### WEATHER REPORT.

U. S. DEP'T OF AGRICULTURE, WEATHER BUREAU, WILMINGTON, N. C., Oct. 31. ?-uperatures: 8 A. M., 65 degrees; s? 4. 6) degrees; maximum, 65 deges, minimum, 60 degrees; mean, 62

Rainfall for the day, .55; rainfall sace 1st of the month up to date, 2 69. Stage of water in the river at Fayetteville at S A M , 4.2 feet.

FORECAST FOR TO-DAY. WASHINGTON, Oct 31.-For North Carolina: Fair Wednesday and Thursday; high but diminishing westerly winds Toursday

#### Port Almanac ... Nov. 1.

San Rises	6 26 A. N
Sun Sets	5 02 P. M
Dar's Length	10 H. 34 M
High Water at Southport	6 12 P. M
High Water. Wilmington.	9.42 P. M

It is perfectly natural that Hanna should defend trusts, but the Republican leaders think it very stupid in him to do it now.

Mecklenburg county is proud of a wong citizen, who at the age of 10 years, measures 4 feet 6 inches in height and pulls down the scales at 1644 pounds.

The New York Post, taking Gen. Otis' report as authority, figures up the casualties to the American army in the Philippines at 2.817, between the 6th of August, 1898, and October 23d, 1899, of which 1,054 were deaths.

A Wisconsin man claims o have invented a combination phonograph and type which will write the words sent over the wire, so that when a fellow wants to send a note to his girl all he has to do is talk it at the other end.

Another fellow has been found, in South Africa, worth \$1,000,000,000. . He is the second in the world. His name is Alfred Belt, a German; but redoubt if he feels as good with his \$1,000,000,000 as a boy does with his first billy goat.

Toledo, Onio, has an incognito woman who is equipped with a hypnotic glance, and goes around the shops throwing the poor girls into hysterics and all that sort of thing. Then she waddles off as cool as Janmany hunting for some more girls.

They are drawing the color line on the barbers in Chicago. One of them has recently been arrested for painting his sign red, white and blue, which is construed as a culpsble reflection on the United States flag and a violation of the anti-flag advertising law,

In proportion to the number of persons engaged foot-ball is more dangerous and fital than actual war. The dead this year up to October 14th, according to the Chicago Tribune, which is keeping a casualty record, number seven, and eleven seriously wounded.

Experience so far in the Boer country is making a good many People in England believe that walking over the two Dutch Republics isn't as easy a job as they thought it would be. And then there is the possibility or even probability of interference by other European powers which do not fancy John Bull's performances.

Dou't forget Seaboard Air Line will sell tickets to Richmond from North and South Carolina points November th, 5th and St. Bired Line November th, 5th and 6th. Final limit Novem ber 13th. From Georgia points November 5th and 6th. Final limit to November 14th, to witness unveiling Winnie Davis Monument.

Be sure and visit Rehder's to-day, Bargains in every department.

Don't forget to visit Render's. Only four more days of Bargains.

# THE MORNING STAR.

VOL. LXV.--NO. 34.

WILMINGTON, N. C., WEDNESDAY, NOVEMBER 1, 1899.

RIVER SHIPPING NEWS.

The Smaller Craft in Wilmington Harbor Fared All Right During Storm-The Driver's Rough Experience.

The river boats yesterday suffered very little on account of the early morning storm, which, without a doubt, has proved more disastrous to vessels along the coast on the outside.

The steamer Driver, which cleared late Monday afternoon for Favetteville, had proceeded up the river only as far as Navassa station, about five miles from the city, when she found it expedient to tie up for the night bythe barge Maria Dolores, which is dis charging a cargo there. A special message to the STAR yesterday morning said that the storm was terrific there, but the sturdy little steamer rode it out without a scratch. At 4 30 o'clock the lines and hauser of the boat popped like straws, but Capt. Jeff Bradshaw and Engineer B. Jones handled their boat well and kept her out of the rice fields, which were flooded with water. They anchored her by the rice field banks and kept the river all night. She proceeded on her way to Fayetteville about 1 o'clock yesterday afternoon, having withstood the storm remarkably well.

The Hawes is lying at her wharf and though Capt. Black was forced to come ashore yesterday morning in a canoe, the boat is all right and is scheduled to resume her regular trips up Black River to day.

The Hurt is on her way down from Fayetteville, but is delayed on account of the storm. She is believed to be all right and will be down to day. The Seabright is still tied up at her

wharf awaiting for favorable weather to make her usual trip to Little River. No damage whatever is reported to

the river crafts besides the tug Blanche and steamer Southport, reference to which is made in another column.

