

OUTLINES.

By request of Harry K. Thaw his chorus girl wife visited him at the Tombs prison in New York yesterday, and he clasped her in his arms, calling her his "Dear, brave little wife"; she was pale and worn by the terrible cross-examination of District Attorney Jerome, and if she is able she will have to undergo nearly two days more of it.—The statistical bureau at Washington reports that the value of the South's cotton crop is \$500,000,000, and constitutes 28 per cent of the \$1,733,000,000 exports of the United States; England, Germany and Italy our best cotton customers in that order, and the value of cotton seed products is more than \$33,000,000.—After heroic efforts and battling with mountainous seas life savers yesterday rescued 11 people from the British steamer Berlin, wrecked Thursday morning off the Hook of Holland; two women and one child are still on the wreck.—Gen. W. R. Cox, of North Carolina, was the George Washington birthday speaker yesterday at Richmond, Va.—President Roosevelt and family went from Washington to Boston yesterday, and will be absent till Monday.—In Washington yesterday President Roosevelt addressed the Navy League and a resolution was adopted favoring National and State legislation to compel respect for the uniform of the Navy and Army.—In Hertford county, N. C., yesterday two negroes beat out the brains of another with clubs.—At Warsaw, Russian Poland, yesterday terrorists, under the red flag, killed the postmaster and four other men, wounded several and looted the postoffice.—By the foundering of a ship off the Norwegian coast yesterday 18 men were swallowed up by the sea.—Ex-President Cleveland delivered the George Washington birthday address in Chicago yesterday, and declared that the glory of the country will be unbounded and imperishable if the wisdom of Washington is followed.—On cross-examination before the Texas Legislative Committee of investigation yesterday, Senator Bailey denied that he had ever done wrong, but that his enemies resort to unworthy ends to throw mud on him and wreck him as a man and office-holder.—During a \$50,000 fire at Sumter, S. C., yesterday a wall collapsed and buried Fire Chief W. S. Graham and injured eight men.—While duck hunting in Lake Minesha, Ark., yesterday, Maj. W. L. Smith, general agent of the Illinois Central Railroad, and his 13-year-old son, were drowned.—War is on in earnest between Nicaragua and Honduras and it is said that Salvador will be involved; the Nicaraguan army invading Honduras, claims the victory in an important battle, and the capture of two towns; a revolutionist army has been raised in Honduras and is cooperating with the Nicaraguans.—In the House at Washington yesterday, after a speech by Mr. Clark, of Florida denouncing colonialism, his resolution calling for the cost of the Philippines, was tabled.

Some people want the earth, but all that Mr. Charles W. Morse now wants is the sea.

The Buffalo (N. Y.) Express heads a news item "Had One Wife Too Many." That, however, is no sign that he had two or more.

Before we fly up at people with peculiarities we should first ascertain whether they are freaks, fanatics or fakes.

"What shall we have after the Thaw case?" asks a contemporary. Oh, there's the controversy between the French government and the Catholic Church.

Roosevelt may so arrange it as to offer the open door of the school house to the Japanese, but he can't make the white kids play with the yellow kids during recess.

Harry Thaw's lawyers are trying to prove that Harry was crazy enough to kill Stanford White, but isn't crazy enough now to be put to the inconvenience of being confined in an asylum.

Some fellow has invented an illuminated keyhole for the benefit of married men who come home late at night. It's all right to light the keyhole, but what some men want is a keyhole that doesn't dodge the key when they are trying their best to get at the night latch.

The night that Harry Thaw's pistol cracked at Madison Square Garden and Stanford White tumbled to the floor, it was the prelude to the unveiling of all the shocking past of the wife whom Thaw sought to avenge. In his case revenge certainly cannot be sweet.

Says the Norfolk Virginian-Pilot: "If any malign influence is to be exerted on the public by Mr. Dixon's play, it will be because of the hysterical comments of a portion of the press. No doubt the author is gratified at the free advertisements and larger audiences so secured." Dixon's drama illustrates a historical fact that some people do not like to have raked up. The truth hurts some people.

