

In writing to change your address always give your former address as well as full particulars as to your new address...

Notices of Marriage or Death, Tributes of Respect, Resolutions of Thanks, etc., are charged for on ordinary advertisements...

Only such remittances will be at the risk of the advertiser...

MINOR MENTION

Among the items in the General Appropriation bill which passed the House of Representatives Tuesday was the sum of \$28,678,382 for appropriations for the past year...

BILLS INTRODUCED BY SENATOR BELLEMY

Which Have Passed their Various Readings, Been Ratified and Become Laws of the State.

Special Star Report. An act to amend the charter of the Real Estate Investment Company of Wilmington. Ratified January 30th.

An act to enable the City of Wilmington to purchase grounds for a public park without the corporate limits of said city. Ratified January 31st.

An act to incorporate the S. W. Skinner Company. Ratified January 31st.

An act to amend the charter of the Carolina Insurance Company of Wilmington, N. C. Ratified January 24th.

An act to authorize the Y. M. C. Association of Wilmington, N. C., to issue bonds and for other purposes. Ratified February 8th.

An act to fund and consolidate the debt of the City of Wilmington. Ratified February 8th.

An act to authorize the Wilmington Light Infantry to hold or purchase a lot for an armory and to organize a reserve corps. Ratified January 31st.

An act to incorporate the Caledonia Pottery Company. Ratified February 19th.

An act to establish free ferries across the Cape Fear river and Brunswick river at Wilmington, N. C. Ratified Feb. 13.

An act to incorporate the Phoenix Fertilizer Company. Feb. 13.

An act to apply the county taxes collected in Pender county from the Wilmington, Onslow and East Carolina Railroad Company to the payment of the subscription of that township to the capital stock of said company. Ratified Feb. 10th.

An act to provide where offenders shall be prosecuted in cases where a mortal disease is inflicted on the high seas without the State, and where death happens in the State. Ratified February 8th.

Resolution instructing the Secretary of State to furnish copies of certain laws to Judges and Solicitors. Ratified January 27th.

An act to amend chap. 19, vol. 3, of the Code, entitled "Crimes to Animals." Ratified February 8th.

An act to simplify the statutes of limitations. Ratified February 14th.

An act authorizing the Treasurer of the State to pay mileage and per diem to those persons who were examined before the committee on the investigation of railroads and other corporations. Ratified February 9th.

An act to continue in force and amend the charter of the Granite cotton mills. Ratified January 21st.

An act to amend sec. 2129 of the Code in relation to widow's allowance for support of her family. Ratified January 21st.

An act to amend sec. 1846 of the Code concerning the acknowledgment of deeds. Ratified January 21st.

A BOLD ROBBERY.

A Front Street Store Entered—The Safe Opened—\$300 in Money, a Watch and Other Property Taken.

One of the boldest and most daring robberies was perpetrated during the dark hours of Tuesday night or yesterday morning at the store of Messrs. Chestnut & Barrentine, on North Front street, a few doors South of Princess.

The robbery probably took place after the heavy rain about 2 o'clock, as the tracks of the thief were plain enough on the ground back of the store after daylight, when the discovery was made that the robbery had been committed.

The thief or thieves got away with \$300 in money, a gold watch, a number of pairs of shoes and a rubber overcoat. Altogether about \$300 dollars worth in money and goods.

The entrance was effected through a window on the second floor at the back of the building, with the aid of a ladder taken from Mr. O'Connor's lot adjoining.

The thief went down stairs to the office of the firm, broke open a desk where the safe-key was kept, unlocked the safe and secured the money—something over two hundred dollars—and a gold watch. The stock then was plundered of several pairs of shoes, even some of the display goods in the front window being taken.

There is no clue to the thief, although two young colored men were arrested on suspicion. One of them was afterwards released. The other was detained at police headquarters to await possible developments.