#### LOCAL DOTS.

- Cotton receipts yesterday were 2,992 bales against 6,121 bales on the corresponding day in 1898. The docal market is unchanged.

- Justice Borneman yesterday tried Richard Hill, colored, for disorderly conduct. Judgment was suspended on payment of costs.

- For the month ending last night, license for the marriage of 16 white couples and 11 colored couples were issued by the Register of Deeds.

- There was no meeting of the Board of Health vesterday afternoon on account of the lack of a quorum. The meeting will probably be held during the present week.

- The local spirits turpentine market yesterday "took on" the boom with everything else on the wharf and closed at one fourth of a cent higher than Monday's quotations. There were sales at 471@481c with receipts of 39 casks.

#### NEW ADVERTISEMENTS.

Opera House-Darkest Russia. Opera House-A Jay from Jaysville.

BUSINESS LOCALS.

H. Hauser-For sale. Wanted-Dump carts. "A. T."-Position wanted. Wil. Iron Works-In stock. Music-Jno. Francisco's Band. Wanted-Board in private family.

#### PERSONAL PARAGRAPHS.

-Mr. A. B. Shiver, who has been quite sick, is much improved. - G. B. Patterson, Esq., of Max-

ton, is in the city to attend Federal

- Mr. R. W. McKeithan, of Lockwood's Folly, is in the city on a busi-

- Mr. Amos J. Johnson, of Clear Run, Sampson county, is among the wholesale purchasers in the city.

Funeral of Capt. Smith.

From St. Paul's Episcopal Church, at 3.30 o'clock yesterday afternoon, the funeral of the late Capt. William Smith, who died Monday morning in Greensboro, was conducted in the presence of a large concourse of friends by Rev. Milton A. Barber, rector of

The interment was in Oakdale Cem etery, the following persons acting as pall-bearers: Honorary, Col. John Wilder Atkinson and Col. W. L. DeRosset; active, Col. Roger Moore, Capt. A. L. DeRosset, Capt. T. D. Meares, Capt. John F. Divine, Capt. Henry Savage, and Mr. J. Alvis

Here From Fayetteville.

Mr. A. J. Woodward, of Fayetteville, father of Col. W. J. Woodward is in the city as a juror for the Federal Court. Mr. Woodward is the guest of his son here and his many friends are glad to have him here with them for a time. He is 82 years of age and is believed to be the oldest living member of the Fayetteville Independent Light Infantry."

If you buy your tickets by the Seaboard Air Line you will have time to take in all the sights of Virginia's Capital when you go to the unveiling of Winnie Davis Mounment.

Don't forget to visit Rehder's. Only four more days of Bargains.

Be sure and visit Rehder's to day. Bargains in every department.

**CARIBBEAN** 

It Goes On Record As One of the Most Disastrous On This Coast.

THE BEACHES ALMOST RUINED.

Nearly Forty Cottages at Wrightsville and Carolina Beaches Wrecked and Swept Away - Damage at Southport. Loss a Quarter of a Million.

The Caribbean storm which reached Wilmington in full force Monday night at 10 o'clock, increased in velocity till 5.30 o'clock yesterday morning, and it will go down in history as one of the worst wars of the elements ever experienced on this coast. The tides at the seaside and in the river were enormous. At Wrightsville Beach the tide was eight feet above the high water mark, and in the city the river came over the wharves and flooded Water and Nutt streets.

The Storm in the City.

The storm in the city reached the height of its fury at about 4.45 o'clock yesterday morning. The barometer at the Weather Bureau was lower than it has been since the establishment of the bureau and the wind attained a maximum velocity of 54 miles per hour, though there were gusts when it went as high as 60 miles. At 5 o'clock yesterday morning the barometer began to rise from 28.98 inches, the lowest registered, and continued to rise until the normal was reached. The rainfall for the 24 hours ending yesterday at 8 o'clock was 11c inches.

The strong southeast wind which kept up its blow during the night ran the tide up to nearly the highest point it has reached in the river during the history of the port, and much damage was done to submerged wharves and warehouse floors. Only at one time, during the fearful storm of September, 1893, has it been higher. At that time Mr. J. C. Heyer marked with a cold chisel on the curbing in front of Heyer Bros', store the height to which the tide ran, and yesterday morning at 8 o'clock when the water was at its maximum depth it was noticed that this "freshet" was eclipsed by the overflow in 1893 by only about one inch. At many points the overflow covered Water street and there were very few wharves that were not entirely under water.

