

WILLIAM H. BERNARD.

WILMINGTON, N. C.

Tuesday Morning, October 3.

IT IS UP TO ROOSEVELT.

The Railroad Gazette is a New York publication on the magazine order and is devoted to railroad news and railroad interests. It is regarded as a reputable publication and what it has said heretofore has been considered as reliable. However, the Gazette published something a few days ago that is incredible and which must shock even President Roosevelt's knickers and certainly should appall his hosts of friends.

The major-domo of the President of the United States communicated by long-distance telephone to a trunk line President the following information and request: The President, with certain officers and friends, desires to leave Washington on a date named for a trip through several States and stopping at specified cities. For this purpose he wants a train, and suggests for his own use a certain private car which he has already used and which suits him. He would also like to have a certain porter, name given, who had served him before and whom he liked. A list of special supplies for the dining car, in addition to the ordinary commissary, was also submitted. The railroad President assured the President's representative that a plan would be immediately prepared in full detail and forwarded by mail.

This was done without delay. The special private car asked for was at the time in far distant service, and therefore unavailable, but it happened that quite an exact duplicate could be put at the President's disposal. Neither was the particular porter to be had. Circumstances had led to a transfer of his racial volubilities to another sphere of service and entertainment. With these exceptions a schedule was made in full detail, giving arrival and leaving times and complying with all of the President's suggestions.

The last sentence in the communication informed the major-domo that a nominal charge of \$50 a day would be made for this special train, fully outfitted and provisioned. It was really a 'nominal' charge, being less than cost. Nevertheless it produced an immediate reply and protest—by telephone: There was no authorized appropriation of public funds for such an expenditure, and the President could not possibly afford to pay it from his private purse. Unless the service could be furnished gratuitously it would not be acceptable.

Railroad presidents are not hard bargainers with powerful rulers, and in this case the reply was cordial and reassuring—no charge would be made for the service. But the itinerary covered many hundreds of miles of travel on other roads, and the officers of these other roads, not dealing with the Presidential party, found an easily understandable pleasure in sending to the trunk line President their several bills for hauling the Presidential train over their lines. The bills were paid, but some of the letters accompanying them were unanswerable.

The Gazette doesn't name the particular President whose major-domo did the thing mentioned, but reading between the lines and strong circumstances point to President Roosevelt as the President referred to. The article was shown to President Roosevelt at Oyster Bay and a dispatch from the President's home to the New York Herald, which paper was seeking to learn if the charge was true that the President accepted free transportation from the railroads of the country, stated briefly that the Herald's request for a reply "is obviously unanswerable by the Administration." It is hard to understand what the dispatch means—whether the charge was really unanswerable or whether the administration wouldn't stoop to answer such a charge. The latter is to be inferred, of course, but there are millions of American people who think the charge is sufficiently grave for the President to take some notice of it. The New York Times, Independent, thinks so, and on Sunday an editorial in that great American newspaper says:

"The charge is much too serious to be left unanswered. There must be an answer, and we have little doubt that it will satisfactorily exculpate the President. The public has not forgotten the semi-official statement made in Washington some weeks ago that the President would not accept free transportation from the railroads. That statement was understood to relate to past as well as future time. It has not been

disclaimed—indeed, it was understood to have emanated from the White House. That announcement is altogether incompatible with the charge now made by the Railroad Gazette."

"We regret that the Railroad Gazette has not felt called upon to be somewhat more specific. What President of the United States is referred to in its article? Doubtless Mr. Roosevelt is meant, for the article refers to speeches he has made upon certain topics which have come to be considered peculiarly his own. But the name of Mr. Roosevelt is not mentioned. What trip of the President was it for which payment was refused by his 'major-domo'? What was the great railroad system whose President had to foot the bills? Was it the President's trip to the South and West last Spring, and was it Mr. Cassatt of the Pennsylvania Railroad who was called upon by Mr. Loeb on the telephone? "We should suppose that a denial would be promptly forthcoming. That is the only satisfactory answer. It is the answer the people will expect, for they have not been accustomed to look upon their President as a deadhead, in anything. They will be most reluctant to believe the charge. If through any blundering, any blunted sense of propriety on the part of those who make arrangements for his frequent trips, the railroads have been asked to carry him and his parties over their lines for nothing, a check to the order of the railroad president who paid the bills would be a tardy answer, but reasonably satisfactory; at least, it would be the only answer now possible. Some answer to the charge will, of course, be made."