GOVERNOR AT SEA

He is Open to Recommendations With Reference to Board of Audit and Finance.

LETTER CAME YESTERDAY

Chief Executive Doesn't Care How Endorsements Come, He Will Consider Them All—Wilmington End of the Controversy.

Governor Glenn is evidently very much exercised over the situation in Wilmington as it has developed in connection with his appointment of members of the Board of Audit and Finance. He is anxious to give the people a "square deal" evidently and desires to make the appointment as soon as possible without doing violence to the opinions of any large body of citizens here. This was still further evidenced by a second letter from the Chief Executive to Mr. W. B. Cooper yesterday.

After stating the fact that the act provides that he shall appoint members of the body, the Governor says that he would be glad to have recommendations from the people of Wilmington and he states to Mr. Cooper that they can make them by petitions, by letters or ward meetings, with emphasis on the word "petition." He says further that he would treat everything they do simply as a recommendation and would after receiving them decide whom he will appoint.

The Governor authorizes Mr. Cooper to say to Mr. Kellum, chairman of the City Democratic Executive Committee, and to the papers of the city for him that if the various wards desire to recommend people to him, let them take action, or if they prefer petitions, let them also send them in. He further says that he will give every name suggested to him a most careful consideration and then he will do what he thinks best.

The Governor having requested some expression from the people in this matter, Chairman Kellum of the Executive Committee, said last night that he did not feel warranted himself in taking any steps toward calling ward meetings or making recommendations for appointment of members, but he said the matter would be again presented to the committee at the meeting which has already been called for Wednesday night and at that time he had no doubt but that the committee would take some action. He said that he thought the committee would either make some recommendations itself or would provide for the calling of ward meetings to let interested voters say whom they will have to represent them on the Board.

In the meantime the status of affairs is that the Governor has in his possession a communication from business men asking that the present members of the Board be re-appointed while there is another petition either in Wilmington in the hands of the promoters or on its way to the Governor, asking that the members of the Board be recommended from the various wards. The Executive Committee at its meeting this week had the matter suggested for consideration, but several members strongly expressed their opinion that the present method of appointment was the best for all concerned and no action was taken. In the meantime the bill of Representative Morton is in Raleigh before the Legislature and unless it is passed before the Governor makes his appointments for the present term, the law will be inoperative for two years at least. However, should the bill pass before the Governor makes the appointment, he will have to be governed by the measure as it passes. It was stated in private advices from Raleigh yesterday that Senator Bellamy and Representative Morton had about agreed upon a bill making all department officers in the city government elective by the people, including the clerk of the Board of Audit and Finance, while members of the Board of Audit and Finance are to be appointed by the Governor upon the recommendation of ward meetings or citizens acting in any other way. The Governor is willing to these recommendations now, saying that he will give any names suggested full consideration, but under the law these recommendations may be mandatory on the Chief Executive.

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UNUSUAL ACCIDENT

Son-in-Law Conveying Inebriated Father-in-Law Home Fell Out of Hack and Sustained Very Severe Scalp Wound.

Endeavoring to take his venerable father-in-law to his home at Delgado, Frank King, a well known young white barber of the city, with the inebriated father-in-law, fell from a hack at Third and Princess streets yesterday afternoon about 1 o'clock, and the younger man suffered a severe laceration of the scalp and bruises about the head, which rendered him unconscious for some time. He was taken into the office of Messrs. Orrell & Alexander, the liverymen, near the scene of the accident and was later sent out to the James Walker Memorial Hospital, where he was given further attention. The father-in-law was unhurt apparently and was taken to the city hall, where he reposed in slumber a while and until after his intoxication wore off, after which he was prepared to go home.

