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NEW ADVERTISEMENTS.

Begin the New Year

AND CHEW

"Showdown" Tobacco.

"Showdown" Tobacco.

"Showdown" Tobacco.

This brand has quality and is a good seller—handle it and increase your business. We handle all brands well known on the market and are headquarters for Tobaccos and Cigars. None better than

Cuban Blossom, Renown, Renown. Topical Twist Head.

VOLLERS & HASHAGEN, Distributors for brands of American and Continental Tobacco Co.

Shoe Strings

FOR Shopping Bags, Neckties and Belts.

Black, White, Red, Green, Old Gold.

Solomon's Shoe Store. ja 25 ft

Fancy Fruits!

Grape Fruit, Pineapples, Pears, Grapes.

FLORIDA ORANGES,

Bananas and King Apples.

J. W. PLUMMER, Jr. Bell Phone 680. Jan 26 ft

New and Popular Novels

The Wooing of Wistaria, The Intrusions of Peggy, The Blue Flower, The Kiss of Glory, The Room with the Little Door, Letters of a Self-Made Merchant to His Son, Captain Macklin, Donnan Panha, Capt. Macklin, Cecilia, The Pit.

We sell all \$1.50 Books for \$1.25.

ROBERT C. DeROSSET.

The Stationer, 5 ft 107 Market St.

FISH PRIVILEGES.

The Shad Benches will be rented at Front Street Market upon the cash premium plan

Friday, January 30, at 12 M. M. G. TIENCKEN, Chairman Market Committee. Jan 29 ft

WILBY'S CANDIES,

THE BEST MADE. PALACE PHARMACY, 126 South Front Street. Jan 1 ft Call both Phones 55.

Printer Wanted.

Wanted, one first class compositor who has had experience on a daily morning paper. Must have good recommendations as to habits and qualifications. Address THE MORNING STAR, Jan 17 ft Wilmington, N. C.

NOTICE.

Cars will not run beyond Hanover street until track work is completed. A. B. SKELDING, Superintendent. Jan 26 ft

LANDS POSTED.

The privilege of hunting on my lands near Wrightsville having been issued, all persons are hereby warned against shooting, hunting, ranging or otherwise trespassing on said lands. GARBETT WALKER. Jan 17 ft

PILOTAGE MATTERS.

No Agreement at Conference of Navigation Board and the Commerce Committee.

A SPIRITED DISCUSSION.

Meetings Yesterday Morning and Afternoon—Consider the Much Mooted Question—Action Deferred Until Tomorrow—Notes.

As predicted in these columns several days ago, no agreement was reached at the conference yesterday afternoon of the Chamber of Commerce Committee and the Commissioners of Navigation and Pilotage, relative to the compulsory pilotage laws now in effect at this port.

The conference yesterday afternoon was held in the office of Mr. George Harris, on Water street, at 3:30 o'clock, the following having been present: Col. Thomas Evans (chairman), Mr. W. H. Harris (secretary), Messrs. James Sprunt, C. W. Worsh, George Harris, Samuel Northrop, J. W. Craig, E. F. Craig, composing the Board of Navigation; Messrs. R. A. Parsley (chairman), James K. (secretary), Hugh MacRae, H. W. Malloy, B. G. Worth, J. W. Craig, J. J. Adkins and M. S. Willard, of the Chamber of Commerce.

Upon motion of Mr. Parsley, Col. Thomas Evans was chosen chairman and Messrs. James Kyle and W. N. Harris, secretaries, of the conference. Mr. Parsley then read the report published below, which he said had been adopted the morning previous by the Chamber of Commerce Committee, Capt. J. J. Adkins and J. W. Craig alone dissenting. The recommendations are as follows:

To the Commissioners of Navigation: Gentlemen: Acting under authority of a resolution adopted unanimously by the Chamber of Commerce (a copy of which has been furnished you) we have examined the laws and conditions governing the situation at Norfolk, Wilmington, Charleston, and Savannah, and find that a 500 ton coasting vessel of 144 foot draft may force its way up either of the other three ports, to a distance of three miles, upon payment of the following pilotage fees for the year: To-wit: Based on six trips per year:

Norfolk sea buoy to center of water front, 34 miles, \$108.00. Wilmington sea buoy to center of water front, 30 miles, \$78.00. Charleston sea buoy to center of water front, 35 miles, \$105.85.

