DEATH OF GOV. SEYMOUR.

The death of this eminent citizen of

statesman, a man of broad views, of

high patriotism, of sincere devotion

to the Constitution, and an honest

man. A man of private and public

virtue, of patriotism too wide and all

embracing to know any North or any

South, he was a great favorite with

the Democrats of the whole United

He served in the Legislature for

three years when he was nominated

by the Democrats for Governor, but

was defeated by Washington Hunt,

the Whig candidate. In 1852 he

was again nominated and was elect-

ed by a large majority. In 1854 he

was for the second time defeated.

In 1862 he was again elected Gov-

ernor. In 1868 he was nominated

for the Presidency against Grant and

was badly defeated. If he had been

elected how much of shame; how

how much of violations of the Con-

stitution; how much of debauchery

and crime and official profligacy

would have been avoided and been

saved to the country. No man of this

time living in the North commanded

so much of the confidence of the

Southern people as Governor Sey-

mour, with the exception of Judge

Thurman. He was a good and true

man who deserved well of his coun-

try, and who dying, aged 75, carried

with him to his grave the good will

and profound reverence of every

The Burning of the Schooner Charles

Captain Hawkins, the master of the

schooner Charles M. Newins, gives an ac

count of the destruction of the vessel by

fire on Wednesday last, while on a voyage

from this port to New York. The schooner

sailed from Wilmington on January 12 and

from Smithville five days later. The cargo

consisted of naval stores and the schooner

carried a crew of six men besides the cap-

tain. After passing Cape Hattera, on the

fourth day out the schooner encountered a

succession of violent gales from the north-

east and northwest. On Wednesday last

she had nearly completed her voyage, be-

ing then but a few miles east southeast

from Barnegat. At eight o'clock in the

morning smoke began to issue from the

fore-hatch. The cabin also became filled

with smoke. The pumps were immediately

started, but the men could not find where

the fire was situated, as it was impossible

to enter either the cabin or the fore-hatch.

The fog at this time was so dense that it

was difficult to see further than a boat's

length ahead, but a man was stationed in

the bow in the hopes that some passing

vessel could be hailed. It soon became ap-

parent that the fire was fast gaining

ground and that it would be necessary to

abandon the schooner in order to save the

lives of the crew. Presently, through the

fog and heavy smoke the dim outlines of a

schooner bearing directly down upon them

were suddenly discovered by the lookout.

The man hailed the approaching craft,

which proved to be the pilot boat Edward

Cooper, and in a moment came alongside

Seeing the condition of the Newins it was

agreed to take the captain and crew on

board the pilot boat, which was speedily

done. In their haste to escape from the

burning vessel the crew were unable to save any of their property. The pilot boat remained close by the schooner until half-

past two in the afternoon, when the wind

began to freshen, and she sailed away

The lost vessel was built in 1860 on Long

Island and was owned by Floyd & Newins,

of New York. Vessel and cargo are estima

ted to be worth \$20,000 and were partially

The stockholders of the Bank of New

Hanover held their regular annual meeting

at their banking house in this city yester-

day. Mr. H. C. McQueen was called to

Messra. D. MacRae and E. B. Borden were

appointed a committee to verify proxies,

and they reported 2,066 shares in person and 6,315 by proxy, making a total of 8,381

shares represented, which is a majority of

The meeting then proceeded to the elec-tion of a Board of Directors, when the old

Board were re-elected unanimously, as fol

Isaac Bates, G. W. Williams, F. Rhein

stein, L. Vollers, R. R. Bridgers, W. I. Gore, C. M. Stedman, D. MacRae, J. A.

Leak, E. B. Borden and J. W. Atkinson.

- A dispatch to the STAR from New

York, says that the pilot boat Edward

the schooner was burned at sea Wednes-

day last, twenty miles southeast of Barnegat. The Newins cleared from this port

January 14th, with a cargo of 2,921 barrels of crude turpentine, shipped by Messrs. Robinson & King and Messrs. DeRosset

The receipts of cotton yesterday were

372 bales, against 138 bales for the corres-

ponding day last year; and for the week

1,578 bales, against 892 for the same period

last year-an increase of 686 bales. For

Cotton Receipts and Exports.

The meeting then adjourned.

Bank of New Hanover.

the stock

leaving the schooner enveloped in flames

patriotic and worthy citizen.

States.

Entered at the Post Office at Wilmington, N. C. as Second Class Matter.] SUBSCRIPTION PRICE.

The subscriction price of the WEEKLY STAR is as follows : Single Copy 1 year, possage paid, 6 months, " " 3 months "

## THE GOVERNING PRINCIPLES-THE DRIFT.

Suppose our readers consider the following "Prospectus" for a paper to be published that shall reflect the opinions and principles of a large majority of the American people. It will the better enable us to present those measures and principles which the STAR antagonizes and against which it has waged such a ceaseless

We will call this new exponent of latter-day thinking The Consolidationist, and its motto is-"No States, but a Grand and Glorious Nation." The principles it proposes to advocate are these:

First, the States are not to have any reserved rights, but the whole power of governing is to be deposited with the Federal Government.

Second, the States are to stand in their relation to the Federal Govern ment as the counties of a State stand in relation to the State Government. They are to be dealt with as mere Provinces and are to be under the control of the Congress.

Third, the United States are to disappear from the books and from any lingering theory to the contrary and henceforth this is to be a NATION -a Consolidated Government exercising those powers that inhere in such a form of Government.

Fourth, that the Consolidated Government or Nation shall have exclusive control of the mails as at present, but in addition shall own and control all railroads, steamboat lines of National importance, all tele graph lines and all telephones.