At Market street dock the Wilmington's wharf was a foot under water and the steamer floated nearly on a level with the street.

Mr. Preston Cumming's wood-working plant at the foot of Dock street was completely submerged and considerable damage done to machinery. Mr. Cumming built the place in 1872 and doesn't remember when the floor was submerged before.

At the tug Buck's wharf many of the timbers were loosened and a quantity of cord wood belonging to Capt. Ward floated up the river.

Both the wharves of the river steam ers, of the Fayetteville line, between Princess and Chesnut streets were washed up to some extent, and shingles piled thereon were damaged.

At the old C. F. & Y. V. wharf the greatest damage probably resulted. It was completely submerged, and a quantity of seed oats, flour and other merchandise belonging to Mr. S. P. McNair was badly injured, and lime belonging to Col. Roger Moore, as were also goods belonging to Capt. James I. Metts, the B. F. Keith Company and others. The losses here will probably approximate \$1,000.

At the Clyde Steamship Company's wharf the water was equally as high, but by the prompt action of Superintendent Smallbones and his competent assistants, most of the freight was re moved to the upper wharf before it suffered serious consequence.

At the naval stores yard of Messrs. Murchison & Co, a number of barrels of rosin and tar washed away. There were different owners and the amount of loss cannot be approximated. Across the river the naval stores yards suf fered to some extent. Wharves south of Market street were torn up in places, but the damage was greatest north of Market. The Hilton, Cape Fear and Chadbourn lumber plants had to suspend operations on account of high water. Timber in the pens was saved by high piers, and Capt. Beery, who is one of the leading inspectors, told a STAR representative yesterday morning that there was only one raft on the outside. It went to

At the Clarendon Waterworks plants at Hilton bridge several cords of wood were washed away, but the machinery was uninjured.

There was little damage at the compresses and during the progress of the flurry incident to the high water a reporter noticed that the work of loading the big steamers at the Champion was steadily going on as if nothing

The tide began to recede at 9 o'clock and the water front was besieged with people curious to see the objects floating up the river. A number of negroes were out in row boats gathering drift wood. J. E. Howard, janitor at the Custom House, fished out a small trunk in which there were a number of articles of clothing, some papers, trinkets, a small amount of money and other articles. From the articles and papers in the trunk, it is evident that it is the property of some member of a fishing crew down the river at Zeke's Island.

There were no fatalities reported inincident to the storm.

In the city proper the greatest damage wrought was by the falling of a

section of the outside wall of the Mathe railroad track, standing and little sonic Temple upon the roof of the Mac-Rae building adjoining. The brick crushed through the roof and fell in a heap into the Knights of Pythias hall been lead. on the second floor. This occurred after daylight. The section of wall over to Wrightsville by pieces. made an aperture in the roof about

15x20 feet. The damage which amounted to about \$300 was immed-The Hewlett houses torn to pieces iately repaired by Messrs. Getaz & and floated away. Co., the Masonic Temple contractors, At other places in the city trees were uprooted and fences razed to the

cess of construction, and one especialsustains a disaster which will require ly on Red Cross street, were twisted thousands of dollars and months to about and othewise injured. repair. The trolley, fire alarm, telephone and telegraph lines were all "set crazy" by the wind, but the managers of all the plants concerned displayed much enterprise in getting most of them in

port was down for most of the day and many were curious to know of the damage to shipping there. The Clyde steamship Oneida, which cleared for New York Monday afternoon, did not put to sea, but rode the

storm out in port. She proceeded yes-

ship-shape before the day was over.

Telegraph men reported much trouble

on all wires South. The line to South

ground. Several buildings in pro-

terday afternoon. The New York, Capt. Ingram, for the safety of which some fears were entertained, came into port uninjured at 4:30 o'clock yesterday afternoon. There was slight damage to her cargo of general merchandise. Capt. Ingram encountered the storm off Frying Pan Lightship and put to sea. He

reports a rough experience. No damage to shipping along the coast has yet been reported, but it must have been great Tug boats will probably go out to-day to see if any vessels can be found in distress.

Awful at Wrightsville Beach.

The storm at Wrightsville Beach was awful, and havoc was wrought by wind and waves. The damage to the cottages and club houses on the beach and the track and trestles of the Wilmington Seacoast Railway is estimated at \$75,000. The damage to the cottages, it is believed, will be not less than \$25,000 and the railroad company will sustain a damage of about \$50,000.

