

THE MORNING STAR.

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OLDEST DAILY NEWSPAPER
IN THE STATE.

The Morning Star.

OUTLINES.

Judge George H. Williams, one of President Grant's cabinet, and with 83 years, has been prosecuted at Portland, Oregon, for malfeasance in office; several other indictments. At New York yesterday, a steamer was to be sailed for Nan Patterson, charged with murder, was referred till to-day. Admiral Dewey and Secretary Morton will go to Norfolk Monday to inspect the largest gathering of fighting ships assembled for years. Thirty-eight war vessels in the States. E. H. Harriman has become a director in the New York Central and Hudson River Railroad, and President A. J. Cassatt, of the Pennsylvania road, became a director in the New York, New Haven and Connecticut railroad to be significant. New York is in the throes of an awful blizzard; seven lives lost; traffic was tied up and the streets packed with snow drifts; there is great suffering among the poor. At Huntington, W. Va., yesterday the huller of a tug boat was killed, killing eight and injuring others; the steamer burned. The Hard Yarn Spinners' Association will meet in Charlotte to-day to open their trade problems. N. Y. market: Money on call was steady at 2 1/2 per cent; four weeks firm but quiet; wheat—spot steady; No. 2 red 1 1/2; corn—spot steady; No. 2 3/4; oats—spot dull; mixed, 26 1/2; 26 1/2; 27 1/2; 28 1/2; 29 1/2; 30 1/2; 31 1/2; 32 1/2; 33 1/2; 34 1/2; 35 1/2; 36 1/2; 37 1/2; 38 1/2; 39 1/2; 40 1/2; 41 1/2; 42 1/2; 43 1/2; 44 1/2; 45 1/2; 46 1/2; 47 1/2; 48 1/2; 49 1/2; 50 1/2; 51 1/2; 52 1/2; 53 1/2; 54 1/2; 55 1/2; 56 1/2; 57 1/2; 58 1/2; 59 1/2; 60 1/2; 61 1/2; 62 1/2; 63 1/2; 64 1/2; 65 1/2; 66 1/2; 67 1/2; 68 1/2; 69 1/2; 70 1/2; 71 1/2; 72 1/2; 73 1/2; 74 1/2; 75 1/2; 76 1/2; 77 1/2; 78 1/2; 79 1/2; 80 1/2; 81 1/2; 82 1/2; 83 1/2; 84 1/2; 85 1/2; 86 1/2; 87 1/2; 88 1/2; 89 1/2; 90 1/2; 91 1/2; 92 1/2; 93 1/2; 94 1/2; 95 1/2; 96 1/2; 97 1/2; 98 1/2; 99 1/2; 100 1/2.

WEATHER REPORT.

U. S. DEPT. OF AGRICULTURE,
WEATHER BUREAU,
WASHINGTON, D. C., Jan. 5.
Meteorological data for the twenty-four hours ending at 8 P. M.:
Temperature at 8 A. M., 27; 8 P. M., 23 degrees; maximum, 39; minimum, 23 degrees; wind, 33 degrees; blowing from the north; rain, 0.0; rain fall since first of the month to date, 0.4 inches.
Stage of water in Cape Fear river at Fayetteville at 8 A. M., 6.4 feet.
FORECAST FOR TO-DAY.
WASHINGTON, D. C., Jan. 4.—For North Carolina: Fair and not so cold Thursday. Friday fair, light to fresh east winds.

Port Almanac—January 5.

Sun Rises..... 7:10 A. M.
Sun Sets..... 5:02 P. M.
Day's Length..... 9 H. 51 M.
High Water at Southport..... 8:10 P. M.
High Water at Wilmington, 10:40 P. M.

We have turned over new leaves to burn.

Japan's leading Admiral will now be ready to go to the Baltic fleet.

That was a nice Christmas present tendered the Mikado by Gen. Nogri. But it was a very costly one.

One thing that worries Wall street is that Col. Tom Lawson never goes off half cocked. He's got his ducks in a row.

If Mrs. Cashie Chadwick is pronounced insane the bankers whom she duped will wonder how they can escape from being lined up with the lunatics.

