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DEATH OF NATANA. A. STEDMAN, ESQ. Full of years, held in high esteem...

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and morally are never hurt by Agrarianism, Socialism or any other noxious 'fism.' It is the men of 'one-sided education' who fly-off and become dupes and tools of highly educated rascals."

"Our able contemporary is clearly right as to the need of a clearer view of what education is—of what its ends are. As the people have broader, more accurate views of the great educational question will they respond more willingly to the claims of the schools, and will they insist upon steady and assured improvement in the system."

"But the last view of the *Courier-Journal* is the truest and most incisive. The people of the South must rely upon themselves and not upon others. They must make sacrifices that will do them good, and not look to the public Treasury for help. The true, philosophic view is that given above; a people must be developed from within. Reliance upon outsiders is paralyzing, is sure to destroy manhood, self-reliance, and in the end, self-respect. No manhood can be preserved under a system of, eleemosynary gain. Read what the *Courier-Journal* says in that last paragraph and you will find the very essence of the principle that shuts out Blairism and Federal crutches and Federal intermeddling and supervision."

"The philosophy of the schools taught that society was improved by working from above. The religion of the Christ taught that social regeneration was to be secured by beginning below and working up, just as personal regeneration was to begin in the heart and working outwards in the daily life. All this was contrary to man's plan. So in education, true regeneration, real life, certain relief from ignorance, must come by working from within and not from without. In other words, the people must help themselves, do their own work and keep out Federalism and Paternalism, that means death."

"The Raleigh *Chronicle* opens its batteries upon ex-Speaker Carlisle. It wants him defeated for the Speakership of the Fifteenth Congress. How will Samuel J. Randall suit it? He is for abolishing the Internal Revenue. North Carolina and Virginia Democrats are out in a very cold place and all by themselves in demanding free drinks, and free smokes."

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ONSLAW RAILROAD.

The \$100,000 of Bonds Voted by the City to be Issued at Once.

Judge Daniel L. Russell, President of the Wilmington, Onslow & East Carolina Railroad Company, was in conference yesterday with the Finance Committee of the Board of Aldermen with reference to the issue of \$100,000 of city bonds in aid of the railroad.

It was agreed, after discussion, to have the bonds lithographed at once in denominations of \$500 and \$1,000—eighty thousand of the former and sixty thousand of the latter; the bonds to run thirty years, bearing interest at the rate of 5 per cent. per annum. The city to be entitled to any premiums received.

Judge Russell told the committee that the company desired to have the bonds executed and placed in the hands of some trust company who would also hold the shares of stock to be issued for the bonds. Bonds to be delivered to the railroad company and stock to the city as the road is built, mile by mile, at the rate of \$2,000 per mile; the bonds to be delivered through the trust company all over due coupons to be cut off and cancelled.

Mayor Fowler, chairman of the committee, suggested that it would be necessary to appoint three trustees at the next meeting of the Board. Judge Russell said that that would necessitate the delivery of the bonds direct to the railroad company; but this they did not wish. The company did not want the bonds delivered to them until the work was done, although under the act they could demand them without this restriction.

The judges said further, in relation to the election on subscription, that a question had been raised as to the validity of the election. It was to the company's interest to have this matter settled, as they did not want any taint on the bonds; but on the other hand they did not want delay; they wanted to avoid that if possible. The Board of Aldermen had decided that the election was valid.

City Attorney Cutlar, who was present at the conference, was asked his views. He said it was a matter upon which opinions differed. A great deal of power is vested in the Board of Aldermen. He was inclined to believe that it would have been better to have held the election under the old registration.

It was suggested by Alderman Fishplate, of the Finance Committee, and admitted by Mr. Cutlar, that the same difference of opinion might have arisen as to the validity of the election if it had been held under the old registration.

Judge Russell said that under the General Election law, the city authorities had the power to order a new registration whenever they saw fit, citing sections 2625 and 2793 of the Code.

Fayetteville Presbytery.

A correspondent of the STAR writes as follows, concerning the meeting of the Fayetteville Presbytery, on the 25th inst.:

Rev. J. P. McPherson preached the opening sermon. Rev. A. L. Phillips was elected Moderator and Ruling Elders A. D. Brown and W. J. Currie, temporary Clerks.

