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OLDEST DAILY NEWSPAPER
IN THE STATE.

The Morning Star.

OUTLINES.

Senate committee having the matter in charge agree to report adversely the nomination of W. D. Oram to be collector of the port of Charleston, S. C. The Senate was in executive session five hours yesterday; in the House the Sundry Civil appropriation bill was considered; appropriations for the White House being sharply criticized. A motion to reconsider the vote by which the Senate ratified the Alaska treaty was laid on the table yesterday. Senator Morgan in executive session of the Senate yesterday spoke in opposition to the Panama treaty. President Bar, of the Reading Railroad, wound up the argument for the operators before the Interstate Commerce Commission. The application for ball of J. H. Tillman, in jail at Columbia, S. C., for killing Editor Gonzales, will be heard next Tuesday. Dr. F. L. M. Curry died at Asheville, N. C., last night. The east-bound train on the Northern Pacific road was held up and robbed near Butte, Mon., of several thousand dollars. John Frith shot and killed two men at Bokman, W. Va.

WEATHER REPORT

U. S. DEPT. OF AGRICULTURE,
WEATHER BUREAU,
WILMINGTON, N. C., Feb. 12.—
Meteorological data for the twenty-four hours ending at 8 P. M.:
Temperatures: 8 A. M., 47 degrees; 8 P. M., 52 degrees; maximum, 68 degrees; minimum, 46 degrees; mean, 57 degrees.
Rainfall for the day, .00; rainfall since 1st of month to date, 2.33 inches. Stage of water in the Cape Fear river at Fayetteville, N. C., at 8 P. M., 40 feet.

FORECAST FOR TO-DAY.

WASHINGTON, Feb. 12.—For North Carolina—Fair Friday; Saturday, cloudy, probably rain; fresh south winds, becoming variable.

Port Almanac—February 13.

Sun Rises..... 6:52 A. M.
Sun Sets..... 5:38 P. M.
Day's Length..... 10 H. 46 M.
High Water at Southport 8:53 A. M.
High Water at Wilmington 11:33 A. M.

Judging from the cable dispatches from the other side, we may soon hear "the Macedonian cry."

John D. Rockefeller, Jr., who is assessed at \$500,000 says \$470,000 of his wealth is invested in non-assessable stock, but he is willing to pay tax on \$50,000.

There seems to be a railroad car famine following the coal famine in the West. A Chicago man who wants to ship 5,000 car-loads of corn can't get more than half a dozen cars.

Some fellows get out of trouble by using their legs but an Atlanta darkey got into limbo by too free use of one of his. It was an artificial limb and he beat his wife to death with it.

John D. Rockefeller, Jr., says money isn't everything. No it isn't, but it is a good thing to have as a matter of convenience. Without it, lots of it, some men wouldn't "out much ice."

They are teaching the languages by machinery in the naval academy at Annapolis. They use phonographs. A good many of the boys who learn that way will talk these languages like machines, too.

The Japs have turned their attention to rapid shooting machines, and a lieutenant in the army claims to have hit the mark by the invention of an automatic pistol which will fire eighty shots a minute, with a range of 1,000 yards.

There is a bill before the Missouri Legislature prohibiting the playing of football at any school supported by State money, but there is a good deal of kicking against this proposition even in the Legislature and the pig skinners haven't been heard from yet.

Marconi is figuring his wireless telegraphy business down fine. He says after a while when they get the good running shape messages to be sent across the Atlantic for half a cent a word. As we are not up in this thing we will take his word for it and let it go at that.

It is said that one of the results of American interference in the Venezuela racket may be to prevent the South American States from floating loans in Europe, and it might have been added, anywhere else. Money lenders who take chances on those countries ought to take the consequences and not expect their Governments to collect bad debts for them.

For Asthma use CHESTNUT'S EXPECTORANT.
Prepared by J. C. Sheppard.

THE WATTS' BILL.

Representative Morton's Objection Drew Fire of Questions from the Galleries.

IN THE HOUSE YESTERDAY.