Charleston is not shown in this computation for the reason that conditions there are very dissimilar to those at the other three ports, to-wit: Charleston is an open bay, opening right into the sea and only ten miles distant from sea buoy to city water front center. We are prepared, however, to discuss Charleston, also, should occasion require.

We find that vessels entering any of the ports of Virginia, South Carolina or Georgia, are exempt from compulsory pilotage, provided their services are tendered outside the bar.

At Wilmington, vessels must pay pilotage fees whether or not services are tendered them before crossing the bar. The unfavorable conditions existing at Wilmington, by reason of these compulsory laws, must be manifest to you gentlemen, as every person doing business at or through the port of Wilmington. With pilotage ranging from \$60 per cent to 650 per cent higher at Wilmington than at competitive ports to the South of this, it is obvious to us, how can we reach out and hold business that competitive ports are daily taking from us? If Wilmington is to prosper, we must secure ourselves of conditions so unbearable and so absurd, open our doors to commerce, and place our merchants, manufacturers, and exports upon an equal or better footing than every competitor.

To this end, we invite your endorsement and active co-operation in securing the passage of a bill through the present General Assembly, from which the following results will obtain, viz:

1st. The complete and absolute abolition of compulsory pilotage, on vessels of all classes, on the Cape Fear river above the anchorage grounds abreast of the Town of Southport.

2nd. The complete and absolute abolition of compulsory pilotage, either in or out of port, on vessels of all classes, which shall have reached the bar, inward bound, before services of pilot are tendered.

3rd. The granting of yearly licenses to all vessels running coastwise, under United States license, upon payment of inward bar pilotage only and the further payment of ten cents per registered ton, which payment shall exempt such vessels from compulsory employment of a pilot during the life of said license, or proper renewal thereof.

Any vessel employing a pilot from sea to Southport or vice versa, or from Southport to Wilmington or vice versa, shall employ only such pilot as may be duly licensed as a pilot for such vessel, by the laws of North Carolina; and shall pay such pilotage fees as are now established for such services by the laws of North Carolina.

Capt. Adkins was recognized and gave his reasons for dissenting to the report. It was extremely misleading; the figures were a mis-statement of facts, and in other respects the paper was erroneous. He said the comparative table of rates was wrong because the Norfolk and Savannah rates were given where vessels took out a yearly pilotage license while the Wilmington figures were made up on single trip rates. He submitted a counter-statement of rates, which he said was absolutely correct and showed the low rate in favor of Wilmington on a schooner of 144 feet draught, which was taken as a basis.

In response to questions by Mr. Malloy, he stated that there were 41 pilots now in the service and no apprentices; there had been none in ten years. The minimum number of pilots allowed was 50. In response to further questions by Mr. Malloy, Capt. E. F. Craig said the annual pilotage at this port is about \$30,000 per year. It had been \$28,000, but this year it would be something over \$30,000. The increase in exports was brought up and in response to questions, Mr. Sprunt said his firm had paid something between \$6,000 and \$7,000 for pilotage since Sept. 1st.

Mr. Parsley spoke in support of the statement by the Chamber of Commerce Committee, saying it was perfectly accurate and was taken from government statistics and U. S. Coast Survey charts.

Mr. Hugh MacRae spoke generally of the evil effect of compulsory pilotage, and favored a reduction of the number to conform to the law of supply and demand.

Mr. Geo. Harris favored a compulsory system but said a reduction of numbers might be advisable.

Mr. E. G. Worth thought any man should have the right to say whether or not he wanted anything, and he thought it wrong to force a pilot on a vessel when it was in tow of a tug.

There was further discussion and finally upon motion of Mr. James Sprunt, who discussed the matter conservatively, it was decided to postpone action until the Board of Navigation can meet alone and thoroughly talk over the situation and be prepared to vote intelligently upon the proposition. The Board will meet this afternoon at 3:30 o'clock in the office of Mr. Geo. Harris and will have another conference with the Chamber of Commerce Committee Thursday afternoon.

ACCIDENT TO MESSENGER BOY.

Ellis Farrow, Aged Fifteen, Run Over by Cotton Mill Wagon.

Ellis Farrow, 15 years old, a messenger boy at the Western Union telegraph office, ran into a delivery wagon of the Wilmington Cotton Mills on Nutt street late yesterday afternoon and received injuries, which, if they do not prove fatal may cause the boy to be a cripple for life. Both wheels of the wagon, heavily laden with five bales of cotton, passed over the boy, frightfully breaking and bruising his thigh and injuring him otherwise.