He is a house painter, named George Richmond, who had recently been doing some work on Mr. O'Connor's premises in rear of Messrs. Chestnut & Barrentine's store, and whose shoes it is alleged fit the tracks found at the foot of the ladder yesterday morning.

The "suspect" was in the office of the firm Monday evening when the money was put in the safe, and the safe locked and the key placed in the drawer of the desk.

Monday night was dark and stormy, and for some reason (probably because the moon ought to have been on duty) the street electric lights were not lit.

DEATH OF CAPT. T. J. SOUTHERLAND.

Capt. Thomas J. Southerland, one of Wilmington's best known and most popular citizens, died at his residence here yesterday morning, after an illness of a few weeks' duration, in the 49th year of his age.

He had been a resident of Wilmington since his boyhood, and at the outbreak of the war enlisted in Bunting's Light Artillery, and before its close had risen to the command of the company, then known as Southernland Battery Company I, Tenth Artillery, and was conspicuous in many hard-fought engagements.

After the war he engaged in the ivory-stable business in Wilmington, and conducted it with great success. He leaves a wife and a large family of children, to mourn the loss of a devoted husband and indulgent father.

His funeral is announced to take place this afternoon at 4 o'clock from St. James' Church.

The Messenger newspaper and printing establishment, including subscription lists, good will, etc., is advertised to be sold under a deed of trust, at public auction, for cash, March 24.

It is announced, editorially, that it has a circulation, recently revised, of five thousand bona fide subscribers. This includes both the Daily and Weekly editions.

Buckley's Arnica Salve.

The best salve in the world for Luts, Bruises, Sores, Ulcers, Salt Rheum, Fever, Sore Throat, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Robert R. Bellamy, Wholesale and Retail Drugs.

LAWS RELATING TO WILMINGTON.

The Good Work of the Department Yesterday Afternoon.

The fire yesterday afternoon about half-past one o'clock, in the centre of the business portion of the city and during the prevalence of a high wind, caused some fear among citizens that a disastrous conflagration might ensue, but their fears, happily, were soon allayed.

Through the prompt response of the Fire Department and its excellent management, the fire was soon under control, quickly extinguished, and the damage all told, will scarcely reach \$1,000.

It broke out in the cotton pickery of Mr. A. A. Willard, on the second floor of the two-story brick building on North Water street between Chesnut and Mulberry, adjoining Mr. R. W. Hick's large building on the north and abutting on the Carolina Rice Mills on the east.

The fire was caused by a match in loose cotton, which was ignited in passing through the picker, setting the whole place on fire in an instant. An alarm sent in from the new box No. 38, corner of Water and Chesnut streets, brought the hose reels and the "Adrian" and "Cape Fear" engines to the scene of trouble and they were soon at work.

A second call was sent in a few minutes afterwards for Hook and Ladder No. 1, as the fire was in the upper part of the building and ladders were needed, and shortly afterwards another call of five taps brought the "Atlantic," which was waiting at its engine house with horses hitched up and ready to start.

The Phoenix, Dreadnaught and Banner companies were not called out. The fire was a stubborn one, but through the efforts of the firemen it was confined entirely to the upper floor of the building, the damage to which is estimated to be about \$500, covered by insurance for \$4,000, in the Phoenix, of Hartford, with Messrs. Hodges & Taylor, Mr. A. A. Willard had insurance on stock with Messrs. Atkinson & Manning for \$3,000, equally divided between the Phoenix of London and the North Carolina Home. Mr. M. S. Willard and Dr. A. J. DeRosier, insurance agents, who occupied part of the lower floor of the building, estimate their damage, by water, at \$100 with insurance for \$500.

Groups of people were on the streets in the neighborhood of the fire, watching with great interest the labors of the firemen.

About 2 o'clock this morning fire broke out again in the waste cotton in the building. The Department was called out and the flames were soon extinguished.

WRECK ON THE C. & L. R. R.

Three Persons Killed and Several Others Injured.