The marked increase in real estate values here during the past few years is proof positive that prudent investors are convinced that Wilmington has a future.

At one time Gen. Stossel vowed that Port Arthur would never surrender—that it should be his grave, etc. But at last his judgment got the better of his pluck.

The Washington Post says: "The simple life is the kind public officials in Oregon are not leading this year." Yes, but in Colorado it is simply awful. In fact, it is Adams tight warse.

Dr. Wiley, of the Department of Agriculture, having discovered that alcoholic stimulants are fine for consumption and other lung troubles, the hectic flush will become as common as pig tracks.

"Matrimony that would be binding is what is needed in these days of divorce while you wait," says an exchange. The best way to make it binding is to tie the gordian knot for couples that are wrapped up in each other.

The occasional indictment of the United States Senators ought to be a warning to those whom the people send to Washington that they ought not to go to the National capital and keep on doing what they have been doing at home.

Some eighteen or twenty years ago President Cleveland told the people of the United States that "office is a public trust." Yet some Senators, Representatives and other officials go on working it as a private trust and a soft snap.

Ella Wheeler Wilcox says: "Woman is rapidly pushing herself into position where man will regard her with less consideration in her time of trial." No, Patterson and Mrs. Chadwick are doing that the jurors will still have some gallantry left in the time of their trials.

Of course, this column might come under the head of "Nothing Serious," but the types had no business to go to bed yesterday morning and leave the column in a state of confusion.

O. A. N. ANNUAL BANQUET.

Delightful affair by Society of Young Men in Masonic Temple Last Night. Some of the Toasts.

The O. A. N. Society last night held its annual meeting and enjoyed its annual banquet in the Masonic Temple, a large number of members having been present and hearty good fellowship having pervaded the atmosphere. All the old officers were re-elected and considerable interest was awakened in the Society.

The banquet was really an elaborate affair, the menu having been tempting and embracing all the delicacies of the season. Mr. W. C. Crow, president of the society, made an excellent toast-master and welcomed the guests to the festive board. The response was by the Rt. Rev. Robert Strange, D. D., father of the society and Bishop Coadjutor of the East Carolina Diocese. A number of excellent toasts were given, some of the "stunts" being as follows:

"How to Win a Woman's Love"—Junius Davis, Jr.
"My Western Experiences"—Geo. F. James.
"My Unprinted Editorial on Amateur Theatricals"—Ben. B. J. Jr.
"Dinner and Dance"—Geo. Davis.
"I I Were a Millionaire"—E. A. Metts.

"Noble Deeds Performed by Me on the Gridiron"—H. J. McMillan.
"The Legal Profession"—Preston Cumming, Jr.
"A Sentimental Song"—J. Hargrove Taylor.
"My First and Only Love Experience"—J. W. Jackson, Jr.
"Toasts, 'Good Night'"—Russell Foster.

No speeches were less than three nor more than ten minutes. The committee on arrangements was composed of Messrs. T. R. Orrell, Jas. Slaciar and J. McRee Hatch.

LOCAL DOTS.

—Other local, fourth page

—British steamer "Mokta," hence for Bremen with cotton cargo, arrived out Monday.

—The Dorcas Society will meet at 8 o'clock this afternoon in the Luther Memorial building. A full attendance is desired.

—Another case of smallpox was discovered by the health authorities yesterday. The patient, a colored person, was sent to the pest house.

—The cotton market still further advanced yesterday. Futures were from 18 to 20 points up during the day and New York spot was quiet at 7.55. Local receipts yesterday were 142 bales against 184 same day last season.

—The blowing of smoke down a chimney at southeast corner of Seventh and Princess streets at 1:40 o'clock yesterday afternoon was mistaken for a fire and the Department was called out in response to a telephone alarm.

—Raleigh News and Observer: "Wilmington is moving to secure the new farm to be established by the Department of Agriculture in the trucking section. The contest for the location is going to be hotly contested by all the truck growing sections."

—There was a marriage in colored high life last night at 8 o'clock. The groom was William Hoesley, the well known porter for Mr. Geo. Schmitzen, and Isabella Davis. An elaborate wedding reception followed the nuptials.