Discussion of the Measure When Adjournment Was Reached Yesterday Afternoon—Resumed To-day—The London Bill Reported.

[Special Star Telegram.]

RALEIGH, N. C., Feb. 12.—The principal feature in the House to-day was a lengthy discussion of the Watts whiskey bill, which came up as a special order. Motion of New Hanover, spoke at length against the bill, and proposed amendments which would not apply to any county until ratified by a vote of its people.

The lobbies and galleries were crowded, mostly with ladies. Morton's argument elicited a considerable cross-fire of questions, so much so, that he was not further interrupted. Lengthy arguments for the bill were made by Cowan, of Jackson, and Lucas, of Hyde. The House adjourned in the midst of the argument which will be resumed to-morrow.

The House argued early in to day's session a bill to allow one corporation to own stock in another, finally referring it to be reported back for special order on Friday of next week.

The Senate Committee on Appropriations and the Committee on Finance reported a bill to amend the act of 1898 authorizing the construction of the Chesapeake and Delaware Canal. The bill was passed by the Senate.

ENTERTAINED PASTOR AND OFFICERS

Mr. and Mrs. W. H. Sprunt Were Gracious Host and Hostess Yesterday Evening.

Mr. and Mrs. W. H. Sprunt, from 8 to 10:30 o'clock last evening, delightfully entertained at a supper at their pretty home, No. 238 North Third street, the pastor and officers of St. Andrew's Presbyterian church. The guests were most hospitably received by Mr. and Mrs. Sprunt and an evening of rare enjoyment in the verdict of each of the entire official board of the church who were present.

LOCAL DOTS.

—The Georgia Minstrels leave this morning for Fayetteville.

—Cape Fear Camp of Veterans will meet at the W. L. I. armory to-night.

—There will be a special communication of Orient Lodge No. 395, A. F. & A. M. this evening at 8 o'clock for work in the master's degree.

—The STAB has received an additional contribution to the hospital ambulance fund which will be acknowledged with an announcement to-morrow.

—Southport Standard: "Reports from the county indicate that a good deal of tobacco will be planted by our farmers this year. Why not build a tobacco warehouse at Southport?"

—Southport Standard: "Report has it that in the near future at least 800 men will be stationed at Fort Caswell, but this is not probable until more quarters are constructed for the additional troops."

—Southport Standard: "The new lighthouse that is being erected on Smith's Island is rapidly nearing completion, it having reached the height of 124 feet up to last Saturday. The work is expected to be completed by April 1st, next."

—The W. C. T. U. did not meet Wednesday as was expected, but all members are urged to attend an important session this afternoon at 4 o'clock in the lecture room of the First Baptist church. All ladies who desire to enlist in the cause of temperance, whether members or not, are requested to come or send their names in for membership.

New Quarantine Surgeon.

In the Washington correspondence of the Raleigh Post it is stated that Dr. V. S. Warren, assistant surgeon, who has been on duty in the Surgeon General's office at Washington for two years, has been granted thirty days' sick leave. At the expiration of that time, it is stated, he will be detailed to the Cape Fear quarantine, Southport, N. C.

NEW ADVERTISEMENTS.

Notice—Bids wanted.
Notice—Bids wanted.
Notice—Execution sale.
Notice—Suit for divorce.
At Academy—Mabel Paige.
Macon—Meeting Orient Lodge.
C. O. Alexander—Family groceries.

GEN. CHAFFEE HERE.

Distinguished U. S. A. Commander and Party Arrived Last Midnight from Charleston.

WASHINGTON THIS EVENING.

Inspection of Fort Caswell Will Be Made To-day—Committee from Chamber of Commerce to Welcome the Guests—Stmr. Mary Lilly.

[Special Star Telegram.]