Intelligence was received here yesterday morning of a wreck on the Chester & Lenoir Narrow Gauge Railroad, in which five persons were reported killed and one fatally injured.

The accident was caused by the train—mixed passenger and freight—going through a trestle two miles south of Newton, N. C. The locomotive passed over in safety.

A later report says W. C. S. flagman, of Chester, S. C., and D. M. McGowan, of Cleveland county, were killed in the wreck, and J. Hogg, fireman, of Chester, died two hours later from injuries.

Rev. M. L. Little, of Dallas, was very seriously injured on the head and has been confined since the accident. Conductor C. S. Dunlap, of Chester, C. S., and a Mr. Johnson, of Gastonia, and Frank Coulter, of Catawba, N. C., are also seriously injured.

NAVAL STORES.

Stocks at the Ports at the Close of Last Week.

Stocks of naval stores at the ports February 15th are reported as follows:

Spirits turpentine—Wilmington, 3,911 casks; New York, 2,183; Savannah, 4,319; Charleston, 755. Total 11,048 casks.

Rosin—Wilmington, 30,380 barrels; New York, 33,838; Savannah, 108,545; Charleston, 14,762. Total, 177,525 barrels.

Tar—Wilmington, 8,938 barrels; New York, 1,062. Total, 7,876 barrels.

DEATH OF MRS. JAMES L. WADDELL.

We regret to learn, says the Raleigh News and Observer, that Mrs. Selma Inglehart Waddell, the widow of Capt. James Iredell Waddell, the distinguished naval officer, died recently at Philadelphia. Mrs. Waddell was a lady of the loveliest disposition, of charming manners, and was the personification of kindness and gentleness.

W. O. and E. C. R. There was quite a large crowd at the depot of the Wilmington, Onslow and East Carolina Railroad, on Sunday street, when the train rolled in on schedule time yesterday afternoon.

There was not much freight, but about half the seats in the passenger coach were occupied. Both the freight and passenger trains on this road are increasing, and before the end of the current year it is probable that a train will be put on for mails and passengers exclusively.

THAT OTHER "BISHOP."

Mr. O. S. Hayes, of Robeson county, seems to be "hull up" in the meeting of the Covington and Macon Railroad, for the collection of this port. The Maxton Blade waxes eloquent over O. S., as may be seen from the following extract:

"It is folly to suppose that any colored man would be acceptable to both wings of the party, and so we say let us have one from the white race—a man who would harmonize the opposing factions and effectually bridge over the chasm."

"Such a man is the Hon. O. S. Hayes. For twenty-five years he has labored incessantly for the Republic. He has represented his county a number of times in both branches of the Legislature and as a Senator during the reconstruction period when fraud, treachery and misrule reigned supreme and no suspicion of dishonesty was ever cast upon his name. He returned home with a flawless record—a record which any man dare impeach—a record which any man dare malice dare hurl a shaft."

"An honorable man and a conscientious citizen, with abiding faith in the Republican party, he would fill the position with satisfaction to the people and credit to himself and the administration."

SPARKLING CATAWBA SPRINGS.

Health seekers should go to Sparkling Catawba Springs. Beautifully located, in Catawba county, 1,000 feet above sea-level, at the foot of the Blue Ridge mountains. Scenery magnificent. Waters pure and sparkling, of the highest order. Board only \$30.00 per month. Read advertisement in this paper, and write Dr. E. O. Elliott & Son, proprietors, for descriptive pamphlet.

A WELL-MANAGED FIRE.

The Good Work of the Department Yesterday Afternoon.

The fire yesterday afternoon about half-past one o'clock, in the centre of the business portion of the city and during the prevalence of a high wind, caused some fear among citizens that a disastrous conflagration might ensue, but their fears, happily, were soon allayed.

Through the prompt response of the Fire Department and its excellent management, the fire was soon under control, quickly extinguished, and the damage all told, will scarcely reach \$1,000.