Fifth, that there shall be a standing army of not less than two hundred thousand men.

Sixth, that the Nation shall take charge of all of the common schools and appoint all superintendents and teachers. At first, it will only make a beginning in this direction so as to familiarize the popular mind with the great, radical changes proposed, by adopting the Blair system of Paternal Pedagogy. It is so insidious and inviting and so appeals to the lowest and must sordid passions of the human heart that after leaning upon that prop for eight years the people will be ready for a perpetual system of Government teaching, and then the strengthening and widening of the bill will begin.

Seventh, that the Nation shall erect neat, well ventilated and sufficiently commodious school houses in every school district.

Eighth, that all school books shall be supplied free of charge to the teachers and children.

Ninth, that there shall be a Na tional University at Washington, to cost not more than \$30,000,000 to erect and furnish it with library, appliances, &c. An annual appropriation of \$8,000,000 shall be made to pay all expenses. Tuition shall be free to all, and there shall be allowed one student to every 10,000 inhabitants, who shall be the "ward" of the Nation, and shall have his board, books and clothing furnished him free of all charges.

Tenth, every man who is twentyone years old who is destitute in the Nation shall have forty acres and either a horse or a mule furnished him by the Nation, together with such tools as shall be necessary for him to begin work. The Nation shall also build him a snug cottage, with

Eleventh, all laborers thrown out theirs, but by the stringency of the times, shall receive \$1.25 each day work is obtained.

wait."

Thirteenth, the Nation shall pay pain. the debts of all men who are embarrassed thereby, and shall give them a chance to earn an "honest living." To that end a loan of \$500 may be

that end it shall employ at least | the pangs of poverty.

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twenty horse-doctors and cattle doctors who are scientific experts to at-

tend to this important business. Fifteenth, that there shall be gold standard only and silver shall on Friday night, at his home at be forever demonetized.

Sixteenth, that the Civil Service shall be forever preserved and be s extended as to embrace every official except the President and his Cabi net. That all men now in office shall continue to hold them for life or as long as efficient and faithful in the discharge of duty, unless they shall voluntarily resign. The British system of life tenure is the true theory for a great and prosperous Nation. Sixteenth, that the old idea that

frequent elections are either blesssing to any people or are even necessary is fallacious, unwise and not to be telerated in a great Consolidated Government. To stamp out for all time such a false doctrine, The Consolidationist will advocate a President for ten years, with the right of reelection. By this tentative course, as in the Blair bill bait, we may hope that the next move will be to elect for life. Senators shall hold for twenty years, with eligibility for a second term of like years. Members of the National House shall hold for six years and may be reelected as often as the people may

Other measures on this line will be advocated in The Consolidationist from time to time as the growth and exigencies of the Nation may require. The object of this journal shall be to constantly strengthen the hands of the Federal Government and in utter distrust of the people. An Union of States is simply "played." They are no longer "distinct as the billows," but they are, under the changes wrought by the war, "one as the Sea," for this is a great and puissant NATION, and the States are only convenient terms to express territorial division. All power is now vested in the Centralized Government at Washington, and the people, who used to talk of their sovereignty, would do well to understand this.

The reader has set before him a series of propositions that really express the sentiments of millions of Americans. You will not find many who will advocate all of the propositions stated above, but they will go many of them. The trend is in the direction indicated. The people themselves are yielding to Federal domination and usurpation. They are caught by glare and gilded baits thrown out. If the Constitution allows the Congress to vote \$70,000,-000 to school teaching in the States, it can also, under the "general welfare" clause, vote all that has been stated above, for it is surely to the "general welfare" sthat all people should be at work, should be out of debt, should have horses, should have houses; that all cattle, horses, &c., should be healed of all diseases; that all pauperism should disappear; that school children should have comfortable school houses, &c. If the Federal Treasury can be thus invaded to "cure illiteracy," it can be invaded to "cure" poverty and tramping and disease. And so there is really no end to violations of organic law and the drift to consolidation and imperialism when once begun.

If you will imagine all that is opposite to what is proposed above you will have the principles and measures for which the STAR has so earnestly contended. It has watched with undisguised solicitude the downward tendency of politics-the constant growth of strong government ideasthe willingness of the people to rely upon Government and not upon themselves. It fought aggression and usurpation in the days of Grant, and it fights all violations of the Constitution now. It stands by what it believes to be the truest and best interests of the people, and opposes all violations of the organic law in letter and spirit.

The STAR saw a local article in the Montgomery (Ala.) Dispatch relative to Rev. Mr. Isler, of Golds boro. It was nearly a fourth of column, we think. We learn that Mr. Isler was misrepresented. He is at home and of sane mind. He is a a cooking stove, not to exceed \$200 Presbyterian minister of excellent standing. The STAR meant to be kind. We supposed the statement of employment through no fault of to be true, and made mention that his friends might know his condition | the captain and crew of the schooner C. M. and take such steps as might be deem from the National Treasury until ed necessary. We are very glad to hear that the Reverend gentleman Twelfth, the Nation shall provide has not been suffering as was supwork for all who have no work and posed. It affords us pleasure to who are willing to "labor and to make the correction whilst regretting that we gave him and his friends

The liberality of Gen. Hancock was unstinted. He almost beggared himself to give to others, and especially to relieve his former fol-Fourteenth, it shall be the duty of lowers and comrades. His friends the Nation to treat free of charge all have had to actually raise a fund to diseases among cattle, stock, &c. To prevent his widow from suffering WILMINGTON, N. C., FRIDAY, FEBRUARY 19, 1886.