—Lumberton Argus: "His many friends will condole with Mr. Wade Wishart in the death of his wife, which occurred at Whiteville Saturday, where she was visiting her parents. She had been ill only a few days of that dread disease, pneumonia."

—The Mayor had only one case for trial yesterday. Mr. B. J. Galloway, a truck collector, was charged by Mr. O. C. Bordeaux, with reckless driving at Eighth and Nixon streets, a few nights ago, having run into a vehicle belonging to Mr. Bordeaux. The defendant was represented by Marsden Ballamy, Esq. Mr. Galloway was found not guilty.

—By deed filed for record yesterday Robert H. Northrop and wife transferred to Miss Mary M. Northrop, (or \$1 and other considerations, property at northeast corner of Teah and Wooster streets, 66x66 feet in area. Another deed to the same property from William H. Carr, of Kingtree, S. C., to Miss Mary M. Northrop, was also filed yesterday.

Urion Lodge Officers.
District Deputy J. A. Orrell last night installed the following officers of Urion Lodge No. 67, I. O. O. F., viz: S. P. G. A. W. Watson; N. G. F. W. Brown; V. G. H. E. Walton; R. S. L. Tate Bowen; F. S. J. E. Shivers, Treasurer; H. O. Craig; J. E. Parker; L. S. to N. G., J. A. Orrell; R. S. to V. G., O. D. Morrill; L. S. to V. G., W. J. Bradshaw; I. G. O. W. Stewart; O. G., L. M. Wilson; R. S. B. H. O. Thomas; L. S. S., F. B. LeGrip; Chaplain, William Simpson.

Notice—In bankruptcy, T. D. Love Co.—18,695 feet, Wilmington Grocery—Pineapples, Academy—"The Strangers of New York."

W. M. Cumming—For sale, F. Sale—Desirable building lot, W. M. Cumming—House for sale, Chandler's—H. A. A.—New series.

BUSINESS LOCALS.

W. M. Cumming—For sale, F. Sale—Desirable building lot, W. M. Cumming—House for sale, Chandler's—H. A. A.—New series.

WRECKED ON SHOALS

Schooner Emma C. Middleton a Complete Wreck on Frying Pan Shoals.

IN TUESDAY NIGHT'S STORM.

Crew Rescued With Difficulty by Life Saving Station Men—Brought to Wilmington on Tug Alexander Jones—Fearful Suffering.

After a night of intense suffering from the cold, clinging to dear life to the mast of their shipwrecked vessel, heavy seas breaking over her decks and carrying everything before the mad rush of its fury, Capt. Z. J. Gibbs and six men composing the crew of the schooner "Emma C. Middleton," bound from Newport News to Charleston, S. C., with cargo of coal, were brought here yesterday afternoon by the tug "Alexander Jones," the vessel and cargo being a total wreck on Frying Pan shoals, 10 miles east of Bald Head Lighthouse, near the mouth of the Cape Fear river. The schooner was caught in the severe gale which was sweeping along the coast Tuesday night and was driven on the shoals about 8:30 o'clock, where under the pounding of the sea, she soon broke in two from stem to stern. Capt. Gibbs and crew were rescued yesterday morning about 9 o'clock by the life saving crews of Cape Fear and Oak Island stations, being later transferred from the life boats to the tug. The vessel was 439 net tons register and was owned by Capt. A. S. Higbee, of Philadelphia. The cargo was consigned to the Consumers' Coal Co., of Charleston. The vessel was only partially insured, but the cargo of coal was fully covered. It consisted of 675 tons and was valued at \$2,500. The vessel was 135 feet long, 32 feet beam, 10.4 feet depth of hold and was built at Philadelphia, her home port, in 1881. Her value was between \$10,000 and \$12,000.