It broke out in the cotton pickery of Mr. A. A. Willard, on the second floor of the two-story brick building on North Water street between Chesnut and Mulberry, adjoining Mr. R. W. Hick's large building on the north and abutting on the Carolina Rice Mills on the east.

The fire was caused by a match in loose cotton, which was ignited in passing through the picker, setting the whole place on fire in an instant. An alarm sent in from the new box No. 38, corner of Water and Chesnut streets, brought the hose reels and the "Adrian" and "Cape Fear" engines to the scene of trouble and they were soon at work.

A second call was sent in a few minutes afterwards for Hook and Ladder No. 1, as the fire was in the upper part of the building and ladders were needed, and shortly afterwards another call of five taps brought the "Atlantic," which was waiting at its engine house with horses hitched up and ready to start.

The Phoenix, Dreadnaught and Banner companies were not called out. The fire was a stubborn one, but through the efforts of the firemen it was confined entirely to the upper floor of the building, the damage to which is estimated to be about \$500, covered by insurance for \$4,000, in the Phoenix, of Hartford, with Messrs. Hodges & Taylor, Mr. A. A. Willard had insurance on stock with Messrs. Atkinson & Manning for \$3,000, equally divided between the Phoenix of London and the North Carolina Home. Mr. M. S. Willard and Dr. A. J. DeRosier, insurance agents, who occupied part of the lower floor of the building, estimate their damage, by water, at \$100 with insurance for \$500.

Groups of people were on the streets in the neighborhood of the fire, watching with great interest the labors of the firemen.

About 2 o'clock this morning fire broke out again in the waste cotton in the building. The Department was called out and the flames were soon extinguished.

WRECK ON THE C. & L. R. R.

Three Persons Killed and Several Others Injured.

Intelligence was received here yesterday morning of a wreck on the Chester & Lenoir Narrow Gauge Railroad, in which five persons were reported killed and one fatally injured.

The accident was caused by the train—mixed passenger and freight—going through a trestle two miles south of Newton, N. C. The locomotive passed over in safety.

A later report says W. C. S. flagman, of Chester, S. C., and D. M. McGowan, of Cleveland county, were killed in the wreck, and J. Hogg, fireman, of Chester, died two hours later from injuries.

Rev. M. L. Little, of Dallas, was very seriously injured on the head and has been confined since the accident. Conductor C. S. Dunlap, of Chester, C. S., and a Mr. Johnson, of Gastonia, and Frank Coulter, of Catawba, N. C., are also seriously injured.

NAVAL STORES.

Stocks at the Ports at the Close of Last Week.

Stocks of naval stores at the ports February 15th are reported as follows:

Spirits turpentine—Wilmington, 3,911 casks; New York, 2,183; Savannah, 4,319; Charleston, 755. Total 11,048 casks.

Rosin—Wilmington, 30,380 barrels; New York, 33,838; Savannah, 108,545; Charleston, 14,762. Total, 177,525 barrels.

Tar—Wilmington, 8,938 barrels; New York, 1,062. Total, 7,876 barrels.

DEATH OF MRS. JAMES L. WADDELL.

We regret to learn, says the Raleigh News and Observer, that Mrs. Selma Inglehart Waddell, the widow of Capt. James Iredell Waddell, the distinguished naval officer, died recently at Philadelphia. Mrs. Waddell was a lady of the loveliest disposition, of charming manners, and was the personification of kindness and gentleness.

W. O. and E. C. R. There was quite a large crowd at the depot of the Wilmington, Onslow and East Carolina Railroad, on Sunday street, when the train rolled in on schedule time yesterday afternoon.

There was not much freight, but about half the seats in the passenger coach were occupied. Both the freight and passenger trains on this road are increasing, and before the end of the current year it is probable that a train will be put on for mails and passengers exclusively.

THAT OTHER "BISHOP."