Mr. Thad. Tyler, the contractor and builder, who visited the beach, makes this estimate.

Cottages Wrecked.

Messrs. M. S. Willard and F. A. Lord reached the beach by boat from Greenville Sound vesterday and made a tour of the beach, examining the cottages as they went.

The Seashore Hotel sustained very little damage. The piazza of the new Ocean View Hotel was undermined, but no considerable damage was done to the hotel building or the Ocean View bath house.

Beginning at the cottage of the Rev. Robert Strange, D. D., and going south along the beach, the damage as reported by Messrs. Willard and Lord is as follows:

Dr. Strange's cottage foundation washed out and cottage standing on the

Mr. H. B. Short's cottage badly wrecked; foundations gone and boarding stripped off, showing the furniture up stairs and down stairs.

Mr. F. A. Lord's cottage, swept clear away. His kitchen was drifted into Mr. Short's lot. Carolina Yacht Club building washed off its foundation 30 feet toward the Banks channel; complete wreck.

Ladies' bath house intact but gentlemens' bath house torn to pieces. Janitor's quarters wrecked. Cottage of Mr. A. M. Waddell, Jr., undermined and drifted 30 to 40 feet

toward the Banks channel and set flat, in very good shape. Mr. M. J. Corbett's, cottage, badly wrecked, and furniture floating

around. Mr. H. Walters' cottage, clean Mr. T. M. Emerson's cottage, badly

damaged. The cottages of Messrs. W. H. Chad

bourn, and James H. Chadbourn. Jr.. had the lattice work swept from under them. They were left high on their underpinning but the buildings were not damaged, except the piazzas. The bulkheads in front of the cottages were washed away. Shelter of the Silver Cross, smashed

into kindling wood. The Sprunt-Murchison cottages, (formerly Mr. H. U. Butter's,) torn to

Col F. W. Foster's cottage undermined and wrecked beyond repair. Mr. C. C. Livingston's cottage swept

Mr. H. G. Wadley's cottage, gone

Mr. J. A. Arringdale's cottage, undermined and twisted around. A fine piano destroyed. Mr. W. L. Holt's cottage (formerly Mr. S. H. Fishblate's) very little

Mr. E. J. Powers' cottage, left in very good condition. Capt. E. W. Van C. Lucas' cottage.

(formerly Mr. W. E. Peregoy's) in

very good condition. Atlantic Yacht Club house and boa houses, down flat and badly damaged, beyond repair. Not quite as bad as the Carolina Yacht Club house.

Mr. George D. Parsley's cottage (formerly Mr. A. A. Nathan's) swept off the beach and landed across the Banks Channel in the marsh.

Maj. D. O'Connor's cottage, occupied the past season by Mrs. Bowden, swept across the beach and railroad and set down on the edge of the Banks channel. Mr. Cyrus S. VanAmringe's cottage

carried over on the Banks channel, Van Amringe bath houses damaged. The Sanders, Rogers, Rouark cottage (formerly Governor Russell's), underminded and set flat on the beach.

The Sanders store on the west side of

damaged. The track of the railroad is bent around the front of the store, the iron rails curved as if they had The Ocean View pavilion carried

The old Ocean View hotel, set flat and twisted and washed to pieces.

The cottages north of Dr. Strange's cottage received little or no damage. Disaster to the Railroad.

The Wilmington Seacoast Railroad

The trestle from Wrightsvil'e to the Hammocks is wrecked nearly all the way across. It is a mile and an eighth long and several hundred feet of the track and crossties on the Wrightsville side were lifted over the benches and swung over into the sound. From Wrightsville to the Hammocks the trestle is a mass of timbers, planks, and shingles drifted around from the beach and lodged against the piling and stringers. In the debris are bedsteads, bureaus, chairs, refrigerators, bedding, crockery and household effects in profusion. The Banks Channel trestle is very little damaged,

but the approaches on both ends are washed away. The railroad track, beginning at Mr. Sol Bear's cottage and running two miles up the beach, will have to be rebuilt. The road bed was washed away and the crossties and rails drifted and twisted in all sorts of shapes. In several places the track was carried into the Banks Channel, and in other places what remains of the track is several feet under sand. At Mr. E. J. Powers' cottage, the track appears as if Mr. Powers had run it from his house to the Banks Channel.