CAPE FEAR RIVER. Report and Recommendations for

New York was briefly announced in Improving Cape Fear River Above the STAR of yesterday. It occurred and Below Wilmington. The STAR is indebted to Capt. W. Utica. Horatio Seymour was born Bixby, of the Corps of Engineers, U S. in 1811, in the State in which he was Army, for "information circulars" concern ing improvements of rivers and harbors in held in universal esteem. New York North and South Carolina under his charge. has never had a public man of higher Two of the circulars are in relation to the character. It has had no public man mprovement of the Cape Fear river; in thirty years or more who has comone as to the work below Wilmingmanded so much of the esteem, conton and the other between Wilmingfidence and admiration of the people ton and Fayetteville. Capt. H Bacon assistant engineer, is in local charge of the of the United States, of all parties mprovements below Wilmington, and Capt. and sections of the country, as he Charles Humphreys, assistant engineer at did. He had the reputation, and Payetteville, of the improvements below doubtless richly merited it, of being an excellent lawyer, an efficient Executive officer, a wise, well balanced

The circular in relation to improving Cape Fear river below Wilmington says. "The Cape Fear River below Wilming-ton, when placed under governmental im-provement in 1829, had 3 bar entrances with least depths as follows: about 9 feet at the Baldhead Channel, 9 feet at the West ern and Rip Channel, and 10 feet at New elet Channel, the two former bars being 8 miles, and the latter, 2 miles, from the point of junction of their channels near Federal Point. From Federal Point 20 miles up to Wilmington, there were several shoals with a least depth of 7.5 feet at low

"The original projects of 1827 to 1847 proposed to improve the upper 20 miles by dredging and by jetty contraction of the channel. \$202,602 67 were spent during this time in increasing the depth upon the shoals to 9.5 feet at low water, equal to that at the bar entrances. "At or about this time, the shore at Fort Caswell, opposite Baldhead Point, was

protected by stone jetties.
"The projects of 1852 to 1857 proposed to deepen the water at the main entrance by jetties at Baldhead Point, and by jetty obstructions between Smith's Island and Zeke's Island near New Inlet; and suggest ed the possible future necessity of closing New Inlet. \$156,898 18 were spent during this time in nearly completing the proposed works. Although the Smith's Island work was nearly swept away in 1857 by the great storm of that year, and the Baldhead jetty only lasted until 1871, these works temporarily deepened the water on the main bar entrances by several feet.
"The projects of 1858 to 1871 proposed a crib-closure of the space between Smith's

and Zeke's Islands. The projects of 1870 to 1862 for the river mouth proposed the complete closure of New Inlet (finished in 1881), by which the least depth of water upon the main entrance was increased to 13 feet at low water. The projects of 1872 to 1882, as continued to date, proposed the extension of the New Inlet dam two miles further down the stream to prevent the fur ther erosion of Smith's Island at the swashes. The project of 1875 as contindredging upon the outer bar to assist in the gradual straightening and deepening of the bar entrances. The projects of 1874 to 1881, for the twenty miles above New Inlet, as continued to date, proposed dreding wherever necessary across shoals, so as to secure first a 12 foot channel 200 feet wide, and then a 16 foot channel 270 feet wide, at low water, over this whole length. The latter depth combined with this average rise of tide on the bar (45 feet), and at Wilmington (2.5 feet), will give a good 18-foot navigation, at high water from the ocean to Wilmington. \$1,-632,358 93 have been spent in all up to 30th June, 1885, upon the proposed improvements of 1870 to 1882 with complete success, obtaining a 14 foot least depth of water at the main bar entrance, and completing to partial width the desired 16 foot channel 28 miles further to Wilmington. As far as possible this work has been done

)see official statistics in annual report of 1874) in 1871, to about \$5,000,000 experts The total commerce, exports and imports, foreign and coastwise, is now ended in July, 1885, that the above improvements be carried out as originally projected, by completing the unfinished dike south of Zeke's Island, so as to thoroughly secure Smith's Island from further erosion by the ocean; and by wi dening and deepening the existing river channels to their full dimensions of 270 feet width and 16 feet least depth, at low water; and further protecting them against subsequent deterioration by submerged stone dikes where necessary, at a total expense of \$380,000, in addition to the funds (\$70,141.07) then available; the whole

by contract. The foreign commerce has

increased from about \$1,500,000 exports

ount to be appropriated in one sum during the next year. "It is further recommended that the present projects be further extended, so as to deepen the bar entrance to at least 16 feet least depth, at low water. The commerce of this harbor, as above shown, is regarded as sufficient to justify an expenditure of several hundred thousand dollars for this purpose, and this amount should be appropriated in yearly instalments of at least \$300,000.00. Projects for this new work will be submitted during the coming year."

IMPROVING CAPE FEAR RIVER FROM WIL MINGTON TO PAYETTEVILLE. 'The Cape Fear river, above Wilming ton (from Wilmington to Fayetteville, N. C..) when placed under governmental improvement in 1881, was navigable during from Wilmington 112 miles upward to Fayetteville; but the channel for the upper 75 miles was badly obstructed by sunker logs, snags, overhanging trees and shoals; and for the upper 66 miles had not water enough to furnish a continuous channel without an artificial contraction of its low water bed At that time the navigation was owned by private parties. Its comnated to have been about

\$800,000 of goods per year. The original project of 1881-2, as continued to date, proposed to buy out the private owners of the river for \$10,000, then to clear out its natural obstructions and to further provide a continuous chanthe chair and Mr. S. D. Wallace appointed nel over its upper 66 miles by dredging and by artificially contracting its water way through at least 32 shoals. \$59,013,83 has been spent in all upon this improvemen up to 80th June, 1885, giving a moderately well cleared channel over the whole length of the river, a moderately good continuous 4-foot channel during the entire year from Wilmington 44 miles to Kelly's Cove, thence a similar 2 foot channel 26 mile further to Elizabethtown (a place of considerable commerce), and thence a similar 1-foot channel 42 miles further to Fayette ville. In consequence, 3 permanently established steamboat lines have been running over the entire distance with 5foot draft for seven months each year, and with lessened draft the rest of the time. The commerce during those years has in-creased about \$200,000 per year, has been further benefited by exemption from tolls, and is now over \$2,000,000 per year Cooper brought into that port yesterday Owing to the peculiar and varied nature of this work, it was allowably done by hire of Newins, from Wilmington for New York with naval stores. They report that

labor and open purchase of material.