Mr. Wallace was in the vicinity of Second and Princess streets, and was in a pitiable condition for one of his years. Mr. King at first thought that he would allow the old gentleman to get home the best he could, but later at the proffer of a hack from a man in the vicinity, he took the old man in and started with him up the street, his arm around Mr. Wallace to steady him in the seat. Reaching Third and Princess, the hack gave a lurch and the old gentleman unable to preserve his equilibrium, fell out, carrying the younger man with him. Mr. King struck the pavement hard on the head and blood gushed from an ugly wound there. A number of bystanders rushed up and assisted the injured man to the livery office, when he was revived. Mr. King was later sent from the hospital to his home, it being stated that he was not seriously hurt.

THE TERMINAL PURCHASE

Deed to Hall & Pearsall Property Filed For Record Yesterday.

By deed filed for record yesterday B. F. Hall and wife and Oscar Pearsall transferred to the North Carolina Terminal Company, for \$60,000, the property beginning in the southern line of Brunswick, 100 feet west of Nutt street, 264 feet on Nutt street, thence 600 feet more or less to the channel of the Cape Fear river, thence to southern line of Brunswick street and eastward along the southern line of Brunswick to the beginning, being parts of lots 1, 2, 3 and 4 in block 259 according to the official plan of the city and the same being a part of the premises, one undivided one-half interest in which was conveyed by Jesse Wilder and wife to B. F. Hall by deed of April 30th, 1881 and the other half by George L. Morton and wife to Oscar Pearsall by deed of October 9th, 1890. An announcement of this purchase was made some days ago but the deed was filed only yesterday by Hon. John D. Bellamy, representing the purchasers.

There are also filed for record at the Court House two mortgage deeds on the property, one to Hall & Pearsall, incorporated for \$30,000, being a first mortgage and a second to the Seaboard Company, of New Jersey, for the same amount. The Seaboard Company, of New Jersey, is a holding corporation for the railroad company and the transfer of a second mortgage on the property to them is regarded as evidence that the S. A. L. is largely interested in the deal.

THE EXHIBIT A SUCCESS

Union Made Goods a Feature at Central Labor Hall Last Night.

The exhibit of union made goods under the auspices of the Carpenters and Joiners' Union of America in Central Labor Hall last night was a big success in every particular and was largely attended. The merchants responded liberally with exhibits and these goods were examined and shown by good speakers who brought out their merits. There were a number of features of pleasure and interest to all present.

After the exhibit all present enjoyed a delightful smoker and a spread of elegant refreshments.

The exhibit was a practical demonstration of the goods on display and will result in much good, not only to the merchants but to the manufacturers. The committee desires to make the following acknowledgments: Wm. E. Springer, one saw and one spirit level; P. Q. Moore, two boxes cigars; W. H. Hubbard, one box cigars; J. H. Rehder, one pair overalls and one pair gloves; Soan & Sweeney, one saw; J. M. Solky, one hat; N. W. Jacob Hardware Co., one plane; J. W. Murchison, one hammer; Charles D. Foard, one chisel; George O. Gaylord, one suit overalls; W. J. Penny, one suit overalls; Goodman Bros., one suit overalls; S. & B. Solomon, one pair shoes; Peterson & Ruifs, one pair shoes; Hewlett & Price, one pair shoes; Mercer & Evans, one pair shoes; Geo. R. French, one pair shoes; Wilson Saw Manufacturing Co., of Port Huron, Mich., one saw; R. F. Warren, one rake; Warren & Davis, one cake; Grove Tobacco Co., of Detroit, Mich., one box of smoking tobacco; Acorn Jewelry Co., Chicago, Ill., jewelry; Gaston D. Phares, one chair; Wm. E. Springer, \$10 in cash.

A young man to feed a newspaper folding machine is wanted at the Star Office. Also, a mailing clerk.

SOLONS AT RALEIGH

Topsail Sound Bill Admitting Township to Territory of New Hanover.