Young Farrow was riding his wheel and accounts differ as to the cause of the accident. Some say that the chain of the bicycle broke and the boy losing control of it, was thrown under the wagon. Others say he was riding too close to the wagon and when the driver started to turn, the boy was unable to get his wheel out of the way and he was thrown under in that manner. After the accident he was sent to the home of his father Mr. Joseph F. Farrow, a machinist at the Wilmington Cotton Mills, who lives at 780 South Front street.

City of Fayetteville.

The steamer City of Fayetteville did not arrive until 5 o'clock yesterday afternoon, the delay having been caused by the disabling of one of the engines near Weldon yesterday morning. She brought on the trip 51 bales of cotton, a quantity of factory goods and a miscellaneous cargo. She will return to Fayetteville to-day, perishable freight having been sent up on the Hart yesterday.

Grav of the Nileth.

Nothing was heard yesterday of the crew of the wrecked barquentine Nileth, which has been reported in these columns, but they will probably come up to the city to-day. Messrs. J. T. Riley & Co. have been communicated with by the vessel's owners, Messrs. B. T. Petty & Co., of New York, and Capt. Gilbert and men will be provided for upon their arrival here.

PERSONAL PARAGRAPHS.

— Miss Blanche Chadwick will leave to-day for Waycross, Ga., to visit relatives.

— The numerous friends of Mr. R. L. Premper were delighted to see him able to be on the streets yesterday.

— Mrs. E. J. Rivenbark and Mr. J. W. Rivenbark, went up to Willard yesterday to attend the marriage of their sister, Miss Gertrude, to Mr. T. G. Covington, of Ohio, S. C.

— Mrs. John H. Craig, of Elberton, Ga., wife of Mr. Jno. H. Craig, bookkeeper for Mr. Chas. M. Whitlock, is visiting her husband. They will make Wilmington their future home. The STAR extends to them a cordial welcome.

— Yesterday's Fayetteville Observer: "Mr. Chas. G. Rose went down to Wilmington yesterday afternoon on legal business. Mr. Wm. J. Bellamy, of Wilmington, was in the city to-day on legal business." Messrs. E. C. Holt, of Wilmington, and R. L. Holt, of Burlington, arrived here yesterday on a visit to their brother, Mr. Walter L. Holt."

Bargains in Gents', Ladies' and Children's underwear at Polvogt's this week.

Special prices on ribbons at Polvogt's this week. See display.

Embroidery silks in all shades at Polvogt's.

DEED.

PATNE-ROBERT FAIRFAX PAYNE, youngest son of the late James F. and Mrs. Emily MacRae Payne, aged 15 years and 3 months.

Parents of St. James' Church at 10 o'clock this (Wednesday) morning, thence to Oakdale cemetery.

For sale by J. C. Sheppard.

MERCHANTS' ASSOCIATION.

Fifth Annual Meeting Held Yesterday Afternoon—Officers and Directors for Ensuing Year.

The fifth annual meeting of the Wilmington Merchants' Association, which had been adjourned from the second Wednesday in October, 1902, on account of the lack of a quorum, was held yesterday afternoon in the rooms of the Association in the Seaboard Air Line building, President W. E. Springer presiding, and the following members in attendance, viz: Messrs. D. C. Love, J. H. Thomas, J. H. Rehder, C. M. Whitlock, Geo. O. Gaylord, James M. Hall, W. B. Cooper, M. F. Tiensen, M. W. Jacobs and Mr. P. Heinberger, the efficient secretary.

President Springer called Mr. M. W. Jacobs to the chair and made his annual report, verbally, giving a very comprehensive review of the work of the Association during the past year. He received very complimentary notice for the work of the secretary in the prosecution of all claims presented to the Association.

The secretary then read his annual report. It showed that the Association had been organized since September, 1897, and begins the new fiscal year with 108 active members and four honorary members. The benefits derived from the Association by its members have been great and bills are more promptly paid than formerly. The secretary returns his thanks to the Board of Directors and officers who assisted him in the faithful performance of his duties.

The treasurer's report showed that the Association had been self-sustaining and a small balance was left on hand. Of \$12,861.31 in accounts reported to the Association for collection, \$5,441.11 had been paid, or a little over 43 per cent. The showing in the latter respect was commented upon very favorably by the members present.

Upon motion, the reports were referred to the auditing committee and after they are found correct they were ordered spread upon the minutes.