"It was recommended in July, 1885, that
this improvement be completed in accordance with the present approved and adopted project so as to insure a thoroughly cleared 4 foot channel from Wilmington 70 miles to Elizabethtown; thence a similar 3-foot channel 42 miles further to Fayetteville at all times of the year; at a total expense of \$200,000, including the funds (\$5,986.17) then available; this amount to be appropriated in yearly instalments of about \$60,000 yearly.

"Further improvement, so as to extend the navigation above Fayetteville, or so as to increase its depth below Fayetteville, is not recommended."

the crop year the receipts up to and includ-ing yesterday were 88,740 bales, against 90,414 bales for the same time last year—a - Clayton Bud: About the 5th of January last, Senator Ashely Horner was stricken blind in one of his eyes, decrease of 1,674 bales.

The total exports of cotton from Wilmington for the crop year to date, are 83, 978 bales, against 88,967 at the same time caused by hemorrhage. He has had but little hope of the sight being restored soon, if ever. He left on Monday morning for the North.

leacoast Befences - An Erroneous Concerning

Capt. W. H. Bixby, of the U. S. Engineer Corps, has addressed a communication to the Secretary of War to correct a mistake made in the published report of the Board of Fortifications or Other Deences," in relation to the depth of water on the bar at the mouth of the Cape Fear river, which is erroneously stated in the report as being only eight feet. This Board was appointed at the last session of Congress and its report is just out. Its duties were to examine and report at what ports fortifications or other defences are most argently required, the character and kind of defences best adapted for each, with reference to armament, and the utilization of torpedoes, mines, or other defensive appliances. The Board was appointed by President Cleveland as follows: Hon. Wm. C. Endicott, Secretary of War, President of the Board; Gen. Stephen V. Benet, chief of ordnance; Gen. John Newton, chief of engineers; Col . Henry L Abbott, corps of engineers; Capt. Charles S. Smith, ordnasce department; Commander W. T.

Sampson, U. S. Navy; Mr. Joseph Morgan, Jr., of Pennsylvania; Mr. Erastus Corning, of New York. It was divided nto six sub-committees, each of which had special subjects assigned for its consideration and report. Committee number three was to report on the depth of water at different harbors, the foreign vessels that could cater, and the liability of these places to attack. Wilmington was left out of the committee's report upon the erroneous statement made that only vessels of seven feet draft could get near enough to shell

Capt. Bixby, who takes interest in everything connected with the port of Wilmington, at once addressed the following letter to the President of the Board, concerning this glaring misstatement :

U. S. ENGINEER'S OFFICE, WILMINGTON, N. C., Feb, 10, 1886. Hon W. C. Endicott, Secretary of War, President Board on Fortifications, (through the Chief of Engineers U. S. Army.) Sir:-I have the honor to call attention to the 6th line, 2nd column, 60th page Committee No Three's report of your Board, where the depth of water on the bar at mean low water at Wilmington, N

C., is reported as only eight feet. At present (see my annual reports for 1885, 10th line, 172nd page, annual report of the Chief of Engineers, U. S. Army, for 1885, published since the date of your report) the depth of water from the ocean all the way to Wilmington is 14 feet at mean low water and 18 feet at mean high

Wilmington, N. C. should therefore be credited with 16 feet in the table of page 60; should be inserted after Smithville, N. C, in 9th line, 64th page, and should omitted from the 24th line, 64th page of the same report. The characteristics of the principal ports of the United States should be changed as follows: 24th and 25th lines, page 79, same report, instead of "8 feet can be carried over outer bar at mouth of river, and 7 feet in river channel to the city. None but very light draft vessels can approach near enough to shell the city," it should read "at low water 14 feet can be carried over outer bar at mouth of river, and 16 feet in river channel to the ear enough to shell the city."
Very respectfully, your obedient servant

W. H. BIXBY. Captain of Engineers, U S. Army. The report of the Board recommends at the mouth of the river, casements and barbette batteries; submarine mines to form a part of the defense. The armament pro posed is four 12 incb fifty ton-guns and five 10-inch twenty-seven-ton guns. The estimated cost of the armament is \$447,000; submarine mines, \$100,000; masonry and earthwork, \$640,000; armor, \$650,000 and structural metal \$105,000. A total of

New Hanover County Medical Associa

place at the office of the North Carolina Board of Health, corner of Second and Chestnut streets, Wednesday evening the 10th inst. The regular paper of the evening was read by Dr. W. J. H. Bellamy, on the "Mode of the Administration of Quinine, Mercury and Iodine." The discussion was opened by Dr. C. T. Peckham, and entered into by all present.

Dr. Peckham exhibited microscopic specimens of healthy tissues of the kidney. beautifully injected with carmine. Under the microscope the exhibition was very fine This demonstration of the minute structure of the body promises to be a prominent and very instructive feature of these meetings.