General Adna R. Chaffee, commanding the Department of the East, U. S. A., arrived last midnight from Charleston, S. C., and will to-day make an official inspection of the army post at Fort Caswell. General Chaffee is accompanied by his staff and Col. C. M. Whitlock, U. S. A., and all are guests at The Orton. The party yesterday inspected the forts and coast defenses in Charleston harbor and barely had time to catch the train for Wilmington. Upon their arrival they were very much fatigued after the long ride, but walked up from the railroad station and retired to their rooms early, leaving a call for 7 o'clock, as Gen. Chaffee desires to inspect and return this afternoon in time to catch the 7 o'clock evening train for Washington, D. C. They will go down to the Fort on the government steamer Mary Lilly, leaving the city at 9 o'clock.

Returning to Washington, Gen. Chaffee will take a few days' rest and come down by steamer to Fortress Monroe to make an inspection there next week. Later the army posts near Baltimore and on the Delaware coast will be inspected until Feb. 26th, when he will return to his headquarters at Governor's Island, N. Y. He will then have inspected every coast defense from New Orleans to New York.

Gen. Chaffee and party will likely go down to Fort Caswell about 10:30 o'clock this morning on the steamer Mary Lilly and return this evening. It is regretted very much by the Chamber of Commerce that the distinguished visitor's coming was rather unexpected as that body hoped to plan some form of public entertainment in his honor. Yesterday a meeting of the Chamber of Commerce Executive Committee was held and Gen. Chaffee's visit was discussed. Upon motion, President Chadbourne appointed a committee consisting of Col. A. M. Waddell, Mayor of Wilmington; Col. Walker Taylor, Paymaster General of the North Carolina State Guard, and Mr. E. W. Malloy, a representative business man, to call upon General Chaffee and welcome him to the city with members of his party. The committee will meet in the rooms of the Chamber this morning at 9 o'clock and proceed to The Orton to perform the pleasant duty assigned. Members of the committee will explain to General Chaffee that he was not expected until the 18th inst., and for that reason plans for his entertainment in a public manner had been disturbed. They will bid the distinguished visitor, however, a cordial welcome to the city and wish him a pleasant stay in Wilmington and at the army post, even if on official business. Capt. E. E. Winslow, in charge of the Engineers, Corps, U. S. A., at Wilmington, and the commanding and other officers at the post will of course be here to welcome their chief and facilitate his official duties in every manner possible.

WILL BEAUTIFY THE CITY.

Bids Called for Operating Rock Quarry and Furnishing Shade Trees. In another column Chairman Johnson of the Streets and Wharves Committee, calls for bids for operating the city rock quarry and for furnishing 3,000 tons of crushed rock. Chairman Johnson also calls for bids for 300 shade trees, which will be used in extending and replanting the plants on Fifth street. Specifications will be furnished on application and the bids will be opened at the City Hall at noon Feb. 24th.

The extension of the Fifth street plaza, if the Board of Audit and Finance concurs, will be from Red Cross street to Nixon, thereby furnishing an elegant driveway through the residence portion of the city, north to south, and connecting at Nixon street with the fine causeway recently completed by the county. The extension of the plaza on the very wide street will save a great deal in cost of macadam when the thoroughfare is finally completed and will at the same time beautify the city in no small way.

Y. M. C. A. Notes of Interest.

The second in a series of league basketball games, which will be continued weekly until further notice at the Y. M. C. A., will be played to-night between the "Reds," Capt. W. Dober, and the "Yellows," Capt. J. Loughlin. The Boys' Club at its second meeting at 5 o'clock this afternoon will be addressed by Dr. W. C. Galloway and Miss Hazel Dushan will play the piano. Mr. Will Dula will contribute a number of violin selections and other boys will take part. The meeting will be most enjoyable.

—Mr. E. B. Clark, a popular young railroad man of Louisville, Ky., has taken the position of chief rate clerk in the office of General Passenger Agent Craig, of the A. O. L.

Fought While in Waiting.

Walter Hunter and Walter Evans, two festive young negroes, who were awaiting the arrival of the Georgia Minstrels at Front and Red Cross streets yesterday, got to fighting. Officers E. Piner and W. J. Howard arrested the pair and sent them down in the "black mavis." One of them had to be thrashed with a club before he went down.