Upon motion of Mr. W. E. Springer, the old Board of Directors was unanimously re-elected as follows: W. E. Springer, Chas. M. Whitlock, J. H. Thomas, W. E. Worth, M. W. Jacobs, Sol Bear, Wm. N. Harris, M. F. Bolky, Geo. O. Gaylord, J. H. Rehder, D. C. Love, B. Solomon, A. O. Schuster, W. H. Chadbourne and W. B. Cooper.

Appropriate remarks for the good of the Association were made by Messrs. M. W. Jacobs, W. E. Springer, M. G. Tiensen and others.

The general meeting of the Association then adjourned and the Board of Directors met. Those present were Mr. M. W. Jacobs, presiding; Mr. P. Heinberger, secretary, and Messrs. W. E. Springer, C. M. Whitlock, Geo. O. Gaylord, W. B. Cooper, J. H. Rehder, D. C. Love and J. H. Thomas.

Upon motion of Mr. D. C. Love, Mr. J. H. Rehder was unanimously elected president; Mr. C. M. Whitlock was unanimously elected first vice president; Mr. J. H. Thomas, second vice president, and Mr. P. Heinberger, secretary and treasurer.

There were further remarks upon the good of the Association and the Directors then adjourned. The president stated that he would appoint his committees later.

THE LOCAL MARKET AND SHIPPING.

Spirits Reaches Sixty Cents—Arrival and Departure of Vessels at This Port.

At last spirits turpentine has reached the 60 cents mark. The local market was quoted firm at that figure yesterday; receipts 18 casks.

The British barque *Nellie Troop*, Capt. Noble, one of the most handsome that ever entered this port, cleared yesterday for New York where she will go on the marine railway for repairs.

Among yesterday's arrivals were the British schooner *Goldseeker*, Capt. Digdon, from Philadelphia, for cargo of lumber for the West Indies, from the Norwegian barque *Fredrik* also came up the river during the day. It is understood that the *Dauntless* will discharge her cargo here and proceed to Newport News for repairs. The British steamer *Zephyr*, which arrived from Savannah, will probably take the cargo of the disabled steamer and proceed with it to Manchester, Eng.

Teachers' Association Saturday.

The regular monthly meeting of the New Hanover Teachers' Association will be held Saturday morning at 10 o'clock in the Cape Fear Academy building. An interesting programme has been announced by President C. Lett and Secretary J. O. Haring. "History" will be discussed by Prof. R. D. W. Connor, "Writing" by Prof. F. W. Thorne and "The Importance of Literature in the School Room" by Prof. M. Bowen. Of course, there will be the usual informal discussion of many educational subjects and all are invited to participate. Teachers of the city schools will be cordially welcomed.

First Church of Christ, Scientist, Methodist Bank building, on Chesnut street. Services this evening at 8 o'clock. All are invited.

For Asthma use OBER-NY'S EXPECTORANT.

For sale by J. C. Sheppard.

GENERAL ASSEMBLY AND DEMOCRATIC CAUCUS PROCEEDINGS AT CAPITOL YESTERDAY.

General Assembly and Democratic Caucus Proceedings at Capitol Yesterday.

STILL NO U. S. SENATOR.

Sensational Cause Caused by Stiffing Senatorial Ballot Box—State Veterinarians in Session—Dr. Carroll Presiding Officer.

[Special Star Telegram.]

RALPH, N. C., Jan. 27.—The question of licensing trained nurses in North Carolina came up in the House to-day while a bill was on its readings to amend the charter of the James Walker Memorial Hospital, of Wilmington, so that that institution can issue diplomas. The bill was introduced by Morton and by special messenger was sent on its readings. It passed second reading but was held up on third by objection by Alexander. The contention was made that a bill is now in process of enactment providing a Board of Examiners, who shall issue licenses to trained nurses. It was agreed that diplomas shall be subject to the Board of Examiners to be created and the bill then passed final reading.

Other notable bills passed were: To prohibit the manufacture, sale and shipment of whiskey into Scotland county.

To incorporate the bank of Selma. Bills of note introduced were: Newland to establish a training school for teachers in Western North Carolina.

Prior to amend the law relating to competency of depositions in the trial of causes.

The Household quite a squabble over the hour for meeting to-morrow. A motion to meet at 11 o'clock was defeated and Morton moved to meet at 7 A. M.; this was voted down by roll call 49 to 47, and adjournment was taken to 10:30.

In the Senate bills of note introduced were: Richardson, to incorporate the Bank of Selma.

Procedure, to provide a mode of procedure for having proper credits on judgments, relating to taking of depositions in criminal cases: Webb, to extend the corporate limits of Asheville.