Dr. Wood is the essayist for the March neeting and his subject will be "The Terebintheates, Chemically and Therapeutically Considered.".

It would not interest the public to know what a prolonged interchange of views were had and upon what topics; but they will certainly appreciate the active scientiic work which this association fosters.

New River Improvements.

The government work upon this river which the dredge-boat Pugh has gone around from this port to undertake, is outlined in the "information circular" furnished by Capt. Bixby, U. S. Engineer. New River is a fine basin of brackish water of about fourteen miles length and of from 500 to 10,000 feet width, and of at least eight feet channel depth, with 40,000 acres of oyster farms, and with rich agricultural surroundings; but with no facilities for transporting its goods to market. Its communication with the ocean is blocked by an oyster rock barricade, through which there now exists only a narrow channel of fifty feet width and three feet depth at low wa ter. Its present commerce, limited to wagons and small boats, is estimated to be about \$40,000 of goods per year. The original project of 1882 proposed to secure a 150 foot channel, five feet deep at low water, from the upper river to the ocean by dredging this channel to its full size hrough about 7,000 feet of oyster rock barricade; \$10,000 has been appropriated, but no money has been spent upon this improvement up to 80th June, 1884, because the available funds were too small to allow of their being spent profitably. It was re- and dismissed the charges against Sir commended in July, 1885, to secure a channel of from 100 to 150 feet width and five feet depth, at low water, from the ocean up to the upper river through about 7,000 feet of this oyster rock barricade, at a total expense of \$40,000, including the funds then available: to be appropriated in a single amount within the next year.

- As Dr. William Strudwick, a prominent physician of Hillsboro, was driving in a buggy across the railway track, near Chapel Hill, the train struck the buggy, wrecking it and throwing him out. He was very painfully, though not seriously hurt.

Northeast and Black Rivers. The following is the report and recomneudations concerning the improvement of these rivers, made by Captain Bixby, U. S.

Engineer in charge: BLACK BIVER "Black River, N.C., possessed (in 1884-5) moderately well cleated channel from its mouth (in the Cape Fear River, 14 miles above Wilmington) 23 miles upward to Point Caswell, with 2.5 feet depth at low water, and 4 feet depth at high tide; thence a roughly cleared navigation 48 miles further to its bead near Lisbon, with 25 feet depth during nine months per year, and with 6 feet depth during six months per year. A steamer of 25-foot draft regularly running, once or twice per week during line months per year, over all but 7 miles at the head of the river, The river commerce (including rafted goods) was already about \$750,000 The submitted project of 1885 propos

to secure at once a thoroughly cleared natural channel over its whole length of 70 miles at an expen e of \$14 500. It estimated in detail as follows: Below Point Caswell, \$2,500 for cleared 2.5 foot channel, or \$6,500 for a 4.0-foot channel, or \$23, 000 for a 6-foot channel. Above Point Caswell, \$12,000 for clearing the channel over the whole 48 miles of river; and \$15. 000 more for further dredging and dikeing at the so called "Narrows" of the river. It recommended at least \$10,000 to be expended at once upon this improvement. provided that all private claims to the river svigation be ceded to the United States before the commencement of such im

"This recommendation was extended i July, 1885, to a total amount of \$35,500, to be appropriated in two yearly instal ments of \$20,500 and \$15,000 respectively. Of this amount it is now estimated that \$20,500 can be profitably spent before the end of the fiscal year ending 20th June, 1887, in first securing to this river a thoroughly cleared channel of its present depth over its whole length of 70 miles, and afterward a 4-foot channel at low water from its mouth upward 22 miles to Point Caswell; and that \$15,000 more can be profitably expended later upon the Nairo as.
"Further improvement, so as to give a 6-foot navigation below Point Caswell is ot recommended at present." NORTHEAST RIVER

"The N. E. Cape Fear river possesse in 1884 '5) a well cleared channel from Wilmington 60 miles upward to Banner-man's Bridge, with 6 feet least depth at low tide; thence a badly obstructed and crooked pavigation 80 miles further to Hallsville with only 20 inches draft, except during high freshets. The otherwise excellent river navigation below Bannerman's Bridge was seriously obstructed at Castle Hayne (18 miles above Wilmington) by the Wilmington & Weldon R. R. Bridge, built without a draw span, and with a head way of only 10 feet at high tide with ordinary water. This navigation was also slightly obstructed, about 2 miles above Wilmingtone by two submerged and concealed piers of an old county bridge. As one of these nearly low water level, its removal was important. It was difficult to estimate correctly the probable commerce of this river while most of its steamboat navigation was

"The submitted project of 1885 proposed to secure a thoroughly cleared 6 foot navigation at low tide from Wilmington 60 miles to Bannerman's Bridge It recom mended that the pier obstruction 2 miles above Wilmington be removed by the Geneeral Government at an expense of \$700: and that the Wilmington & Weldon R. R. be required to insert a draw in its bridge at Castle Havne, 18 miles above Wilmington. "Further improvement of this riv r so as to extend its navigation above Bannerman's Bridge is not recommended at present.'

Death of Capt. B. G. Bates. Capt. B. G. Bates, an old and respected citizen of Wilmington, died at his residence on Fourth street at an early hour resterday morning The funeral services were beld in the afternoon at the First Presbyterian Church, after which the remains were taken to the Wilmington & Weldon Rail road depot to be carried to Springfield, Mass., for burial beside the remains of his wife which are interred at that place. Capt. Bates was about 72 years of age, and was born in Springfield, Mass. He had been a resident of Wilmington for about forty years, and was universally respected and of the steamers running between this city and Charleston, S C, before there was railway communication between the two places; afterwards he had command of the railroad ferry steamer Waccamaw, and sub-sequently was Harbor Master of the port. He was one of the oldest members of the Masonic order in the city, having been a member of St. John's Lodge for thirty

## years or more. FOREIGN.

The London Police Force Increased-A Socialist Leader Arrested-A Mass Meeting of the Unemployed to be Held Saturday-Fears of Trouble in By Cable to the Morning Star.