Blaze on Front Street Thought to Have Been Necessary—The Safe.

There appears now to be little doubt but that the fire in Brown's dry goods establishment Tuesday night was the work of an incendiary, who either set fire to the place to hide robbery or did it carelessly in plundering the basement. Mr. Andrew Walsh says he is positive the back door, which was found open, was secretly fastened from the inside on the night before, and he is confirmed in that statement by Polloeman Marcus Gray, who tried the back door in making his rounds at 8:30 o'clock. It is probable that the person responsible for the work secreted himself in the store and proceeded to plunder when the place was closed for the night.

Yesterday Mr. Brown's safe was taken from the ruins to his temporary office in the old Murchison Bank building. It was opened and the contents were found intact, though the dial of the combination was broken off. This was probably done when it fell from the second floor as its supports burned away.

Only Burning Grass.

The Fire Department had a quick run for a trifling cause yesterday. Some saw volumes of smoke issuing from a back yard, near Third and Chestnut streets, and turned in an alarm from box 37. Arriving on the scene the firemen found a negro with sprinkler and rake quickly burning off a grass plot. Chief Schnobben cautioned the old negro to get permission from fire headquarters next time he wanted to raise so much smoke from behind a high fence where there were buildings.

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PORT PARAGRAPHS.

All the News of a Day in the Markets and Shipping at Wilmington.

THE WHITLOCK FLOATED.

Steamer Garlands Raised and Proceeded North—New Commerce Chamber Members—Cotton Advanced Locally—Other Notes.

[Special Star Telegram.]

The river steamer C. M. Whitlock, Capt. Ellis Sherman, which sunk at Kelley's Bluff, six miles above Point Caswell, on Black river, early last Sunday morning, was successfully floated by the hoisting apparatus of the Wilmington Towing and Construction Company. The steamer was hoisted under her own steam yesterday evening. The damage was slight. Mr. H. L. Peterson was in charge of the apparatus, assisted by Mr. S. O. Yopp, and a nice job was made in raising the vessel. The hoister was towed down to Wilmington yesterday by the tug Emma.

The Executive Committee of the Chamber of Commerce met yesterday at noon, President Chadbourne, Secretary Kyle and Messrs. S. P. McNair, I. M. Bear and G. J. Boney having been in attendance. Messrs. Bear and S. H. Fihblette were elected to membership in Class C at \$10 per year and the Angola Lumber Co. in Class B at \$25 per year. The only other business was the appointment of a committee to welcome General Chaffee to-day. The committee is named in another column.

An Associated Press telegram last night from Cape Henry, Va., says: "The British steamer Garlands, bound from New London to Wilmington, N. C., Capt. Doherty, which was stranded one and one-half miles north of Big Kinnakeet, N. C., on Sunday morning, was pulled off by tugs this morning and proceeded northward."

The local cotton market advanced to 2 1/2 cents for middling yesterday. The advance is on the strength of the New York market during the past week. The local quotations are now higher than for several years. Last year at this time the staple had gone to 2 1/2 cents, but seven years ago in February only 4 1/2 cents was being paid here for middling.

The weather having become favorable, quite a fleet of outgoing vessels passed out at Southport yesterday as follows: Schooner J. C. Strawbridge, for Boston, at 9 A. M.; schooner Elizabeth for New York, at 10 A. M.; steamer Exbury, for Manchester, England, at 10:45 A. M.; and steamer Deceitry, for Newport News, at noon.

Two of the small coasting vessels belonging to "Maffitt's fleet" cleared yesterday. The schooner Maggie C. went to New River points with full cargo of fertilizers and the Ruth Darling went to Georgetown, S. O., with a cargo of oil from the Standard Oil Company.

The steamer City of Fayetteville cleared from Fayetteville on 40 feet of water at 5 P. M. yesterday and will reach Wilmington at 8 A. M. to-day. The revenue cutter Tuscarora arrived at 4 P. M. yesterday from a cruise along the coast.

AFTERMATH OF THE FIRE.