Among the bills passed. To allow Mount Olive to issue bonds. To incorporate the Bank of Selma. To incorporate the Bank of Kernersville.

The bill incorporating the Chapel Hill Trolley Co. was recalled and the capital changed from \$125,000 to \$150,000.

The Norris and Godwin Code Commission bills were recalled from the Judiciary Committee and referred to the Joint Code Committee.

A resolution was passed allowing the Delaware, Lackawanna and Western railroad \$200,000 for transporting six hundred musicians from Pennsylvania to form a band for the Second North Carolina Regiment for the Spanish-American war.

The Senate adjourned to 11 o'clock. Democratic Caucus Last Night.

Another rather lively caucus for the nomination of a Democratic candidate for U. S. Senator has met and adjourned without reaching a nomination. Watson made some gains to-night when called. The caucus adjourned at 11 o'clock.

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Representative Davidson moved that in the future caucuses nobody be allowed on the first floor except members and that newspaper men be provided desks in the gallery instead of on the floor.

To-night the lobbies were crowded mostly by ladies, all admitted on cards from Chairman Morton. Davidson's motion was strongly opposed by Senator London, Speaker Gattis and others. An amendment by the latter prevailed that no one be admitted to the floor in future except members and representatives of the Raleigh press and correspondents. The caucus adjourned to Thursday night.

Watson said to-night: "I would have been content to-night but for the absence of some of my friends."

Overman said: "I am satisfied with the result; am the choice of the people and will win."

Craig said: "The situation is as it was Friday night, I am in the fight to the finish."

There were four members absent from the caucus to-night. Adjournment was to Thursday evening at 8 o'clock.

Veterinarians in Session.

The State Board of Veterinary Medical Association in session here to-day adopted a bill, the Legislature will be asked to pass empowering the Governor to appoint a Board of Examiners and regulating veterinary practice in the State. The Board declared North Carolina a dumping ground for "Quacks" and "Butchers" from other States. Dr. T. B. Carroll, of Wilmington, presided. The board adjourned to meet in Wilmington during the coming summer.

Preparing for Business.

Lot M. Noble, a son of Capt. S. W. Noble, is a student at the Massie Business College, Richmond, Va., and has decided to include THE MORNING STAR in his list of text books. Lot was formerly a companion of the field editor of the STAR in bird hunting, and should be improved as rapidly in his studies as he did in shooting he will soon receive his diploma and be ready for business.

See mustin underwear display at Polvogt's. Special prices this week.

HUTAFF VS. SEWERAGE CO.

Only Half-Day Session of Superior Court Yesterday—Two Witnesses for Plaintiff in Damage Suit—Jurors.

Only a half-day session of the Superior Court was held yesterday in deference to Mr. Marsden Bellamy, who desired to be with his little son, Chesley, who is so much distressed over the accidental killing of his companion, Robert Payne, while hunting on Eagle's Island Monday afternoon. Mr. Bellamy is one of the leading counsel for the plaintiff in the Hutaff suit for damages now in hearing and he desired not to be absent during any phase of the trial. The court readily assented at 1:30 P. M. yesterday to a recess until 10 A. M. to-day, when the Hutaff case will continue.

All of yesterday morning's session was taken up with the testimony of two witnesses for the plaintiff—Messrs. C. F. W. Rehder and Wm. N. Nistelle. Mr. Rehder owns property in the neighborhood of where Mr. Hutaff was injured and he testified as to the street lines and excavations of the defendant Wilmington Sewerage Company. Mr. Nistelle testified as to the plaintiff's injury, he having been brought to witness' drug store after the accident. Mr. Nistelle also testified as to having measured on the following day the excavation into which Mr. Hutaff plunged. An official map of the city was exhibited by City Clerk and Treasurer King to define the street lines, the defendant contending that the excavation into which plaintiff fell is on private property.

It will probably require two more days to complete the case. The following salesmen have been summoned for to-day: C. C. Boudreau, Stephen Deal, E. L. Davis, O. H. Gilbert, F. L. Mintz, Geo. W. Green, A. C. Pennington, M. F. H. Gouverneur, J. H. Southernland, Geo. N. Harris, Henry Newman, W. H. Brown, B. A. Benson, B. D. Tucker, J. F. Garrell, C. O. McIlhenny, W. A. Yarbrough, Chas. P. Driver, John Thomas and C. H. Fore.