The attendance both of Ministers and Elders was quite large. The free conversation on the state of religion reveals a steady growth in membership, and so is quite encouraging.

The Presbytery very warmly endorsed the *W. C. Presbyterian*, after several exceedingly kind speeches.

The great event has been the address of Rev. Dr. J. B. Mack, in the interest of Davidson College. The effect upon the hearers at times was thrilling and the satisfaction expressed universal.

Lieutenant A. R. Shaw has stood several parts of his examination for lieutenancy most creditably. His trial sermon Thursday night was exceptionally able and entirely satisfactory.

He will be licensed before the Presbytery adjourns.

Rebate on Bagging.

A great many cotton exporters are now much interested in a recent circular issued by the Treasury Department in relation to the "drawback on the covering of cotton bales."

This drawback is a refund allowed by an act of Congress of 1861 on all exported articles wholly manufactured in the United States from imported materials. The amount of the drawback is equivalent to the amount of import duty, less ten per cent, which is retained by the Government.

In June, 1885, however, a circular was issued by the Treasury Department relative to the drawback on jute bagging, in which cotton exporters are largely interested. The refund was suspended as to this article, but for the reason that the bagging could not in all cases be identified as having been manufactured from imported material. In other words, there was a difficulty with the port officers in identifying the imported and exported manufactured article.

This provision of the circular appears to have been understood as a drawback by the exporters. To correct this impression an additional circular was issued on May 19, 1887, rescinding the former provision affecting jute bagging.

The collectors at the various ports are by this new circular authorized to accept entries for claims for the drawbacks which were not paid between June, 1885, and May, 1887, the period during which it was understood that the right to make such claim was denied. All claims must be made within one year from May, 1887.

CAPE FEAR & YADKIN VALLEY RAILROAD.

Meeting of Citizens at the Produce Exchange—A Mass Meeting to be Called.

Pursuant to announcement a public meeting was held yesterday afternoon in the rooms of the Produce Exchange.

Mr. J. H. Currie, in calling the meeting to order, said that they had assembled to consider a question that was of vital importance not only to this community, but to every person in the State. It was an assemblage of business men to consider if it would not be wise and proper to call a mass meeting of citizens to decide whether we should take action in the matter of the extension of the Cape Fear & Yadkin Valley Railroad to this city. Charleston, he said, was making strenuous efforts to induce the railroad company to make that place its seaboard terminus. There was no doubt about the Cape Fear & Yadkin Valley road making connection with Cincinnati and the Great West, and there was no doubt about the company desiring to make this city the western terminus of their road, although the cost of the extension will be much greater than the proposed line to Charleston. Just as soon as Wilmington agrees to do what is right and reasonable in the matter the railroad company would do everything in their power to push on the work.

Dr. A. J. DeRosset was called to the chair. He urged that steps be taken to secure the extension of the road to this city. There was necessity for immediate action. He did not believe there was a man present who did not want the road to come here and who was not ready to assume his share of the responsibility. It was natural and proper that the road should come to Wilmington. If the terminus was fixed anywhere else, he, for one, would ask that the name of the road should be changed. But we were here to call a meeting of all the citizens, to settle the question as to the sense of the community in the matter.

At the conclusion of Dr. DeRosset's remarks, Mr. Currie moved that a committee of five be appointed, consisting of Messrs. D. G. Worth, J. C. Hinkson, Wm. A. French, F. R. Rhett and Pembroke Jones, to prepare resolutions to call a mass meeting of citizens, to be held that evening.

Col. Roger Moore suggested that it would be better to leave the time of meeting to the committee.

Mr. S. H. Fishplate said that it was important to take action speedily. The Board of Aldermen and the Finance Committee would meet next Monday and the matter should be in shape to be laid before the Board.

Col. Atkinson said that he did not approve of acting hurriedly in the matter. The meeting ought not to be held earlier than Monday night.

After further discussion it was decided to leave the matter with the committee, and the motion to appoint the gentlemen named to prepare resolutions to be presented to the Board of Aldermen, was adopted unanimously, and the meeting adjourned.