At the Hammocks. Hammocks is strewn with wreckage. All kinds of furniture, bedding and household goods drifted

over there and lodged. Considerable portions of the wrecked houses also drifted there in confused heaps. The railroad's tool house was demolished, but the section master's house was not damaged, except by water.

Rain at Wrightsville.

Over at Wrightsville on the mainland, separated from the beach by Wrightsville Sound, there was wreck and ruin. The turnpike on the sound front for a mile was washed up and it will require several hundred dollars to repair it. The turnpike on the entire sound front was piled with the timbers from the wrecked houses on the beach. Yachts and boats of all descriptions are smashed and mixed up in the timbers.

Mr. W. H. Stokeley's store on the edge of the sound was swept away and not a timber was left standing. All his stock of groceries went with the wreck. He estimates his loss at from

\$1,200 to \$1,500. The building occupied by Mr. Paul Casse as a bar, was washed off its foundations and dropped down in the marsh. The building is wrecked and will cause a loss of \$700 to Capt. John H. Hanby who owned it. Mr. Casse's bar was ruined, the counters and shelving being torn out and his supply of liquors mixed up generally. He and some colored men waded in water nearly to their arm-pits to save something from the wreck. He estimates

his loss at \$250. The store occupied by Mr. Ned Edens, where the turnpike crosses over to Summer Rest, was damaged, the flooring and part of the front being smashed. He will probably sustain damage to the extent of \$100. He had to wade in water waist deep to his stables to release his horses. The stables were afterwards torn to

ried down about 200 people, who pieces by the beating waves. Mr. W. A. Sanders' clam house with his outfit of tongs, etc., was swept away. His sharpie Mary Vance was also capsized and her stern smashed. down, in addition to the regular train at 2.30 P. M.

This loss will be about \$700. Capt. Otto also had his sharpie beached and split open on the starboard, His loss will be about \$150. The fencing of nearly all the cottages along the turnpike were washed

down or blown away. A resident of Wrightsville estimates the damages there at not less than \$8,000.

Carolina Beach Cleaned Up.

No details could be secured from Carolina Beach, but the ocean made almost a clean wreck of the cottages. Mr. Tom McGee, who is in charge of the beach, wrote to Capt. Jno. W. Harper, general manager of the New Hanover Transit Company, that near-

ly every cottage was washed away. It is said that in all eighteen cottages were either washed clean away or totally wrecked. 'The hotel, Sedgeley Hall Club House, Hanover Seaside Club House, Mr. D. McEachern's cottage, and Mr. Hans A. Kure's cottages were about the only houses left standing on the beach. The railroad track was also washed away in places. The damage at Carolina Beach is estimated at about \$12,000. Carolina Beach

pier sustained very little damage. Destruction at Southport. The storm was very severe at Southport. The water was higher and

Night of Horror.

wreck.

rougher than the oldest inhabitant has two-story residence was carried away, and other damage was done. any recollection of. The steamer Southport, belonging to The store of Dosher, St. George & Co., was undermined, and the damage the New Hanover Transit Company, of which Captain Harper is general manto the building and stock of goods is ager, was thrown up on the shore one estimated at \$1,000.

hundred feet from high water mark. Both of Capt. J. T. Harper's wharves The Cape Fear Towing Company's and the wharf of the Cape Fear Towtug Blanche was thrown high and dry ing and Transportation Company on the beach. The company's launch. met with destruction. In fact, the The Naptha, which cost about \$1,800 government coal dock is the only recently, was smashed and is a total wharf left standing.

goods.

Considerable other damage was done, and the bay front piled Mr. J. T. Dooley, section master of how Southport suffered. It is estima- sons. the Wilmington Seacoast Railroad,

ted that the damage will be \$12,000 to \$15,000. The Onarantine Station.

who lives with his family in the cot-

tage alongside the railroad at the

Hammocks, came up to the city yes-

terday. He says he never had such an

experience in all his life as on that

stormy night. In his family were his

wife and two little children, Messrs.