Perhaps President Roosevelt is slandered because his 'major-domo' was some irresponsible individual who made the arrangements and didn't acquaint him with the circumstances. Maybe the whole thing will be shifted to the shoulders of the 'major-domo,' and then maybe the Railroad Gazette can't make good its very grave charge.

CURRENT COMMENT. Mrs. Jawback—Get right away from here, you nasty tramp, or I'll call my husband. Oliver Mudd—G'wan! Yer husband ain't home. Mrs. Jawback—How do you know? Oliver Mudd—Husbands of women like you are never to home, 'cept fer meals.—Cleveland Leader.

As there is a typhoid fever epidemic at Nanticoke, Pa., and the State Board of Health has ordered that all chickens, ducks and geese in the town be quarantined and not be permitted to run at large. This seems to be a new move in the methods of fighting typhoid fever.—Charlotte Chronicle.

Ezra Thompson, who is making a spectacular race on a citizens' ticket for Governor of North Carolina, next year, at Salt Lake City in opposition to the Mormon church, says the Mormon hierarchy owns the machine of both the old parties in that city. As the Memphis Scimitar would say, much after the fashion of the Louisville and Nashville railroad in Tennessee.—Chattanooga Times.

Ladron is defined as a thief; a robber. Secretary Taft says there seems to be a wave of larcinism sweeping over the Philippines just now. Some of the same sort of wave is sweeping over this country, too, judging from the daily reports as to private, corporate and governmental frauds. There seems to be some assimilation in the Columbia Record.

In the excitement about the Farrington case, the fate of Wesley Smith, and the praters' strike don't let us forget our good friend, Baron Komura. The Baron, after being attended by Dr. Fritchard, a North Carolinian, has now sufficiently recovered to be getting ready to leave to-day for Japan where it is uncertain whether or not he will be stoned to death.—Greensboro Telegram.

By the way, in blaming the government for what has been done by drought and locusts, the Philinos are just as logical as the Republican party was in blaming the Democrats for the depression which existed in the United States during Mr. Cleveland's second term. The Secretary Taft had better be cautious in handling that phase of the Philippine problem.—Norfolk Landmark.

From an ethical standpoint Mr. Townsend, former assistant attorney general, completely justifies himself for the severance of his relations with that office in the midst of a railroad merger suit. We agree with the Spartburg Journal that criticism otherwise is not justified, because United States Judge Pritchard has shown on a similar case from the courts. We agree with the press to much ado about nothing.—Columbia Record.

TWINKLINGS. —She—He's always got a smile on his face now. He—Well, where would you expect him to have it?—Illustrated Bits.

"Maude thinks she's prettier than 'Maye.'" "How do you know?" "She asked her to be her bridesmaid."—Cleveland Leader.

"Yes, I was sorry to see Jack Goodley married to Miss Roxley." "Sorry?" "For his sake of hers?" "For mine. I wanted her."—New Yorker.

—Mrs. Knicker—I wonder what to do to improve Johnny's memory. Knicker—Don't try. He will make a grand witness when he grows up.—Puck.

—Bess—Aren't you working any longer at the soda fountain? Tess—No; the boss said customers complained because I got their winks mixed.—Chicago News.

"During the campaign," said the political boss, "you must never fail to hold up American industries." "For how much?" asked the innocent candidate.—Chicago Daily News.

—Miss Kairless—You've seen that best dress of mine. Now I want to get a hat to go with it. What would you suggest. Miss Sharp—Why not get a slouch?—Philadelphia Press.

"Some chillun," said Uncle Eben, "learn to talk befo' dey is two years old, but mighty few 'em learns to say anything wuf listening' to by de time dey is fifty."—Washington Star.

"Do you think that the automobile will displace the horse?" asked the conversational young woman. "It will," answered the nervous young man as he gazed down the road. "If it ever hits him."—Washington Star.

"What do you think of the trust problem?" "It is becoming more difficult than ever," answered Senator Borah, with a tinge of sadness in his tone. "The trusts are growing so arrogant that there is no telling whom they will put off the pay roll next."—Washington Star.

ly heavy all the season and on the forenoon broke down to the lowest level it has reached since last July or around 10.16, some 18 points below Saturday's final. Other months were 12 to 14 points net lower and following the census report, which was not so low as expected, there was a rally to within a point or two of Saturday's final. Later quotations were irregular with October continuing relatively easy and sentiment nervous in view of uncertainty as to the interpretation placed upon the ginners' report abroad and tomorrow's crop report.