Capt. Gibbs upon his arrival here yesterday reported to Capt. S. F. Craig, of the towing company, and gave a graphic description of the experience of himself and crew during the storm. The vessel had been out from Newport News since December 20th and was already leaking some when the storm came on her early Tuesday evening. Capt. Gibbs had mistaken the Bald Head light for the Frying Pan lightship and the first he knew the vessel was in a rough crossing the shoals. Without warning those on board suddenly heard a thump and the craft, drawing 13 feet of water, was hard on the bottom. Immediate seas began to break over her from stem to stern, all the lights having been extinguished and the crew having been forced to take to the rigging to save themselves from being washed overboard. Capt. Gibbs and four men climbed to the foremast head and the mate and one other man took to the mainmast head. As the captain went up the mast he had the presence of mind to take up with him a lantern for signaling purposes, that being the only light on the ship. The deck, deck house, life boats and everything else was carried away in a few minutes after the vessel struck. The night was cloudy, the wind blowing a gale of at least 40 miles an hour and the cold was intense. Very soon the vessel broke just half in two lengthwise and the cargo went into the sea. In the meantime the men clinging to the masts were nearly frozen to death and in constant fear that the masts would fall with them upon the breaking up of the vessel. About 8 o'clock yesterday morning, the men managed to climb down and they at once crawled out on the jib boom, loosened the jib sails, and wrapped themselves in the canvas to protect themselves from the bitter cold. The gale was still blowing from the West.

In the morning about 9:30 o'clock, Capt. J. L. Watis and crew of the Cape Fear Life Saving station, about 10 miles away, saw the wreck and came to the assistance of the crew in response to signals of distress. Capt. Danbar Davis, of Oak Island Life Saving station, 14 miles distant, also saw the signals and put out to the rescue. Capt. Watis arrived first and took the men off, while Capt. Davis stood by with a larger boat in case his services should be needed. The crew was taken into the life boats with considerable difficulty and once aboard, it was dangerous to attempt to go ashore. At times the small boats would be pitched up and down. The work of the life savers was extremely dangerous but they performed their work heroically. A strong gale was blowing off shore. At a critical period with the smaller craft, the tugs "Blanche" and "Jones," which had been sent to the vessel, came up and towed the smaller boats in Capt. Gibbs and crew came to Wilmington on the "Jones," arriving at 3:30 o'clock. Until they are provided for otherwise, the shipwrecked men are being cared for at the Seaman's Home, on Front street. The owner of the vessel in Philadelphia has been notified and Capt. Gibbs expects to hear to-day how to proceed.

At the Academy.
Last night the Peruchi-Cypzans Company presented "The Day After" at the Academy. The audience was large and there was a house full of laughter all the time, as the play is an exceedingly bright and snappy comedy, and it was well presented. "The Strangers of New York" is announced as the bill for to-night, and at matinee

THE LEGISLATURE CONVENES.

Preliminary Work Yesterday—Few Bills Introduced, But None of Importance. One to Increase Salaries.

[Special Star Telegram.]

RALEIGH, N. C., Jan. 4.—Both branches of the General Assembly were called to order precisely at noon to-day, the Senate continuing in session two hours, the House nearly three. Little was done other than the formal election of officers in accordance with nominations made by the Democratic caucus last night, headed by O. H. Guion, of Craven, speaker of the House; C. A. Webb, of Buncombe, president pro tem. of the Senate. The Republicans in the House cast seven votes for J. A. Crisp, of Caldwell, for speaker, and the Republican Senators gave seven votes to Pearson, of Burke, as president pro tem of the Senate. Webb received 42 votes. Guion's vote for speaker in the House was 96.

The first bill introduced was by Elder, of Forsyth, being a joint resolution to canvass the vote for State officers and to appoint a committee to arrange for the inauguration ceremonies.

Scates, of Guilford, introduced a bill to increase the salary of the Governor to \$5,000; Chief Justice to \$4,500; associate justices to \$4,000, and Superior Court judges to \$3,500.

A number of other bills were introduced and referred.

A bill passed all readings for the purpose of requiring all bills to be introduced in duplicate and typewritten to reduce the expense of engrossing, etc.

No bills were introduced in the House. It was found necessary on account of the long time it required for the House to organize, to refer the reading of the message from Governor Aycock until to-morrow.

Hard work is being put in to-night on the arrangement of committees of both branches of the Assembly but no announcement will probably be made before Monday.

PERSONAL PARAGRAPHS.

—Miss Virginia Letrand Crossland, of Rockingham, was a guest at The Orton yesterday.