John Bergen and John Bergen, Jr.,

two fishermen who board with him,

and two colored section hands, Dave

and John McKoy. He states that

about 4 P. M., after a considerable

blow all day Monday, the gale began

to blow stronger and when night came

on it was so dark a man could not see

his hand before his face. The rain

poured down in torrents, and

there was nothing to do but

stay in the house. The tide kept

rising and the gale kept howling, and

there was no sleep for anybody. The

wind was blowing from the southeast

up to midnight and then it changed

to the east and blew right in from the

ocean. Its velocity, he declares must

have been 100 miles an hour. It blew

out every light, and the howling of the

tempest and the roar of the surf was

appalling. Out over the ocean it

looked as black asink and the surf

was beating over the high banks,

making a noiseas if thousands of can-

nons were being fired. In the mean

time the entire Hammocks were

covered wish the rising water

and it began to run into his house,

Finally at 3.30 o'clock yesterday morn-

ing, he said that the water in the

sound was nearly on a level with the

trestle, and was beginning to beat over

it. Then he thought it necessary to

seek safety by getting his family to

the mainland, fearing that the sound

would be carried away. He and the

other men waded in water waist deep

to the railroad track and carried his

wife and children to a hand car. They

had to crawl and feel their way, but

they finally got the car started. They

covered up the heads of the children

to keep them from seeing the raging

waters over which they would pass in

crossing the sound. The rain was com-

ing down in sheets, and the surf beat-

ing over the trestle would deluge the

car while it was crossing the trestle.

At times it appeared as if the wind

would blow the car off the trestle or

that the waves would wash it off.

Finally the car reached the Wrights-

ville side, and Mr. Dooley says his feel-

ing of relief can better be imagined

than described. In a half hour after

they had crossed the trestle, it was

a wreck. He declares that any

one who experienced the storm where

he was, with not even a flash of light.

ning to relieve the gulf of darkness.

and with that ominous, explosive sound

of the surf, even drowning out the

howling of the storm, they could well

stand in the front with the American

Only Soul on the Beach.

Henry Brewington, colored, who

watches at one of the cottages on the

beach, was the only living soul that

spent the night on the beach. He

passed a horrible night and never ex-

pected to see land again. He was

where he could see the cottages being

pounded down aud washed away. He

was in the cottage formerly owned

by Governor Russell, when it went

down. There was no escape for him till

daylight, and he went from one high

part to another till the welcome dawn

came. He left the beach at 6.30 o'clock

yesterday morning and walked the

trestle. When he got nearly to the

Wrightsville side the trestle had gone

over into the sound, and he stood dazed

till Capt. Oscar Grant, general man-

ager of the Seacoast railroad, and

others went out to his rescue. He

was a badly frightened, thoroughly

To See the Ruin.

Yesterday afternoon Captain Grant

ran a train to Wrightsville and car-

viewed the wreck and ruin wrought

by the storm. This morning at 10

o'clock a special train will be run

The steamers Blanche and South-

port, although high above water, are

very little damaged. The Blanche will

be floated again in about six days. Capt.

Harper contracted yesterday with

Capt. S. W. Skinner to relaunch the

Southport and Capt. Skinner will go

down this morning with his wrecking

crew. He expects to float her in a day

Several two-masted schooners and

sharpies were beached and some of

them are from 100 to 200 feet from

A bark and a three-masted schooner

in the harbor rode out the storm in

Miss Kate Stuart's hotel was strip-

ped of its piazzas and water ran

through the building 4 feet deep. The

floor of her parlor yesterday morning

was a foot deep with seaweed. One of

her cottages near the hotel, valued at

\$600, was swept away. Her loss

The Brunswick Hotel was unroofed

A house belonging to Capt. J. L.

Pinner and occupied by Mr. John W.

nington, was washed away with near-

ly all of Mr. Galloway's household

Both piazzas of Capt. O. D. Burriss

and damaged to the extent of \$500.

high water mark.

is estimated at \$1,000.

safety.

wet and awful hungry man.

Army in the Philippines.

The Querantine Station near Southport sustained damage to the extent of several thousand dollars. The wharves around the station were washed away and only the buildings were left on the foundation of piling. The crew of the station took to the bark Johannes which was lying along side the wharf and thus made their escape.

Fort Caswell Damaged.

There was considerable damage to Fort Caswell, at the mouth of the Cape Fear. Several small frame buildings used by the engineer corps and 200 cords of wood were washed away. The railroad was also consider ably damaged, and the emplacement of one of the rapid fire guns was undermined.

Disastrous Along the River.