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PILOTAGE MEASURE.

Brown, of Columbus, Introduced Bill in the Senate Abolishing Compulsory System.

LAW-MAKERS IN RALEIGH.

Union Depot Bill Passed With Amendment—Enlarge State Capitol—Election of Senators by Vote of the People Proposed—Notes.

[Special Star Telegram.]

RALEIGH, N. C., Feb. 12.—The Senate to-day passed the Durham depot bill, empowering the Corporation Commission to compel the erection of union depots in towns where two or more roads enter. The most important amendment was by Mann, of Chowan, that union depots cannot be ordered where present separate depots are adequate. The bill was ordered sent to the House for concurrence in amendments before ratification. Argument on this bill consumed over two hours.

Brown, of Columbus, introduced a bill to revise the navigation and pilotage laws at the port of Wilmington and on the Cape Fear river. He asked its reference to the Committee on Propositions and Grievances. Bellamy, of Brunswick, insisted that it go to the Judiciary Committee, saying that both he and Morton, representing people interested, were opposed to the bill. The Judiciary Committee reference was ordered. This is the beginning of a big fight that comes invariably at each session of the Legislature. This time, though, there seems to be a determination to fight to the finish.

Another notable bill introduced was an investigation as to the cost of a State exhibit at the St. Louis Exposition. Notable bills introduced in the House to-day were: Graham, joint resolution to obtain estimates as to the cost of enlarging the capitol; Phillips, joint resolution on the election of Senators by the people; Newland to amend the charter of Carolina and Northern Railroad; Phillips to change time for holding Brunswick county.

Graham's resolution in the House to enlarge the State capitol provides for an investigation as to the cost of additional contemplated in the original plans being north and south wings as in the national capitol. It sets forth that the Judiciary, State librarian, Attorney General and Superintendent of Public Instruction have been crowded out of the building and the libraries are in great danger of destruction by fire.

Graham's resolution in regard to the election of United States Senators by the people is to be introduced by the Judiciary Committee tomorrow. Phillips' resolution for the amendment of the federal constitution for the election of Senators by the direct vote of people. Both resolutions are now in the hands of committees.

DELIGHTFUL VALENTINE PARTY.

N. N. S. Society Charmingly Entertained Members and Friends Last Evening.

The "heart party" last night at the hospitable home of Capt. Edgar D. Williams, Sixth and Ann streets, by the N. N. S. Society of Fifth Street. Mr. Church was a most charming affair indeed and about \$25 was realized for the benefit for which it was given. The success of the party was a great credit to Miss Mamie McGill, the chairman, and other members of the arrangement committee, which prepared it.

The residence was beautifully decorated with red and pink hearts in keeping with the Valentine season and the guests were each presented with a beautiful souvenir in the design of a heart. There were numerous contests, appropriate to the season, Miss Bessie LeGwin having captured the bouquet in a novel contest, in which the contestants fired darts from a bow and arrow at a large imitation heart suspended in the room. In another contest called a "Musical Romance" Mr. Willie Muse made the happy guess which was the prize. A delightful programme of music, recitations, etc., was observed and refreshments were served.

POPULAR MABEL PAIGE.

Whole Week's Engagement in Wilmington Beginning Monday—Two Matinees. All play-goers are looking eagerly forward to the coming week's engagement of the Mabel Paige Company at the Academy for two reasons. It will mark the return of a decidedly popular and able company, and it will also afford Lenten observers an opportunity of crowding much pleasure into a week. The engagement will be inaugurated Monday night, and from all indications the "B. R. O." sign will have to be used. The Great Martyrize will be on the boards also Monday night to delight all with his beautiful electrical dances.

So popular is Miss Paige with the ladies and children that it has been found necessary to arrange for the company to play two matinees while here. They will be given on Wednesday and Saturday afternoons, and there will be "no rush," as tickets will be sold for each of these performances in advance at Plummer's. The admission will be as usual—10 and 30 cents.