Mr. O. S. Hayes, of Robeson county, seems to be "hull up" in the meeting of the Covington and Macon Railroad, for the collection of this port. The Maxton Blade waxes eloquent over O. S., as may be seen from the following extract:

"It is folly to suppose that any colored man would be acceptable to both wings of the party, and so we say let us have one from the white race—a man who would harmonize the opposing factions and effectually bridge over the chasm."

"Such a man is the Hon. O. S. Hayes. For twenty-five years he has labored incessantly for the Republic. He has represented his county a number of times in both branches of the Legislature and as a Senator during the reconstruction period when fraud, treachery and misrule reigned supreme and no suspicion of dishonesty was ever cast upon his name. He returned home with a flawless record—a record which any man dare impeach—a record which any man dare malice dare hurl a shaft."

"An honorable man and a conscientious citizen, with abiding faith in the Republican party, he would fill the position with satisfaction to the people and credit to himself and the administration."

SPARKLING CATAWBA SPRINGS.

Health seekers should go to Sparkling Catawba Springs. Beautifully located, in Catawba county, 1,000 feet above sea-level, at the foot of the Blue Ridge mountains. Scenery magnificent. Waters pure and sparkling, of the highest order. Board only \$30.00 per month. Read advertisement in this paper, and write Dr. E. O. Elliott & Son, proprietors, for descriptive pamphlet.

EVANGELICAL ALLIANCE.

The Legislature Petitioned for a High License Law—Resolutions Concerning the Liquor Traffic.

The Evangelical Alliance met last night at the First Baptist Church. Rev. Dr. Cressy presided. There was a good attendance.

After devotional exercises Rev. Dr. Cressy stated the purpose of the meeting, to take action in regard to the liquor traffic.

Rev. Dr. Hoge read the following petition to be submitted to the General Assembly, to wit:

To the Honorable the Legislature of North Carolina:

As citizens desiring both the moral and material welfare of our State, we believe that the liquor traffic will be greatly promoted by such legislation as is proposed in the petition adopted by some of the county commissioners of the State and forwarded to the General Assembly through Mr. J. T. Kerr, Member of the House, from New Hanover county.

This petition only asks for a higher license for the privilege of retailing liquor, and a restriction on the number of those engaged in the business, with such reasonable regulations as shall secure a better observance of the laws and limit the evils growing out of the traffic without impairing the revenues of the State and counties derived from that source.

We therefore commend its provisions to the consideration of your honorable body as a reasonable compromise measure between prohibition on the one hand, which our people are not yet prepared to accept, and the indiscriminate licensing, on the other hand, of an unlimited number of irresponsible retail dealers with privilege to promote vice and crime, and corrupt the youth of our State.

We urge the passage of the law intended to regulate this traffic.

The committee to draft resolutions to accompany the petition, reported the following through Dr. Hoge, viz:

WHEREAS, the Evangelical Alliance of Wilmington and other citizens, in mass meeting assembled, would respectfully represent to the Honorable the General Assembly of North Carolina, the evils of the traffic in intoxicating liquors are insufficient to give to our community the protection it needs against the evils of this traffic, for the following reasons:

1. The low rate license and the weak character of applicants for license cause a large number of the classes of our population to multiply on every side, the streets and corners, who are the protection of the laws, to wit: our colored people and the sailors; and

2. The law now in force in this city makes it peculiarly difficult for the enlightened and intelligent portion of our community to counteract their own evil propensities by the local option provision of the law; we would, therefore, hereby impartially express our hearty and cordial endorsement of the amendments to the law proposed by our County Commission, as affording some relief from the evils complained of.

We further express our confidence in Messrs. Roger Moore, B. G. Worth, J. A. Montgomery and E. L. Pearce, the committee made up after prayer by the men who have at heart the highest interests of the community, both material and moral.

Whereby call upon our Senators, John D. Bellemy, Jr., and our Representatives, George L. Morton and J. T. Kerr, to press this matter by all legitimate means, and to consider not merely the number of votes, but the character, standing and intelligence of the petitioners.