—Miss Nora Angel left yesterday for Washington, N. C. She will in future reside there with her sister, Mrs. John G. Blount.

—After a pleasant visit to Wilmington during the holidays, Henry M. London, Esq., of Pittsboro, returned home yesterday.

—Prof. E. L. Remberg, of Fayetteville, who has been in Wilmington playing with Hollowbush's Orchestra during the holidays, returned home yesterday.

—Messrs. A. V. Townsend, Lumberton; H. P. Hevenor, Vineland; L. H. Lyon, Whiteville, and Dr. G. A. Roberts, Raleigh, were guests at The Orton yesterday.

—Sheriff T. S. Buroh, of Florence, S. C., who has been in the city on official business for several days, was called home on the early train yesterday morning by a telegram announcing the death of his brother-in-law.

—Among yesterday's arrivals at The Orton were S. B. Flowers, Clinton; T. E. Sanford, Mocksville; A. H. Edgerden, Goldsboro; John Blue, Aberdeen; O. H. Holly, Aberdeen; and T. T. Allard, of Southport.

—Miss Isabelle Pigford, of Clinton, arrived in the city yesterday to be with her uncle, Dr. Pigford, who is ill at the James Walker Memorial Hospital. His friends will be glad to know that Dr. Pigford continues to improve.

—Among the arrivals yesterday was Mr. William Struthers, formerly of Wilmington but now a successful truck grower of Grisle, N. C. Mr. Struthers is accompanied by his son, David Struthers, who is returning to Horner's School, at Oxford.

—The condition of Capt. Douglas Cronly, who was injured last Friday in Columbia, shows steady improvement. His physician, Dr. W. J. H. Bellamy, said yesterday afternoon that Capt. Cronly was getting along very well indeed. At times he recognizes those about him and is able to talk a little.

—Among the young ladies from this city who returned to St. Mary's yesterday after spending the holidays at home were Misses Helen Strange, Frances Kidder, Mary Ella Moore, Sue Prince, Virginia Bailey, Jennie Marchison, Mamie Russell; Helen Clark, Jane Iredell Green, Nellie Darkman, Fannie Grant and Alice Davis.

Death of Mr. E. M. Lenden.
Mr. E. M. Lenden, a well known citizen of Wilmington, died of valvular disease of the heart at 9:30 o'clock yesterday morning at the home of his brother, Mr. T. G. Lenden, No. 811 South Fifth street. Mr. Lenden was in the 83th year of his age and leaves besides his brother in this city, another brother, Mr. L. M. Lenden, of Verona, N. C., and a sister, Mrs. E. Lenden. The funeral will be conducted at 8:30 o'clock this afternoon and the interment will be in Bellevue cemetery.

Installation of Officers.
J. H. Taylor, Jr., Deputy Grand Chancellor of Jefferson Lodge No. 61, K. of P., installed the following officers for the ensuing term at the regular meeting held last night: P. O., W. P. McGlaughlin; O. G., C. G., W. B. Rogers; V. G., J. B. Rogers; F. S., T. M.

PILOT LAW MUST GO.

Sweeping Resolutions Adopted by Chamber of Commerce at Special Meeting.

A COMPROMISE DEFEATED.

Discussion Spilled and Very Lengthy. Committee Appointed to Further the Movement Before the Legislature—Large Attendance.

The Chamber of Commerce at its special meeting yesterday afternoon for consideration of the subject was practically unanimous in its endorsement of a complete abolition of the compulsory pilotage system over the Cape Fear river and bar, a sweeping resolution to that effect, carrying with it the machinery for the prosecution of an aggressive fight before the Legislature, having been adopted by a vote of nineteen to one, after a spirited discussion lasting for two hours and a half. The resolution went even beyond the expectation of some of the most enthusiastic leaders of the movement for remedial legislation and the discussion, participated in by the foremost business men of the city, elicited information as to the working of the system that was an eye-opener to those who had not carefully gone into an investigation of the subject. A substitute for the resolution, embodying the offer of a compromise on the pilotage interest, was rejected by the same vote by which the original was adopted.