FUNERAL OF MASTER ROBERT PAYNE.

Will Be Conducted This Morning—Closing Scene of an Awful Tragedy.

The funeral of young Robert Fairfax Payne, youngest son of the late James F. and Mrs. Emily MacRae Payne, No. 114 South Fourth street, this city, whose tragic death was chronicled in these columns yesterday morning, will be held to-day at 10 A. M. from St. James' Episcopal church, thence to Oakdale cemetery.

The untimely death of the promising young boy was the cause of the most sincere regret in the city yesterday and sympathy went out alike to the unfortunate boy's two dear companions, Messrs. Chesley Bellamy and Robert James, who are almost prostrated with grief. The latter is a son of Mrs. Sarah S. James, of this city, and not of Capt. T. C. James, as was erroneously stated yesterday.

Out of respect to their deceased classmate, exercises were suspended by the Junior class of the High School yesterday and the entire school will suspend to-day in order that all the students may attend the funeral. The funeral will be held at Plummer's. The prices will be 25, 50 and 75 cents and indications point to a rush for seats. Rehearsals are being held nightly and the performance bids fair to be a magnificent success.

LOCAL DOTS.

— British steamer *Torgorm*, hence for Ghent, arrived at 26th.

— The shad benches of the city will be rented on the cash premium plan Friday afternoon.

— A special meeting of the Chamber of Commerce will be held this afternoon to discuss the Fowler Currency bill.

— A thoroughly competent compositor accustomed to newspaper work may secure employment by applying at the STAR office.

— A boy who has had some experience in feeding job presses may secure a situation by making immediate application at the STAR office.

— Jefferson Lodge, K. of P., will hold an interesting meeting this evening. A new and novel feature will be introduced. All members are invited to be present.

— All ladies interested in the cause of temperance are earnestly invited to meet with the W. O. T. U. Wednesday afternoon at 4 o'clock in the First Baptist church.

— A number of freight cars broke loose on the A. O. L. Y. yesterday morning and ran through the passenger shed, tearing down the railing at the east end of the station.

— Two grown sailors, who were stowaways on the disabled steamer *Dauntless*, which came up to the city yesterday, were locked up at the police station yesterday, awaiting orders of the master of the vessel.

All trimmed military at half price at Polvogt's this week.

THE CITY COUNCIL.

Brief Special Meeting of the Board of Aldermen Was Held Last Night.

CONTRACT FOR STREET WORK.

Crushed Rock Purchased from a Columbia Concern and All Bids for Granolithic Pavements Rejected—The D. L. Gore Bridge Matter.

A brief special session of the Board of Aldermen of the city was held last night, Mayor Waddell presiding and Messrs. Heshagen, Johnson, Bailey, VonGlabn, Sweeney, Murrell, Tiencken and Cooper in attendance.

Marsden Bellamy, Esq., counsel for the D. L. Gore Company, was present and by permission addressed the Board, saying that there had been a disagreement between the representatives of the city and petitioner's counsel relative to the form of bond that should be executed to indemnify the city against possible damage suits that might grow out of an extension of the iron bridge across Water street, connecting the store of the Gore Company with its warehouse opposite the Mayor and City Attorney, to whom had been referred the matter by the Board, desired to insert a clause making the bridge removable within ten days should occasion demand it, and making the \$10,000 bond a cumulative one.

Mayor Waddell in explanation said that the City Attorney and he were only carrying out the instruction of the Board, but, of course, they could make other arrangements, if they so desired. He was not averse to granting the privilege upon any ground the Board may see fit.

Mr. Bellamy then made a proposition that his client would give a \$10,000 indemnity bond to be renewed annually or more often if the bond should at any time be deemed insufficient and in the event of the expiration of the bond, the bridge may be ordered torn down, and the privilege rescinded.

The proposition of Mr. Bellamy in behalf of his client was accepted.

Bids for furnishing crushed rock for street improvement were read from the Balfour Quarry Co., of Asheville, N. C., Stewart Stone Co., of Columbia, S. C. and C. H. Dock, of Wilmington. The first named bid was \$1.66 per ton; the Columbia bid was \$1.66 per ton for 5,000 tons, f. o. b. the cars in Wilmington, 450 to 700 tons to be delivered weekly, and Mr. Dock's bid was to operate the city quarry under the present arrangement and furnish the material at \$1.15 per ton at the quarry and \$1.80 per ton on the streets.

In consideration of the dampness of the material from the local quarry and its consequent heavier weight, the Streets and Wh