We respectfully call your attention and that of the whole Legislature to the recent decision of the Supreme Court of the United States in the case of Crowley, appellant, vs. Christiansen, as well as the decision of the highest court in our land the righteousness of our demands.

And, further, we do hereby appoint the following committee to go to Raleigh and represent our interest in this matter, to-wit: Roger Moore, Thos. F. Wood, D. G. Worth, J. S. Allen and W. H. Sprunt.

The resolutions were adopted unanimously, and many signatures were appended to the petition.

The meeting was addressed by Drs. Hodge, Pritchard and Cressy, Col. Roger Moore, Mr. S. G. Hall and Mr. B. F. Hall.

NEW RAILROAD COMBINATION.

Another Important Connection for the Seaboard System of which the Carolina Central is Part.

The papers have been discussing for some time the question of the lease of the Covington & Macon Railroad, by the rival lines, the Richmond & Danville Terminal and John M. Robinson representing the S. & A. line. The extract from the Baltimore Sun, given below, shows that two questions have at least been settled. The lease of the C. & M. R. R. by the R. & D. Terminal, and a new road is prospecting from Elberton on the Ga., Ca. & N. R., which is to form connection with the Ga. Southern & Florida R. R. at some point not yet determined.

Evidently, Mr. Jno. M. Robinson had his experts to examine the C. & M. R. R., and calculated well that it was better to build a new and a shorter line with a much less fixed charge per annum, than to pay interest on a heavy indebtedness and practically rebuild the Covington & Macon R. R.

The bondholders of the Covington and Macon Railroad held a meeting Saturday and decided to accept the proposition of the Richmond and West Virginia Terminal, although it is expressed as to whether this contract is to be carried out. The law of Georgia prohibits sales or leases which have the effect of creating a monopoly. The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

The Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused. After the refusal of the Georgia Southern and Florida and Seaboard Airline made a bid for the Covington and Macon, which was refused.

GENERAL ASSEMBLY.

Local Measures in Both Houses—The Railroad Commission Bill and the Six Per Cent. Interest Bill Special Orders for Tomorrow.

The Senate was called to order by Lieut. Gov. Holt. The Journal of Tuesday was read and approved.

Bowers presented a petition of citizens of Halifax county, asking that the price of public printing be reduced.

INTRODUCTION OF BILLS. By King to amend charter of the Guilford Battle Ground Company. By Bull, for the better protection of the lives and property of citizens of Newbern.

By Sandford, to amend chap. 174, Laws 1885, in relation to the Board of Education of Yadkin county. By Bull, to authorize the city of Newbern to issue bonds for city improvements, and to levy a special tax.

By Faine, to amend chap. 298, Laws 1887, concerning Mr. Holly & Denver Railroad Co. By Twitty, to amend sec. 5, chap. 174, Laws 1885.

By Sawyer, to prohibit the sale of liquor in certain localities of Halifax county. By Green of Wake, to incorporate the Raleigh Cotton Shipping and Warehousing Co., and to amend the charter of the town of Tarboro.

By Chesson, to amend chap. 280, Laws 1887. By Avery, to allow R. B. Dryton to register as a dentist.

By Allen of Granville, in relation to the sale of liquor in certain localities in Granville county. By Turner, in relation to the payment of insurance policies; also, for the relief of the clerk of the Superior Court of Wilkes county.

By Wilcox, to amend the charter of the town of Jonesboro, Moore county. By Galloway, for relief of Peter Murrell, Lenoir county.

By Green of Wake, to authorize the trustees, under chap. 51, Laws 1886-87, to sell the lands therein mentioned and re-invest the proceeds.

BILLS PASSED.

To authorize the Commissioners of Onslow county to fund its indebtedness and levy a special tax to pay the same; passed third reading.

Authorizing the Albemarle and Raleigh Railroad Company to change the route of its road near the town of Tarboro, in Edgecombe county; passed second and third readings.