoy with our railroad through the chief port of Virginia ample facilities in that direction, but we are extending that railway and enlarging its area of territory in a manner that requires additional facilities. We have an old-fashioned habit on the Norfolk and Western railroad of simply referring to that which we have done and that which we are doing, and not that which we intend to do. We are now building 300 miles of railway. We are building in our shops to-day ample supplies of cars and locomotives. We wish to use a large share of these cars in hauling traffic with our railway. We are building these additional miles of railway that we may gather additional traffic from the territory they traverse and reach and divide it with you. We want the virgin pine that grows in your forests to-day in the building of our cars and to carry to the West where that kind of material is needed. It behooves you, gentlemen of Wilmington and of North Carolina, to co-operate with us. It behooves the young men of your town to look westward. It behooves them to cultivate local trade on your line, to give due regard to every merchant and every town upon the line of the Cape Fear & Yadkin Valley Road from Wilmington to the Virginia line. It behooves you to do all these things in that spirt of hospitality and in that spirit of good business judgment which I believe you will show, and your reward will be as certain as anything on earth is certain. When we open our lines to the West it will shorten from 200 to 140 miles the distance over existing lines that can now reach the seacoast. You are then put in direct communication with a territory in which you will be able to regain a large part of the foreign trade and coastwise trade that you may have lost. These are not idle fancies, nor are they the results of any enthusiasm from this entertainment. I am accustomed to deal with these questions. I know whereof I speak and it behooves you to think well of what I say. If you have established your trade and know what reciprocity means in every respect, then the luxuries of civilization will follow thereafter. And referring to that I would say that our people are opening up summer resorts along your border.

CONCLUDED ON FOURTH PAGE.