BRUNSWICK RAILROAD FIGHT

Mr. Taylor Introduces Bill in Controversy—Compulsory School Law Passed Under Conditions—Recorder's Court Bill Passed

(By So. Bell Long Distance Phone.) Raleigh, N. C., Feb. 22.—There was nothing of very great importance, aside from the passenger rate bill, in either house of the General Assembly today. A night session of the House was held as usual, at which a large number of local bills were passed.

In the Senate the bills to authorize Rocky Mount to issue bonds for street improvement and to amend the charter of the Cumberland Savings and Trust Company were passed. Among bills introduced were:

Seawell, to amend the charter of the Aberdeen and Rock Fish Railroad Company.

Seawell, to allow householders and tenants in North Carolina to repair damage and do other plumbing work on their own premises.

Burton, to prohibit fast driving over bridges in Onslow.

In the House an important bill introduced by Mr. Morton was to change the boundaries of New Hanover county, so as to take in Topsail township, in Pender county. This was supported by a strong petition from the residents in the proposed territory it is sought to add to New Hanover. The bill was referred to the Committee on Counties, Cities and Towns, and is expected to develop strong objection in Pender.

Another bill by Mr. Morton today was to amend the revision in regard to damage to electric and other wires.

Mr. McLean introduced a bill to prevent wine and cider in two miles of a church in Bladen county.

Taylor, of Brunswick, to amend the revision as to certain publications.

Still another bill by Mr. Taylor concerns the railroad fight they are having in this county, as between the County Commissioners at Southport and the Waccamaw Land and Lumber Company, of Wilmington, a Michigan corporation. The bill is entitled one "To prohibit corporations from preventing improvements by other corporations by occupying rights of way not needed for the purposes of the opposing corporation." The County Commissioners of Brunswick have before them a proposition to vote \$80,000 in bonds to the proposed Wilmington, Brunswick and Northern Railroad Company, which proposes to build from Wilmington to Southport, Shalotte and Little River, S. C., and at the meeting of the Commissioners at Southport, last Monday, the Waccamaw Land and Lumber Company is understood to have interposed objection either directly or indirectly. The bill of Mr. Taylor has to do with this conference, and it is expected that it will have passed by the time the Commissioners met at Southport on March 19.

Hollowell introduced a bill for compulsory school law in Goldsboro under certain conditions.

Parsons, to provide for minority representation in all town elections in Hamlet, N. C. This bill was put on its immediate passage and sent to the Senate.

The Koonce bill for electing the State Insurance Commissioner by a vote of the people, passed its second reading without opposition, but objection was made by several to its final passage, and it goes over until tomorrow.

The House discussed at some length and finally passed by a vote of 91 to 9, the Giddings compulsory school law, requiring the attendance of children between the ages of 8 and 14 years for at least 16 weeks each year, this to apply only to counties which come under the law by vote of the people or where it is ordered by the Board of Education of the counties upon majority petitions of the qualified voters.

At the night session of the House the Wilmington Recorder's Court bill passed as amended in the committee submitting the question to a vote of all the people. The bill has been passed by the Senate and now goes back to that body for concurrence after which it will become law.

Mr. McNeill, of Cumberland, introduced and secured immediate passage of a joint resolution calling on North Carolina representatives in Congress to support the amendment to the River and Harbor bill giving \$200,000 for the upper Cape Fear river improvement. The committee in Congress now has the bill under consideration.

The Pure Food bill passed tonight; also providing legalized primary for Robeson county and to prevent spread of contagious diseases in that county. The House spent most of the night session in considering the special order, which was the substitute for Buxton's reformatory bill, authorizing the establishment of the Stonewall Jackson Manual Training and Industrial School. The plan is to have the State appropriate \$7,500 for the establishment of the institution in consideration of which it will have the power to appoint a majority of the trustees. If this is not made then the institution

RATE BILL IS PASSED

State Senate Yesterday Passed Graham Measure By Decisive Vote and Arranges for Conference Between Two Houses.