Receipts of cotton at the ports today were 56,646 bales against 53,812 last week and 73,575 last year. For the week (estimated) 325,000 bales against 298,523 last week and 402,569 last year. Today's receipts at New Orleans 2,270 bales against 12,821 last year and at Houston 17,668 bales against 19,823 last year.

Spot cotton closed quiet, 10 points lower. Middling uplands, 10.65; middling Gulf, 10.90; sales 6,025. Futures opened steady. October, 10.38; November, 10.45; December, 10.52; January, 10.59; February, 10.66; March, 10.74; April, 10.79; May, 10.82.

COMMERCIAL. WILMINGTON MARKET. Quoted officially at the Banking and Chamber of Commerce. STAR OFFICE, Oct. 2, 1905.

SPRITS TURPENTINE—Market firm, 65 1/2 bid. ROSIN—Market firm, \$3.30 bid. TAR—Market firm at \$1.80 per barrel of 280 pounds.

COUNTRY PRODUCE. Corrected Regularly by Wilmington Commission. Prices representing those paid for produce consigned to Commission Merchants.

MONTHLY STATEMENT. Cotton and Naval Stores. Receipts. For month of Sept. 1904 and 1905.

Exports. For month of Sept. 1905. Cotton. Ashore and Afloat, Oct. 1, 1905.

Stocks. Ashore and Afloat, Oct. 1, 1904. Cotton. Ashore. Afloat. Total.

Crop Year Receipts. Up to October 1st. Cotton. Sprits. Rosin. Tar. Crude.

LARD, per 100 lbs.—Oct. 7.20 7.30 7.27 7.30 7.25 7.30 Jan. 6.80 6.82 6.84 6.82 6.82 6.82

NEW YORK PRODUCE. New York, October 2.—Flour quiet but steady.

RYE FLOUR—Firm. WHEAT—Spot irregular; No. 2 red, 87 7/8. Options closed firm, 34 to 7 1/2 net advance.

NAVY STORES. New York, Oct. 2.—Turpentine firm; rosin steady.

MARINE. ARRIVED. Br str Haverstoe, 2,467 tons, Foley, New York, Alexander Sprunt & Son.

MARINE DIRECTORY. List of Vessels Now in Port of Wilmington, N. C.

BY RIVER AND RAIL. Receipts of Naval Stores and Cotton Yesterday.

CHICAGO MARKET. Chicago, October 2.—Buying on a large scale forced up the price of wheat today.

CASTORIA. The Kind You Have Always Bought.

DOING THEIR DUTY.

Scores of Wilmington Readers are Learning the Duty of the Kidneys. To filter the blood is the kidneys' duty.

When they fail to do this the kidneys are sick. Backache and many kidney ills follow.

DOAN'S KIDNEY PILLS cure them all. Policeman T. E. Smith, who lives with his family at 213 Boundary street, Goldsboro, N. C., says: "I have used Doan's Kidney Pills and have been very well pleased with them."

SPECIAL LOW RATES TO WASHINGTON, D. C. One fare plus 25 cents. account of the American Bankers' Association.

THE COAT FEATURE OF A Cluett. In a modern idea—the shirt goes "on and off like a coat".

MORE HOUSES GOING UP! More builders' hardware in demand! More paint being used!

SHOES. We are still reducing prices on all Summer Shoes.

NEW ARRIVALS. A new supply of Holeproof Eocks just arrived; positively guaranteed for six months.

THE ONLY RESTAURANT MEALS 25 CENTS. REGULAR BOARD \$3.50 WEEK.

Ladies' Skirts, in all the new styles and colors. PRICES: 98c. to \$8.00.

Ladies' Cloaks, in all the shapes and colors. PRICES: \$2.00 to 15.00.

Ladies' Tailor Made Suits, all new styles and colors. PRICES: \$4.00 to 12.50.

Ladies' Furs, the largest line in the city. PRICES: 50c to \$15.00.

GEO. O. GAYLORD, THREE STORES COMBINED. 206, 208, 210 NORTH FRONT ST.

School Shoes, Solomon's Shoe Store. President, John S. Armstrong. Cashier, J. Holmes.

COTTON and LUMBER. SPECIAL AGENTS FOR. T. D. LOVE COMPANY.

DRINK HARRIS' LITHE WATER. It is Good for that Feeling.

DR. PIERCE'S GOLDEN DISCOVERY FOR THE BLOOD, LIVER, LUNGS. THE ONLY RESTAURANT MEALS 25 CENTS.