LONDON, Feb. 11.-Six hundred police recruits have been engaged by the Government for services in London. The new men will go on duty at once, and while waiting for their uniforms will west plain clothes, with a distingushing badge on the left arm. Socialist Murray, who carried a red flag in Monday's procession, has been arrested. He will be tried on the charge of inciting the mob at Hyde Park.

The Crown lawyers have advised the gov ernment that conviction can probably be obtained of the Socialist leaders who took part in the mob proceedings on Monday. Conviction would entail a sentence of ten vears penal servitude. The mass meeting of the unemployed of

assemble in Depthford to-night, has been

postponed until Saturday. BIRMINGHAM, February 11.-The police meeting which is to be held here Monday next will be attended with rioting. They are taking all needful precautions. It is stated that Burns and Hyndman, the London Socialists who managed the Trafalgar Square meeting on Monday last, will speak

here Monday next. A number of unem-ployed workmen paraded here to day. London, Feb. 12 .- Striking operatives in the hosiery factories at Leicester to day renewed their riotous demonstrations. They attacked and sacked several houses. The police frequently charged the strikers du-ring the day, and in each instance were resisted, many poicemen being injured. The authorities, alarmed at the aggressiveness of the strikers and seeing that the regular police force was inadequate to cope with the disorderly elements, have ordered the appointment of special policemen, and a number of citizens are now being sworn in to do duty as such.

LONDON, Feb. 12.—The trial of the di-vorce case of Donald Crawford, against his wife, in which Sir Charles Dilke is corespondent, took place to day. The Court granted Crawford a divorce from his wife Charles Dilke.

ROME, Feb. 13.—The Papal Consistory which was to have been held in March, has been postponed until June.

The Pope's advisers consider the conces

sions to the Vatican, contained in the scheme submitted on behalf of Germany, by Prince Bismarck, insufficient. LONDON, Feb. 13.—A dispatch from Vienna to the Times says official information has reached there from Belgrade, to the effect that King Milan has resolved to sign a treaty of peace with Bulgaria, no matter what action the Greek government may decide to take. Servia will hereafter enter into a stronger agreement with

WASHINGTON

The Secretary of War to Accompany General Haucoch's Hemalus to Nor ristows-The War Claims Hill Passed

by Congress. By Telegraph to the Morning Star WASHINGTON, Feb 11 .- The Secretary of War and several prominent army officers will go to Philadelphia Saturday to receive the remains of General Hancock, and will accompany them to Norristown. A de-tachment of artiflery with guns has been ordered to proceed from Philadelphia to fire a military salute over General Haucock's grave. This will be the only mili tary ceremony on that occasion, as the funeral will be a private one.

The Senate vesterday passed without amendment the House bill for the payment of certain claims against the Government for property taken and used by the army during the late war. The bill is known a the Fourth of July Claims bill.

Washington, Feb. 12 — Before the Naval Committee of the House to day Secretary Whitney and Admiral Porter gave their views at length upon the subject of naval reconstruction. Secretary Whitbelieved this Government could im mediately begin the construction of half a dozen steel cruisers somewhat larger in eize than the "Chicago." Re thought the work could be done more economically at private yards, but regarded it as necessary that provision be made for equipping navy. yards with modern plants. Admiral Porte welt upon the advantage of completing the construction of monitors and submit ted plans for a vessel of his own design to have a speed of twenty knots per hour.

## MISSOURI.

Fifty Eight Horses Burned to Death Through the Stupidity of Police-

Sr. Louis, Feb. 11 -J. P. Mullaly' ivery and sale stables were burned at an early hour this morning. The fire origi nated in the hay loft from some unknown cause and spread so rapidly that it was well under way before the fire department arrived. Employes of the establishment who were on the scene at the time, turced their attention first to saving the horses, sixty-five in number, and had taken seven of them from the burning building, when two policemen arrived, and thinking that the employes were thieves clubbed them into insensibility, and thus destroyed the only hance of saving the stock, and the remaining fifty eight were burned to death.

NORTH CARO INA.

Flage at Half-Mast in Raleigh in Hespect to the Memory of Gen. Han

RALEIGH Feb. 11 —By order of Gov. Scales the State and National flags have een placed at half-mast in the capitol, to remain until after the funeral of Gen. Hancock. The national flag is displayed at half-mast on the City Hall and Court

NEW YORK.

Arrangements for the Funeral of Gen. Hancock-Death of Ex-Gov. Seymour NEW YORK, Feb. 12 -Mrs Hancock pasted a comfortable night and rested bet er than she has at any time since the General's death.

The Secretary of War will arrive in the city to-morrow morning and will proceed at once to the Battery, where a carriage will be in waiting to take him to Trivity Church. After the funeral be will proba bly accompany the funeral party as far as Philadelphia. Commodore Chandler detailed Lieut Nichols of the Navy, to Governor's Island to tender Gea. Whipple the use of a steamer to transport troops from Governor's Island to New York, and afterwards to Jersey City. Arrangements for the funeral are now complete. Pall -hearers in citizen's dress will assemble at the Barge office, where Collector Hedden has placed a room at their disposal will not proceed to Governor's Island, bu will receive the body on this side. The navy yard staff will be represented at the by twenty officers Capt. Cook, Commander J. C. Walson, Medical Inspector J. C. Spear, and Chief Engineer E. D. Robie, have been detailed by Com-

mander Chaudler to accompany the funeral UTICA, February 12, 4.10 P. M.-Ex-Gov. Seymour is dying. The doctors state that he cannot survive more than an hour, and may die at any moment.