(By So. Bell Long Distance Phone.) Raleigh, N. C., Feb. 22.—The Senate discussed from 10:15 to 2:30 o'clock today the railroad rate bill, reaching a vote with the result that the Senate Committee substitute or Graham bill passed the second reading by a vote of 44 to 3.

The first speaker this morning was Senator Mitchell, who advocated a 3 1-2 cents rate, Senator McLean of Robeson, in a fiery speech of half an hour or longer denounced what he declared to be a gross misrepresentation of his position by the morning paper here, especially in its report of his speech yesterday. He also made a vigorous denunciation of what he termed the dictatorial policy of this paper toward legislators its whole attitude being unfair, unjust and altogether outrageous. For one he would not take orders from that or any other source or be coerced into line from any position that he did not consider right and just to all.

The next speaker was Mr. Lovell in advocacy of a 2 1-2c. rate. Senator Hicks argued for a 1st and 2nd, class fare but insisted that the principal need was for a regulation and reduction of freight rates.

Senator Daniel spoke at length for his substitute of 2 1-2 cents.

Major Graham closed the discussion in favor of his bill for 2 1-2 cents first class and 2 cents for second class, to apply to roads earning \$1,000 per mile and more.

The first vote was at 2:15 P. M. on the McLean substitute providing 2 3-4 for 1st class fare and 2 1-4 for second class fare. This was lost by 34 to 11.

The Daniel substitute was voted down 27 to 18.

The Blair substitute went down 34 to 6.

There was a substitute by Fleming but that was also lost.

The Mason substitute was voted down without roll call.

Mr. Graham offered an amendment to his own bill making Section 3, applying to roads earning as much as \$1,500 per mile and if the earnings are less than that, 3 cents may be charged, effective July 1st, 1907. This was adopted.

Then came the vote on the main bill which was passed 44 to 3. At this point the 2-cent rate bill from the House was announced and the Graham bill as just passed was offered as a substitute for the House bill. Then the Graham bill passed its final reading as a substitute for the House bill.

This parliamentary course was taken to pave the way for the appointment of a joint conference committee to adjust the differences between the bills as passed by the two houses. Some action in this respect will take place soon.

TRUCK INSPECTION BILL

Conference of Committee in This City Yesterday—Redraft Made.

The committee from the Truckers' Association to which the bill promulgated by the Board of Directors was recently referred, providing for an inspection of fruit and vegetables and prescribing a method of collecting the revenues of the Association, met in this city yesterday and went carefully over the measure. The original draft was found in the main to be very satisfactory, but a number of changes suggested themselves to the committee, and these were made. The bill will be taken by the committee to Raleigh probably about the middle of the coming week and will be offered for enactment into law.

Members present at the meeting of the committee yesterday were Chairman Jos. A. Brown, of Chadbourn; H. J. Faison, Wm. E. Springer, Z. W. Whitehead and Attorney J. O. Carr, of Wilmington. Dr. John M. Faison was prevented from coming by a professional engagement. Mr. Brown was asked if he thought the bill would be generally acceptable to the growers. He replied that he thought there was no doubt of it, as there is no increase in the per crate tax for the maintenance of the organization and that this tax was paid by nine tenths of the growers anyway. The life of the Association practically depends on the passage of the measure, and the chaos that would follow the disintegration of the Association would be disastrous to the trucking industry in this section. Mr. Brown stated that it was hoped to arrange the bill so that this revenue will still be collected by the transportation companies in spite of the rate bill. The system of inspection provided in the bill will protect legitimate packers from abuses of irresponsible growers, and it is believed it will result in materially advancing prices north.

It is to be run as an independent school by influences in the State at work for a reformatory. The bill passed by a vote of 78 to six and another bill carrying the appropriation will be introduced later.

202 is the number of Peterson & Ruifs' new shoe store, North Front street.

Colored boy 13 to 14 years old is wanted at the Star Office. Must be willing to work.

PILOTS FIRST BLOOD

Senate Committee Five to One For Compulsory Pilotage Over the Bar.