Seats for the performance on Monday night will be on sale at Plummer's this morning. State Secretary Coming. State Secretary A. G. Knebel, of the Y. M. C. A., will be in the city next week in the interest of the Wilmington delegation to the State Convention, which will be held in Winston-Salem March 7th-10th.

BARQUE POWELL LOST.

Foundered Off North Carolina Coast Monday After a Terrible Experience.

CUTTER BROUGHT CREW IN.

Mate Tells Story of Terrible Hardship and Gallant Conduct of Master of the Passing Schooner—Captain Wright Injured in Wreck.

[Special Star Telegram.]

On board the U. S. revenue cutter Tuscarora, Capt. David A. Hall, which arrived yesterday afternoon at 4 o'clock, were Capt. Donald Wright and shipwrecked crew of nine men from the American barquentine E. S. Powell, which was foundered off the northeast of Hatteras on Monday, going down with a full cargo of cement consigned by parties in New York to Savannah, Ga.

The crew of the Powell were taken by the Tuscarora from the schooner Edger W. Murdoch, Capt. Maguire, Brunswick, Ga., to New York, yesterday morning at 11:30 o'clock, off Frying Pan lighthouse. The Murdoch set signals saying that she had a shipwrecked crew on board and asked if the cutter would take them. Having answered in the affirmative, the Tuscarora steamed up and sent an officer and boat crew to the schooner, which brought the shipwrecked men to the cutter and they arrived yesterday as stated. The rescued men are Capt. Donald Wright, First Mate W. R. Weichert, Second Mate Eugene Miller, Steward Joseph Healy, Seaman Martin Jensen, Adolf V. Laine, A. Johnson, Simon Anderson, Franz Berggren and Cabin Boy Wallace Robinson.

The barquentine sailed from New York to Savannah Feb. 8. Rough weather was encountered and for 24 hours ending at 8 A. M. last Monday a strong westerly gale was too much for the craft. She began to leak rapidly; her seams opened and she began to settle. The schooner Murdoch, a powerful sailing craft of 1,215 tons, hove in sight and being signalled she stood by the distressed vessel for seven hours. Finally when it was seen that their vessel was doomed Capt. Wright launched a boat and transferred his crew to the schooner. Two trips were made and the second voyage being along side the schooner, dislocating Capt. Wright's shoulder in being jammed against the larger boat. Capt. Wright upon his arrival communicated with his owners and went to the Marine Hospital for treatment of his shoulder and other bruises received at the last moment. He is very grateful to Capt. Hall and Executive Officer Jacobs, of the Tuscarora, for the many courtesies shown him.

First Mate Weichert, of the Powell, gives an interesting account of the terrible experience of the ship's crew. The first day out from New York a gentle northwest gale promised a delightful voyage. The second day southerly winds took them off shore, but before night a northwester again set in and with shortened sails they came down at a lively clip. Toward evening, however, a gale set in. The pumps had been carefully tried ever four hours twice, but in the morning watch, after an hour's pumping, the pumps still gave water. Mate Weichert sounded only to find three feet of water in the after hold. Capt. Wright was notified and ordered the ports to be inspected. The mate was dumfounded to find the water above the keelson in the forward hold, one tier of cement being under water. The ports were all right, but her stern had given way and the water was rushing in two streams from the bows. Going well before the wind, under these circumstances the vessel was unable to hold all hands went to the pumps which remained all night. Towards midnight the foreering was carried away and the ship was left about to save spars. The men battled for an hour in water to their waist and succeeded in securing the mast, but an hour from the pumps sadly told. Morning brought an increase in the gale and all gave up. Mountain seas fell on board, loosening hatch comings, bursting mast covers and water began to stream through the deck everywhere. The mate and men began to beg the captain to leave the ship as the first opportunity, as she was drifting out of the paths of the pumps got fouled by the cement. About 10 A. M. a steamship hove in sight, flying yellow and white stripes, but she paid no attention to distress signals and passed on. The morning of the 6th the wind fell to a dead calm and the poor men at the pumps had decreased the depth of water in the hold a little. Toward evening the wind shifted to the eastward and the crew tried to reach Hampton Roads, but all night until the 7th the vessel dragged herself along in a pitiful manner. The swollen feet of the men, their bruised arms and the continued strain began to tell on them. Sunday morning the vessel was unable to hold and the wind shifted to the northwest, leaving the vessel about 80 miles east of Cape Henry and another gale was approaching. All the cabin and fore-castle was flooded. Not a stitch of dry clothing with the intense cold did a man have. On Monday morning when "hope deferred had made the heart sick," the schooner Murdoch hove in sight, and answered her signals of distress. She stood nobly by the distressed craft and at daylight the Powell's signals told her they were sinking. A gale was blowing and the seas were breaking over the vessel. The ship's yawl was small and two trips were decided upon to transfer the crew. Mate Weichert took over the crew first and came