The meeting was called to order at 3:30 o'clock by President J. A. Taylor, who explained the object. Among those present were President Taylor, Secretary Kyle, Messrs. S. P. McNair, H. G. Smallbones, M. F. H. Gouverneur, Sam Bear, Sr., R. A. Parsley, Jno. S. McEachern, C. O. Covington, Geo. Chennet, Geo. B. French, L. B. Rogers, J. D. Love, Jesse Wilder, Dr. T. D. Love, Capt. J. W. Craig, Capt. J. H. Adkins, William Calder, L. H. Buelenthal, W. E. Ferder, Dr. D. W. Balluck, Hugh MacRae, J. T. King, Dr. E. Porter, M. S. Willard, P. Pearsall, W. H. Sprunt, M. W. Jacob, O. W. Worth, W. T. Sears and E. C. Hoik.

The meeting having been declared open, Mr. O. Covington offered a resolution abolishing compulsory pilotage on the river but allowing its continuance over the bar to Southport, and providing all the machinery for the proper presentation of the subject to the Legislature. The resolution was seconded by Mr. Geo. B. French, and Mr. Wm. Calder asked why make it compulsory to Southport. If it is a bad thing up the river it is a bad thing down the river, he said. Mr. R. A. Parsley said in his opinion on most all bars, except in Maine, pilotage was necessary and made compulsory. A certain service was necessary there and something should be done to encourage the pilots.

Mr. Hugh MacRae followed Mr. Parsley in one of the leading addresses against the system as it now exists and offered an amendment abolishing the compulsory system entirely, both bar and river. If it is useful there, the demand will create the supply. He regarded the present system as the greatest obstacle to the growth of Wilmington that exists. If the handicap is removed, Wilmington will thrive as never has been conceived of. He said he had no direct interest, but in common with every man, woman and child in the city, he had an indirect interest. The pilotage question was one which seriously involves the privileges given us by nature and most seriously affects every interest here. Its greatest evil was that it is so unseen. It was like the tariff, a burden that does not appear on the surface. It was not a fight of the shippers, ship owners or consumers, between the three of which the charge is divided, but a fight that affects everybody. It is not the amount received by the pilots each year, but the traffic the system diversifies each year from the city. Mr. MacRae still further amended Mr. Covington's resolution by adding that the Chamber of Commerce appoint a committee to have the matter in charge and to advertise the iniquities of the system, in each of the daily papers of the city until the people are educated to the importance of the measure and until some remedy is secured from the Legislature. Mr. MacRae also referred to the Brunswick ferry charges as an incubus on the city and a constant handicap to trade, citing instances of why his statement was true. Industry, progress and enterprise proceed along the lines of least resistance, he said, and unless obstacles were removed those prerequisites to a city's growth must be transplanted elsewhere to thrive. Vessels coming to Wilmington brave the dangers of Hatiers and Frying Pan, and to say that the master of one of those can't get over a well chartered bar like that of the Cape Fear is preposterous. The master of a vessel has a right to self intelligence of action, and there was as much sense in compelling him to take a pilot at exorbitant charges as there is in compelling one to insure his life or his property. Mr. MacRae was in favor of no compromise. The theory had suffered now for four generations and it was time to call a halt. Compromises had been effected in the past and the purpose of each had been defeated by the pilots themselves. It was no time for parleying.