4.20 P. M -After seeing ex-Gov. Seymour on his return, Dr. Ford was of the opinion that he would probably not breathe his last within twelve hours and might possibly survive twenty four hours.

UTICA, Feb. 12.-Gov. Seymour died at 10 o'clock to-night.

FLORIDA.

The State Press Association on the Injury to the Orange Crop by the Cold Snap-The Reported Damage s Great Exaggeration.

GAINESVILLE, February 12.-The annual neeting of the State Press Association was held here yesterday. Representatives were present from all parts of Florida, and the ollowing resolutions were unanimously adopted The Florida Press Association, assembled

in regular annual meeting, having bad their ttention drawn to numerous, published ex aggerations and misrepresentations of the extent of the damage done in Florida by the recent cold weather, and knowing that thousands of persons are looking forward to ettlement in this State, we are disturbed by these unfounded statements, and deem t proper to make a true and candid statenent of the facts as they exist, without coloring or partiality. It is, therefore, Resolved, That we, members of the Florida Press Association, coming from all

parts of the State, and therefore fully cognizant of the real condition of the orange groves, as now shown at the end of thirty avs from the time of the freeze, state th following as the true facts in reference 1st. That in consequence of the exceed

ing low temperature the larger part of the fruit remaining on the trees was frozen. 2d. That the bearing trees and the trees which were in a healthy condition received no injury, although losing their leaves, and are already budding, with promise of a fair crop for the present year.

ortherly counties are not as advanced in budding out, it is believed that in no portion of the orange growing region of Florida have the trees received any material 4th. That it has been demonstrated that

range trees can sustain a much lower deree of cold than has been heretofore sup posed, giving renewed assurance of the safety and durability of the orange growing interests of the State.

SOUTH CAROLINA. Daring and Successful Burglary

CHARLESTON, Feb. 12 .- A daring and successful burglary was perpetrated here last night. An iron safe in the office of the Clausen Brewing Company was blown open and robbed of over \$600. The robbery was evidently the work of expert burglars, who

left no clue behind them. ALABAMA.

Meeting of Owners of Coal Lands, to Consider the Question of Consolidation of Interests.

BIRMINGHAM, Feb. 12 .- A number prominent owners of coal lands in the Warrior coal fields of Alabama held a meeting in this city yesterday to consider the question of a consolidation of the in-terests involved for mutual protection and the regulation of the price of lands. The

meeting adjourned after having appointed a committee to ascertain the wishes of all owners regarding the manner of consolida-

victs sent up from Sampson county have escaped from the peni entiary within the last five years. — The convicts have moved to the stockade on this side of S'x Runs. Nearly all the grading betwe Mr. Nehemiah Faison's place and Waisi has been completed, a distance of about six NO. 17

- Asbeville Citizen : We greatly egret to announce the destruction of the occurred Tuesday afternoon. The fire was caused by a defective flue. It was one of the handsomest residences in Western Carothe handsomest residences in Western Caro-lina, elegantly furnished throughout, and was a place of note, as well as refined hospitality. It was situated on the Henderson ville road, five miles this side of that town. The loss is about \$30,000, insured for about

Spirits Turpentine.

- Clinton Caucasian: Five con

- Asheville Advance: Yesterday the Farmers' Warehouse sold 43,582 ponnots of tobacco for \$5,582.58, an average of \$13.68 per hundred pounds. — A few nights ago the dwelling house of Mr. Wm H. Hurst, a peaceable and highly respectable citizen of Ivy, was approached by un-known parties and pelted with large stones. The weather boarding was beaten off in some places and the doors broken. A wheelbarrow full of rocks was picked up in the yard next morning. Bath Mr. Hurst and his wife see pearly sight point.

and his wife are nearly eighty years of age. - Raleigh Chronicle: Dr. W. H. Whitehead, of Battleboro, has been elected President of the Rocky Mount Fair. Rev. Dr. Lafferty, editor of the Richmond Advocate, is booked for a lecture at Wilson this month. It will be wise, witty, interesting and practical. — If there is a man in North Carolina who is better fitted for the delicate and responsible position of Superintendent of the Oxford Orphan Asylvan than Dr. R. Discourage and responsible position of Superintendent of the Oxford Orphan Asylvan than Dr. R. Discourage and the property of t lum than Dr. B. F. Dixon, we have never seen or heard of him.

- Baltimore Sun: The North Carolina Legislature has this winter em-ployed Lieut. Winslow, U. S. N., who is well known for his surveys of the oyster beds of Tangier sound, to make a survey of the cyster area of the State, in order to as certain what cyster ground is suitable for the private cultivation of cysters. In a letter to Dr. Wm. K. Brooks, of Johns Hopkins University, he says he has finished his field work for the winter. At the request of the Governor of North Carolina, the trustees of the Johns Hopkins University placed the outfit of the Beaufort marine laboratory at the service of Lieut. Winslow, and his surveys have been made in the steam launch belonging to the laboratory.