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Our Price Is \$5.00 Per Ton.

When you pay more, you are out the difference for looks.

Weight Guaranteed. Give us your orders and save money.

Wm. E. Worth & Co.

Phones—Bell 94. Inter-State 146. feb 11 tt

A Week of Wonderful Value Giving.

500 yards fine Wool Imported French Flannels in extremely desirable color combinations, an ideal material for Waists and Kinnans, goods which will be recognized at once as being

Worth 50c a Yard for 38c a Yard.

Also Black Flannel 38-inch wide at 16c yard. We only have 500 yards and advise those wishing to buy to call early in the week.

S. & B. Solomon.

feb 7 tt

EXECUTION SALE.

By virtue of an execution directed to the undersigned from the Superior Court of New Hanover county, in the action of J. K. Bryan against Chas. O'Hanley, of the County of New Hanover, and James O'Hanley, of the County of New Hanover, the undersigned has this day sold to satisfy said execution, all the right title and interest which the said Chas. O'Hanley, of the County of New Hanover, and James O'Hanley, of the County of New Hanover, had in the following tract of land situated in the County of New Hanover, State of North Carolina, to-wit: A certain tract of land situated in the northern line of the right of way of the North Carolina and Wilmington, Charlotte & Salisbury, and the Carolina Central Railroad, on said right of way as described in a deed from G. W. Smith to said railroad, dated October 1, 1874, and recorded in the Register's office of New Hanover County in Book No. 15, page 67; and another tract of land situated in the County of New Hanover, State of North Carolina, to-wit: A certain tract of land situated in the northern line of the right of way of the North Carolina and Wilmington, Charlotte & Salisbury, and the Carolina Central Railroad, on said right of way as described in a deed from G. W. Smith to said railroad, dated October 1, 1874, and recorded in the Register's office of New Hanover County in Book No. 15, page 67; and another tract of land situated in the County of New Hanover, State of North Carolina, to-wit: A certain tract of land situated in the northern line of the right of way of the North Carolina and Wilmington, Charlotte & Salisbury, and the Carolina Central Railroad, on said right of way as described in a deed from G. W. Smith to said railroad, dated October 1, 1874, and recorded in the Register's office of New Hanover County in Book No. 15, page 67; and another tract of land situated in the County of New Hanover, State of North Carolina, to-wit: A certain tract of land situated in the northern line of the right of way of the North Carolina and Wilmington, Charlotte & Salisbury, and the Carolina Central Railroad, on said right of way as described in a deed from G. W. Smith to said railroad, dated October 1, 1874, and recorded in the Register's office of New Hanover County in Book No. 15, page 67; and another tract of land situated in the County of New Hanover, State of North Carolina, to-wit: A certain tract of land situated in the northern line of the right of way of the North Carolina and Wilmington, Charlotte & Salisbury, and the Carolina Central Railroad, on said right of way as described in a deed from G. W. Smith to said railroad, dated October 1, 1874, and recorded in the Register's office of New Hanover County in Book No. 15, page 67; and another tract of land situated in the County of New Hanover, State of North Carolina, to-wit: A certain tract of land situated in the northern line of the right of way of the North Carolina and Wilmington, Charlotte