Mr. W. W. Jacoby counseled conservatism of action and said he understood that the pilots would offer a compromise. There should be separate regulations for coastwise and foreign vessels; he favored giving the pilots a vote. He advised against the sweeping resolution and wanted an amicable settlement. The pilots now realize that time has wrought changes which they are prepared to meet and he favored hearing their proposition. President Taylor said that Capt. Adkins was and had been at liberty to offer anything that he desired. Messrs. Covington, MacRae and Jacoby spoke further, after which Capt. J. H. Adkins took the floor. He said he did have a proposition to make, but the original resolution had swept him off his feet and he had concluded to sit idly by and watch the proceedings. All States from Massachusetts to the Rio Grande have some form of compulsory pilotage, he said. Why have those people elsewhere not discovered the iniquity before? Capt. Adkins was at that point subjected to a cross fire of questions and the president ruled that the speaker must not be interrupted. In New York, Philadelphia and Baltimore, when their foreign trade was sufficient to support an adequate pilotage system, they abolished the compulsory feature on coastwise vessels, but it remains on foreign traffic. Once in 1850, it was entirely abolished in New York. A large steamer came in one evening, was spoken by a pilot, refused the service and that night was wrecked, 800 souls aboard going to a watery grave. The business men of New York held a mass meeting; the Legislature held a special session and the compulsory law was re-enacted. That was one instance. Captain Adkins resented the imputation that the pilots were drones and vipers hanging on to the tail of commerce. They were not begging for anything but he had a proposition to offer from the Pilots' Association putting Wilmington on a parity with Savannah as to pilotage. He noticed that the bill drawn by the Chamber of Commerce wanted to put Wilmington on an equal footing with Savannah when it suited and with Savannah when same features there, not in conjunction with others, were more desirable. He thought that unfair.

Mr. Jacoby, who alone made the fight for more conservative action, asked Capt. Adkins would he be willing to offer to put Wilmington on an equal footing with Savannah. He replied that he would. President Taylor asked what the reduction would be. Capt. Adkins said about 25 per cent. Mr. Taylor asked if Wilmington would be put on a footing both with the law and the customs obtaining at Savannah. "With the law," replied Capt. Adkins. Mr. J. A. Arringdale then put some questions to Capt. Adkins and President Taylor said if the pilots would accept a repeal of the river pilotage, leaving the bar pilotage as now, Capt. Adkins

ing refused to bring him a cargo of molasses from the Barbados, even with the guarantee of a return cargo, on account of the iniquitous pilotage system. The vessel master preferred to go North and Mr. Covington was finally forced to have his molasses shipped there at an expense of seven per cent. of a legitimate jobber's profit of 10 per cent. Oat cargo that he had wanted that way cost him an excess of \$300 in freight and insurance. Now molasses is hauled North of us at a lower rate than Wilmington can obtain and is shipped back by commission men to our own doors. The system was iniquitous; it was driving business away from Wilmington. He addressed some remarks to Capt. J. W. Craig, of the Pilot's Association, received an inclusive reply, returned one and sat down with applause. Capt. J. H. Adkins, of the pilots, then addressed some inquiries to Mr. Covington.

Mr. Hugh MacRae again took the floor and said that unless Wilmington would protect Mr. Covington, it had as well kiss his commerce good-bye. The business is drifting away. Wilmington should be just as much a distributor for oil for molasses as it should be for pilot and the reason the latter product had such a large distribution from this point was because the Standard Oil Co. had special arrangements with the pilots.

Capt. J. W. Craig said it was perfectly useless for him to try to combat such an overwhelming majority against him. The pilots had neither education, money nor social position, all of which the Chamber of Commerce was bringing to bear against them. He would not discuss the question before the Chamber of Commerce, but if the pilots were half as dangerous as the Chamber of Commerce would have people to believe, they were a dangerous class to have turned loose on the community. The meeting then in progress was all one sided affair; he had been on the river all-day with no breakfast or dinner, therefore he would pick up his coat and retire, which he did, saying as he went out that the Chamber could do as it wished, the pilots would make their fight in the Legislature.

Mr. Calder spoke again and favored amending Mr. Covington's resolution putting Wilmington not only on the same basis with Savannah and Norfolk, but all competitive ports. If, with its intricate coast, Maine has no compulsory law, as admitted by all, we don't need it here. If there is demand for pilots, we will have pilots, he continued. If the incubus is removed, shipping will so increase that there will be employment for all the pilots. The railroads ought to join in the fight against pilotage because they are losing day by day by the diversion of traffic.

Mr. M. W. Jacoby counseled conservatism of action and said he understood that the pilots would offer a compromise. There should be separate regulations for coastwise and foreign vessels; he favored giving the pilots a vote. He advised against the sweeping resolution and wanted an amicable settlement. The pilots now realize that time has wrought changes which they are prepared to meet and he favored hearing their proposition. President Taylor said that Capt. Adkins was and had been at liberty to offer anything that he desired. Messrs. Covington, MacRae and Jacoby spoke further, after which Capt. J. H. Adkins took the floor. He said he did have a proposition to make, but the original resolution had swept him off his feet and he had concluded to sit idly by and watch the proceedings.