The steamer Wilmington, Capt. no. W. Harper, left the city yesterday morning at 10 o'clock for South port. She carried about a dozen passengers, and when they boarded her at her wharf, at Market dock, the water being over the wharf, they had to crawl on board over the wood corded at the back of the passenger

The Wilmington got back to the city last evening at 5 o'clock. Captain Harper says at times, with the wind dead ahead on the trip down, the steamer hardly made any headway. He says the banks at Mr. Fred Kidder's "Clarendon" plantation, Mr. James Sprunt's "Oaks" plantation, Mr. Fred Kidder's plantations at Lillipurt and Kendal, and Col. K. M. Murchison's "Orton" plantation have sustained considerable damage. The wharves at all these plantations were swept away. Capt. Harper told a STAR represen-

ative after his return that every fisherman's hut on either bank of the bay was swept away and that the water was strewn with the wreckage of houses. On his way down he passed the floating carcasses of twelve cows, and two hogs in mid stream. There was also one live hog in mid stream, at least a mile from shore, swimming for dear life, but with little chance of saving itself. The bay was awful rough and great seas were breaking. At Southport he saw a drowned pony in the water.

No Lives Reported Lost. So far there has been 'no report of lives lost, although it is feared that the next few days will bring to light some mishap to some of the fishermen or boatmen on the river.

Fishermen who have lived at Wrightsville Beach and on the river for forty years say that if there was ever a greater storm on this part of the coast they do not recollect it.

Certainly it has been a destructive one, and it is feared that the half has not been told. The damage in and around Wilmington will foot up nearly quarter of a million dollars.

THE STORM IN THE COUNTRY.

All Sections Had a Touch of It, But Experienced Little Injury.

Mr. W. W. Miller, of Rocky Point, who arrived in the city yesterday from Castle Haynes, said that the storm was very severe there early yesterday morning. Ungathered crops, especially corn, were badly damaged and peanuts in the field were much in-

Mr. N. McN. Patterson, of Elrod, Robeson county, who arrived on the noon S. A. L. train, said that the storm was rather rough in his country. Trees and fences were blown down and other minor damage done. Cotton is practically all out in that section and very little injury was experienced by this crop.

Mr. B. F. Keith, who has a plantation up the river, when asked about the possible effect of the storm further up the river, said that the lowland corn was about all gathered and an over flow would not result seriously.

Mr. E. P. Brock, superintendent of the cutting force of the Acme Tea Chest Company up the river, came down from Gap Landing yesterday afternoon. He said the tide was about one and a half feet above high tide mark, but that there was no damage to speak of. He had a number of rafts of gum timber but these were saved without trouble. The tug Imperial, which is engaged in towing the rafts down the river, came into port yesterday without injury.

Tax Collections.

City tax collections thus far for the resent fiscal year from all sources, exclusive of privileges, amounts to \$34,983.70; same time last year \$22,-

The county collections up to close of business last night were \$33,884.30; same time last year, \$14,791.68. Sheriff McRae, it will be seen from these figures, has over doubled the amount taken in up to November 1st.. last

The city people are much more advanced in their amount on account Galloway and family, lately of Wil- of the increased rate over the county's assessment. They have also collected much in excess of what was receipted to November 1st last year.

The Crazy Negro.

A commission of inquiry, composed of Col. Jno. D. Taylor, clerk of the Superior Court, and Dr. W. D. Mc-Millan, superintendent of health, yesterday investigated the case of the young negro Tom Means, reference to which was made in yesterday's STAR. Dr. R. J. Price, who attended him; Chief of Police Parmele and Cornelius Means, the boy's father, who came down yesterday from his home in Charlotte, were the only witnesses examined. Young Means was adjudged insane and ordered sent to high with wreckage tells the story of the Goldsboro asylum for colored per-

#### Delivered to Subscribers in the City at 45 Cents per Month. WHOLE NO. 10,049 <del>}</del>

Six Months,

Three Months,

Two Months.

\*TERMS OF SUBSCRIPTION.

One Year, by Mail, \$5.00

2.50

1.25 9

1.00

Fall Session Opened Yesterday Morning, Judge Thomas R. Purnell Presiding.

THE FEDERAL COURT.

JURIES DRAWN FOR TERM.

No Cases of Importance Have Yet Come Up for Trial-Admiralty Case Argued by Counsel Just Before Closing of Yesterday's Proceedings

Pursuant to adjournment Monday the United States Court onvened yesterday morning at 10 o'clock, Judge Thomas R. Purnell presiding, District Attorney Bernard and Assistant Attorney Oscar J. Spears prosecuting. Other court officers in attendance were! Deputy Clerk W. H. Shaw, U. S. Marshal H. C. Dockery and Deputy Marshal T. O. Bunting.