- Raleigh Visitor: The many friends of Col. R. W. Pulliam will regret to hear of his death, which took place early esterday morning in Asheville. Colonel Pulliam was for a number of years a citizen of this city and was connected with the Raleigh National Bank. He was a native of Granville county. — Died, at his residence in Rolesville, Wake county, on the 1st instant, Mr. Hyatt, Barham, aged about 95 years. — Rufus Fuller, a convict. was killed with a knife by another convict. near Lockville, on the 7th of this month. Fuller was indicted for killing Isaac Taylor by cutting his throat with a knife, near Auburn, in this county, and was tried at the June term, 1881, of Wake Superior Court, and found guilty of manslaughter, and sentenced to fifteen years in the peni-tentiary, by his Honor Judge Shipp. Fuller was one of the gang of convicts who dug he foundation for the court house in 1882. He has met his death by the same means, a knife, that he ended Isaac Taylor's life

- Wilson Advance: The Henderthe first day. — Thousands of dollars have been lost in Wilson in the last few months through cotton futures. was only the 18th of November, 1884, that the main business portion of that prosperous and progresive little town of Toisnot was burned to the ground. At 1 p. m. on Saturday last, fire was discovered in the barber shop of G. W. Gaston-the ouilding formerly used as the office of the Sunny Home, which was quickly con-sumed, as was the warehouse of J. D. Wells and the store of E. H. Vick. The loss is estimated at between \$5,000 and \$6,000, of which Mr. J. D. Wells is the greatest loser. He had afty tons of kainit lestroyed in his warehouse, and the build ing in which the fire broke out was also his. Mr. Vick's entire stock was saved, though of course, much damaged. The goods of J. D. Wells were moved out and

-Raleigh News-Observer: Raleigh s attracting a great deal of Granville county tobacco. Three colored men at the sale made an average of over \$24 and for their first crop. Mr. Jones says over 20,000 lbs were sold on his floor. — At ten o'clock yesterday morning the Grand Lodge K. of mbled in the castle hall of Centre lodge, No. 3. the following officers being present: J. G. Brewster, G. C.; W. T. Hollowell, G. P.; W. Jewett, G. P.; R. T. Scanlin, G. M. E.; John L. Dudley, G. K. R. S.; J. McK. Woodward, G. V. C. E. M. Pavie, G. I. G ; W. A. Johnson, G. O. G. The morning session was occupied in conferring the Grand Lodge rank upon several Past Chancellors applying membership in the Grand Lodge. At afternoon session the election of officers for the ensuing year resulted as follows: S. C. White, G. C.; Nathan O'Berry, G.V. G.; W. L. Jewett, G. P.; John L. Dudley, G. K. R. S.; R. T. Scaplin, G. M. E; C.D. Benbow, G. I. G.; ———, G. O. G; E. M. Pavie, G. M. A.; Eugene G. Harrell,

and J. A. Bonitz, supreme representatives.

- Charlotte Observer : Julius Brown, a well known colored man, who was injured in the accident at the Mecklenburg Iron Works, on Wednesday afternoon, has been steadily improving and is now considered out of danger. — The Criminal Court devoted yesterday to the trial of Mr. John McFadden, for the murder of a colored man named Jim Smith, in December last. The case was concluded at 8 o'clock p. m., by the jury finding a verdict of not guilty. — The family of Mr. P. F. Duffy left [yesterday for Greensboro, from which place they will go to Winston, where Mr Duffy will be located in the fu-ture. We are glad to learn that he has accepted an engagement on the Progressive Farmer, the new weekly paper just estab-lished in Winston by Col. L. L. Polk. — ASHEVILLE, February 11.—Col. John K. Connally, of this city, late of the 55th Reg iment, North Carolina Troops, in the late war, left yesterday for New York, from which point he will sail immediately for Madrid, Spain, having been summoned by a cablegram announcing the illness of his wife, who accompanied her sister, the wife of Minister J. L. M. Curry, some weeks ago. — J. J. Desmond, a leading confectioner and candy manufacturer, made an assignment here to day. His liabilities are - Rockingham Rocket: Mr. T. R.

Tomlinson, a merchant of Wadesboro, made an assignment last week. - While the freight train was at the depot here on Tuesday morning, Capt. Trimble, the coninctor had occasion to discharge one of the brakemen for some infraction of the rules. The negro became so insolent and stick and knocked him down. Willia Pickett, colored, who was standing near, rushed to the assistance of the prostrate negro, and attempted an assault on Cap. T. with a razor. Other parties interfered and Pickett was arrested. - Mr. Edward Ingraham, aged 22, came to town on last Friday and, in an evil moment or series of moments, took too much whiskey. The uence was that, while seated on Mr. J A. Ingram's wagon and making his way homeward in the afternoon, he lost his bal-lance and fell down betwixt the wheels which ran over and crushed his right arm.

— A little child of Alice Love, colored, age about three years, caught on fire last Saturday, while hovering near the flame to protect himself from the severe cold, and ran frantically out and some distance from the house, burning horribly before aid could be rendered. If left alone in the house, as was probably the case, this was another instance of inexcusable carelessness. The child died on Saturday night. — The family of Mr. Duncan Johnson, at Jackson family of Mr. Duncan Johnson, at Jackson Springs, who, at the time of the accident on Sunday morning last, was absent in Georgia, were aroused about 4 o'clock by the appearance of fire blazing above the mantel. Before assistance could arrive the house was consumed, young Murdoch Johnson in the meantime being fearfully burned in his efforts to save something from the crumbling wreck. He is about 21, and it is feared that he will die Scarcely anything tion. The committee will report at a meeting to be held here March 11th. Over ant, Mr. J. L. Currie, the family is not sented.

Was saved, and, according to our informant, Mr. J. L. Currie, the family is not only houseless but well-nigh destitute and in suffering.