All States from Massachusetts to the Rio Grande have some form of compulsory pilotage, he said. Why have those people elsewhere not discovered the iniquity before? Capt. Adkins was at that point subjected to a cross fire of questions and the president ruled that the speaker must not be interrupted. In New York, Philadelphia and Baltimore, when their foreign trade was sufficient to support an adequate pilotage system, they abolished the compulsory feature on coastwise vessels, but it remains on foreign traffic. Once in 1850, it was entirely abolished in New York. A large steamer came in one evening, was spoken by a pilot, refused the service and that night was wrecked, 800 souls aboard going to a watery grave. The business men of New York held a mass meeting; the Legislature held a special session and the compulsory law was re-enacted. That was one instance. Captain Adkins resented the imputation that the pilots were drones and vipers hanging on to the tail of commerce. They were not begging for anything but he had a proposition to offer from the Pilots' Association putting Wilmington on a parity with Savannah as to pilotage. He noticed that the bill drawn by the Chamber of Commerce wanted to put Wilmington on an equal footing with Savannah when it suited and with Savannah when same features there, not in conjunction with others, were more desirable. He thought that unfair.

Mr. Jacoby, who alone made the fight for more conservative action, asked Capt. Adkins would he be willing to offer to put Wilmington on an equal footing with Savannah. He replied that he would. President Taylor asked what the reduction would be. Capt. Adkins said about 25 per cent. Mr. Taylor asked if Wilmington would be put on a footing both with the law and the customs obtaining at Savannah. "With the law," replied Capt. Adkins. Mr. J. A. Arringdale then put some questions to Capt. Adkins and President Taylor said if the pilots would accept a repeal of the river pilotage, leaving the bar pilotage as now, Capt. Adkins

ing refused to bring him a cargo of molasses from the Barbados, even with the guarantee of a return cargo, on account of the iniquitous pilotage system. The vessel master preferred to go North and Mr. Covington was finally forced to have his molasses shipped there at an expense of seven per cent. of a legitimate jobber's profit of 10 per cent. Oat cargo that he had wanted that way cost him an excess of \$300 in freight and insurance. Now molasses is hauled North of us at a lower rate than Wilmington can obtain and is shipped back by commission men to our own doors. The system was iniquitous; it was driving business away from Wilmington. He addressed some remarks to Capt. J. W. Craig, of the Pilot's Association, received an inclusive reply, returned one and sat down with applause. Capt. J. H. Adkins, of the pilots, then addressed some inquiries to Mr. Covington.

Mr. Hugh MacRae again took the floor and said that unless Wilmington would protect Mr. Covington, it had as well kiss his commerce good-bye. The business is drifting away. Wilmington should be just as much a distributor for oil for molasses as it should be for pilot and the reason the latter product had such a large distribution from this point was because the Standard Oil Co. had special arrangements with the pilots.

Capt. J. W. Craig said it was perfectly useless for him to try to combat such an overwhelming majority against him. The pilots had neither education, money nor social position, all of which the Chamber of Commerce was bringing to bear against them. He would not discuss the question before the Chamber of Commerce, but if the pilots were half as dangerous as the Chamber of Commerce would have people to believe, they were a dangerous class to have turned loose on the community. The meeting then in progress was all one sided affair; he had been on the river all-day with no breakfast or dinner, therefore he would pick up his coat and retire, which he did, saying as he went out that the Chamber could do as it wished, the pilots would make their fight in the Legislature.

Mr. Calder spoke again and favored amending Mr. Covington's resolution putting Wilmington not only on the same basis with Savannah and Norfolk, but all competitive ports. If, with its intricate coast, Maine has no compulsory law, as admitted by all, we don't need it here. If there is demand for pilots, we will have pilots, he continued. If the incubus is removed, shipping will so increase that there will be employment for all the pilots. The railroads ought to join in the fight against pilotage because they are losing day by day by the diversion of traffic.

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