It was ordered that eighteen grand jurors be drawn and they were sworn in as follows: Wm. Struthers (foreman), W. C. Jackson, Thos. J. Owen, T. J. Newsom, J. J. E. Lucas, Eugene Philyaw, John H. Mintz, E. S. Saunders, Lindsay Walker, A. J. Johnson, Edward Williams, David Ward, J. C. Wooten, Thos. L. McNair, D. C. Whitted, Luther Cashwell, Harrison Singletary, Alfred Lawson.

James Lochlin was sworn in as bailiff in charge of the grand jury. G. W. Chesnut and Benj. Motte were excused from the jury by request. Also, Stephen H. Chadbourn.

Petit jurors were sworn in as fol-

Jury No. 1 .- S. P. Cowan, D. W. L. Smith. Joseph Sharp, Council Meares, J. B. Weatherly, J. A. G. Inman, J. S. Quick, J. W. Taylor, C. C. Bor-deaux, Holly Jones, L. B. Carr, Wm. A. Sutton. Jury No. 2.—C. W. Polvogt, L. H. Vollers, Jordan Nixon, John R. Bundy, James Huske, Andrew Smith,

tin, J. C. Atkinson, A. J. Woodward, Matt Southerland, O. H. Lennon. Levi H. Bizzell, Kenyon Gavin. Deputy A. D. Morrissey was sworn n as crier for the term, and C. B. Mil liken and J. A. Ashe as bailiffs.

The following cases were disposed of:

. H. Durham, James Powell, Wm. G.

McLean, Maury Ward, G. W. Mar-

U. S. vs. Jno. F. Jacobs et al., suit on postmaster's bond; judgment ac-cording to complaint for want of an U. S. vs. John Richardson, retail-

ng; judgment suspended. U. S. vs. J. G. Lewis, illicit distilling; judgment suspended. U. S. vs. A. J. Johnson, retailing; fined \$200 and costs and sent to jail for six months. U. S. vs. Alex. McLaurin, retailing:

thirty days in jail and \$100 fine. U. S. vs. Charles Moore, retailing: witnesses called and failed. U. S. vs. James White, retailing; plead guilty; four months in jail and \$100 fine U. S. vs. John Porter Haves, retail-

ing; plead guilty; sixty days in jail and \$100 fine. U. S. vs. John F. Carver, retailing; plead guilty; continued.

Maria R. Lewis vs. Providence Life

Insurance Co., of New York; case continued (Circuit Court.) U. S. vs. Ed. L. Clark, violation Sec. 2, War Revenue tax, (running billiard table without paying tax); judgment suspended upon payment of

Court then took a recess until 3 P. M. In the afternoon the grand jury returned true bills against the folfowing for retailing: Grant Treade-

well, Moses Britt and Henry Smith. The case of G. M. Taylor for violation of Section 3269 was continued until to-day.

The following cases were next heard: U. S. vs. Moses Britt, retailing; six months in jail and \$200 fine. U. S. vs. Press Bowers, sci fai; disnissed on physician's certificate. U. S. vs. W. S. Crump and Charles Ewing, sci fai, defaulting witness; sci ai; dismissed on physician's certifi-

U. S. vs. Henry Smith, retailing, plead guilty; judgment suspended. Charles Biggs, witness for the U.S., called and failed; fined \$40. U. S. vs. Charles Moore, retailing; 30 days in jail and \$100 fine. U. S. vs. A. J. Bright, retailing:

judgment suspended. U. S. vs. M. A. Ray and S. J. Cameron, sci fai; judgment according to sci fai. U. S. vs. Wm. Oliver; sci fai; dismissed on answer filed. U. S. vs. H. F. Thames, retailing,

judgment suspended upon payment The admiralty case of S. W. Skinner, libellant vs. George Harriss, Jr., was the last thing to engage yesterday's session of the court. Argument on the question of jurisdiction was heard from Thos. Evans, Esq., for the libellant and E. K. Bryan and Geo. H. Howell, Esqrs., for the defendant. The case went over to the reconvening of the court this morning at 10 o'clock.

NEW ADVERTISEMENTS

#### OPERA HOUSE. Thursday, 2nd Nov.

The Laughing Success, "A Jay From Jaysville."

Just one night of Hilarious Fun!

Dancing and Fun Galore! 35..... People with nothing in the world to do but amuse The Jaysville Band Parade at noon. Watch for it.

## OPERA HOUSE Wednesday, November 1st.

Presents the greatest success of the present decade. DARKEST RUSSIA.

EDWIN C. JEPSON.

Interpreted by a Peerless Company and staged with most elaborate detail. A heart story deftly woven with clean, bright wholesome oc 29 st