The Late N. A. Stedman.

The announcement brought by telegraph yesterday morning of the death of Mr. Nathan A. Stedman was received with profound sorrow in Wilmington, where he had many friends.

He died at 4 o'clock a. m., of congestion of the brain, being sick only eighteen hours. His death was quiet and peaceful, and he passed away without pain. The funeral will take place in Fayetteville, at 11 o'clock this forenoon. A more extended notice of the deceased will be found in our editorial department.

The Onslow Railroad.

The citizens of the Wilmington, Onslow & East Carolina Railroad Company yesterday sent a communication to the Finance Committee of the Board of Aldermen, requesting the committee to meet at once for conference, with the view of preparing for the delivery of the \$100,000 of city bonds, in trust, as directed under the order of the Board of Aldermen at their last regular meeting.

Carolina Beach. The *Passport* ran her last trip to Carolina Beach yesterday, closing a season of well deserved success at this popular resort. The Beach has had between 17,000 and 18,000 visitors during the summer, of whom probably 5,000 were surf bathers. No accident of any kind has marred the pleasure of the trips, and the public will give due credit to Captains Harlan and Nolan, who care and vigilance have contributed to this happy result. We understand that greatly enlarged facilities for transportation and accommodation have been arranged for the next season.

For the Star.

Presuming that the STAR will refer more particularly to the public life of the late Mr. N. A. Stedman, the writer of this only desires to speak of his private life, and to mention a few of his characteristics in Fayetteville. He was Treasurer of the C. F. & Y. V. R. from 1870 until 1885, when, being physically unable to attend to his duties, he resigned his position and retired to private life, to the regret of all who had been associated with him on that point.

Possessing a fine physique and commanding presence, he reminded one in his declining years of "a Roman Senator in the days of Cato." Strict integrity and a supremely high sense of honor were the ruling motives of an honorable life.

The writer of this knew him long and well, and during a life of contact with men of all callings and professions has never met with one who was actuated by purer motives or more unselfish than those that ruled his actions. He belonged to a race and class of men that are only to be found in the old school of North Carolinians.

WASHINGTON.

Estimates for the Armored Battleship—Settlement of the Fisheries Troubles—Cabinet Meeting—Illitic Stillholders Pardoned—Postmasters Appointed—City Services—Yesterday's Offerings of Bonds.

By Telegraph to the Morning Star.

WASHINGTON, Sept. 29.—The Navy Department has just received the estimate of the cost of building the armored battleship, designed by the Barrow Ship-building Company, of England, to be built at the latter place. The estimate for constructing the hull and fittings is \$1,800,000, and for engines and machinery \$2,000,000, total \$3,800,000; which is \$124,000 less than the sum appropriated. The report of the Board has been presented to Secretary of the Navy Whitney.

Some slight alterations in the original plans are suggested, but they are not ready. The vessel is to have triple expansion engines, with forced draft, intended for speed of 18 knots. The estimates include full equipment. The most important recommendation is that the vessel be built at the Norfolk yard. The Department is probably to result in the building of the six thousand ton armored cruiser designed by the Navy Department instead of the battleship at the New York yard. It is believed that it will take about eighteen months to build the vessel at Norfolk. The allowance of \$600,000 for the vessel is not large enough by about \$50,000 for complete equipment, but by the use of temporary machinery and the use of temporary construction the great ship can be carried on until Congress provides for the erection of permanent machinery.

Construction work will be under the immediate direction of Naval Constructor Bowles, and the machinery and engine work under that of Chief Engineer R. W. Hill. The present engineering office of the Norfolk yard is headed by Mr. J. M. Putnam, of Maine, and James B. Anzell, of Michigan, to act with the Secretary of the Navy. The Department is probably to result in the building of the six thousand ton armored cruiser designed by the Navy Department instead of the battleship at the New York yard. It is believed that it will take about eighteen months to build the vessel at Norfolk. The allowance of \$600,000 for the vessel is not large enough by about \$50,000 for complete equipment, but by the use of temporary machinery and the use of temporary construction the great ship can be carried on until Congress provides for the erection of permanent machinery.

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