THE HEARING YESTERDAY

Sharp Spat Between Representative Morton and Senator Bellamy. Later Threatens to Lay Bare Campaign Agreement.

(By So. Bell Long Distance Phone.) Raleigh, N. C., Feb. 22.—The pilots win first blood in the fight before the General Assembly for the restoration of compulsory pilotage over the Cape Fear bar. After a somewhat extended hearing in the Senate chamber this afternoon, culminating in a sharp spat between Representative Morton and Senator Bellamy from the territory involved, the Senate Judiciary Committee by a vote of five to one voted to report the bill of Mr. Bellamy favorably and it will come up in the Senate for passage tomorrow. The hearing lasted until 7 o'clock and the committee manifested some impatience to retire and vote on the recommendation.

The hearing was opened in the Senate chamber by former State Senator Brooke G. Emple, of Wilmington, counsel for the pilots. He stated briefly the purposes and provisions of the bill, establishing the Savannah rate over the bar and requiring no compulsory pilotage up the river from Southport to Wilmington and vice versa. He said that no more meritorious measure had been presented to the Senate. The experience of the past two years of an unprotected bar, with vessels sailing to and fro on the outside waiting for pilots to bring them in, shows conclusively the necessity of establishing by law the system asked for in the bill. Immediately after the abolition of pilotage in 1905, the Chamber of Commerce of Wilmington, seeing the error of its way, had of its own volition elected a harbor master, bought a boat and issued license to pilots to bring vessels over the bar. This was without law or authority—simply that the exigencies of the occasion demanded it. The old system had been abolished by men directly interested in the profits of the abolition, by ship owners who want dividends regardless of the lives of the sailors, by the lumber men who can add the fees usually paid to the pilots to the price of lumber and by the Chamber of Commerce for no reason that will bear the scrutiny of investigation.

Mr. Emple was followed by Mr. J. A. Taylor, president of the Chamber of Commerce of Wilmington. He spoke at length in opposition to the bill, saying that it emanated from the Chamber of Commerce at Southport, a town of no commercial interest; a town that never received an inward or outward bound cargo and their purpose was merely to provide a living for 40 pilots, who resided there. He spoke in the kindest terms of the people of Southport but argued that they were actuated entirely by a selfish motive. He reviewed the history of commerce at the port of Wilmington for a number of years to show that the damage to shipping during the two years there was no compulsory pilotage was, if anything, less than any two years that the compulsory pilotage was in vogue. He said that the government had spent an immense amount of money for straightening, deepening, widening and marking the channel and that the conditions no longer necessitated the rigid pilotage regulations that were formerly required for the protection of life and property. His was a very clear and logical statement of the case of the business men who are opposed to any compulsion at all governing the traffic.

Mr. B. H. Stephens, of the Swift Fertilizer Works at Wilmington, which has just completed the building of an immense plant there, was the next speaker. He stated that his company had established the Wilmington plant largely because of the city's advantage as a free port and the company he represents contemplates the doubling the capacity of the present plant at Wilmington under continued favorable conditions. He was questioned by members of the committee in regard to the pilotage charges at present and he stated that the charge on the ordinary vessel that his company would handle would be \$122 but that under the present system the consignment of cargoes to his plant were rated on a basis of a free port so that if a vessel took a pilot voluntarily, it represented no additional cost to his company.

Captain J. W. Craig, a member of the pilot's association, a man who has grown grey in the service, and with a splendid and effective talker, was next introduced and spoke in behalf of the pilots. He explained the need of a system from his viewpoint, saying that the gentlemen representing the opposition had no practical information in regard to pilotage at all; that they knew nothing of the inwardness of the science of pilotage. He explained the organization of the pilotage service on the Cape Fear, its dangers and its value; the necessity for it in the development of the commerce of the port. He insisted that under the free port system the pilotage organization would be destroyed and within a short time as the old fellows were passing time

(Continued on fifth page.)