Specimen copies forwarded when desired. SOUTHERN BESSEMER ORES. Up to a very recent period the Lake Superior iron mines had a pracitcal monopoly of the Bessemer ore business of this country, and the cousequence was that the output and shipments increased from 4,700,000 tons in 1887 to 7,500,000 tons in 1890. an increase of nearly 1,000,000 tons a year. The estimated output for this year is 8,500,000 tons. These ores cost at the mines \$2.66 a ton. Although Pennsylvania produces about 1,500,000 tons, her manufacturers get their principal supply from the

Superior mines. The large increase in the product of these mines, being doubled in the past four years, shows the constant and growing demand for this kind of ore The Lake Superior mines nonopoly of this business beause no other section produced the re in sufficient quantity to enter into competition with them, but they have not this advantage now for immense deposits of this kind of ore have been discovered and opened up in Virginia, West Virginia, Tennessee, North Carolina, Alabama, and Texas, in the last of which it is said to exceed in quantity the Lake Superior deposits, and to be equal if not supe-

rior in quality. The average cost of this ore in the Southern States is \$1.20, as against \$2.66 in the Lake Superior mines. Is it to be supposed that Northern steel workers will long continue to buy the Lake Superior ores and pay \$2.66 a ton for them, and freight them long distances by rail when it has been fully demonstrated that they can buy equally as good, if not better, ores in the South for \$1.20? A difference of \$1.46 a ton is an item worth considering where such large quantities are consumed annually, and when the consumption increases annually at such a rapid rate. 7,500,000 tons used last year, and the same amount of Southern iron, the difference in cost would have amounted to the nice sum of \$10,500,000, which the steel makers would have saved if they been supplied with the South-

Large quantities of Southern pig iron, principally from Alabama, have been shipped North, though the Bessemer does not seem to have figured to any considerable extent, but it was not until recently that the admirable qualities of some of our Southern ores for steel-making purposes were demonstrated. Now they are no longer doubted or disputed.

No particular effort has been made, that we know of, to present the merits of North Carolina Bessemer ores to Northern steel makers, but they seem to be attracting attention. Last week the Kings Mountain News announced that the Old Dominion Works at Richmond, Va. had made a contract with a mining company near that town for all the ore they could supply for a year, and the last Baltimore Manufaccurers' Record says it is informed that the Maryland Steel Company, a very large steel rail plant, which has heretofore imported its ores from Cuba, has been negotiating for a North Carolina. This is a beginning and there is not much doubt that in the near future the Lake Superior miners will find the Southern mines very active and very successful competitors, because with an equally good quality of ore they can get away under the Superior miners in price, for at the cost of mining in that section they can never come down to Southern prices without

But the abundance and fine quality of the Southern Bessemer ores means something more than wresting the monopoly from the Lake Superior mines, for if the business was confined to simply selling the iron in its crude form there would not be a large amount of profit in it. It means that instead of carrying sition should have. The Speakership the crude ores, or pig, to the manu- is a very responsible position and facturing plants North, the plants should be filled not only by a very will come to the ore beds, just as the cotton manufacturing establishments are coming to the cotton fields, and both for the same reason, because they find it to their interest to do so. And in addition to this, enterprising Southern men who have capital of their own, or can command it, will not be content with the small profit there is in shipping iron in the crude state but will endeavor to secure all the money there is in it by manufacturing it themselves and putting it upon the market in finished shape. Thus we see an iron and steel plant located at Greensboro, another near Kings Mountain, some in Virginia, and elsewhere, and efforts being made to establish plants for the working of the Llano ores at Fort Worth, Texas, seventyfive miles distant from the ore

Our Southern capitalists have been somewhat slow and cautious in embarking in the steel-making business, because steel plants cost a good deal of money, and it is a business that few of our capitalists know much about. They are studying it up, however, and are familiarizing themselves with it as they have with other new industries which were a decade or two ago but little known in the South, many of which have sprung up withn the last decade and are still springng up. The time will come when the South will not only supply the North with the bulk of pig iron used, but will manufacture the bulk of what is used in the section and much also, for shipment to other States and to other countries, and she will not ask for any protective tariff

## MINOR MENTION.

The Supreme Council of the Farm ers' Alliance is now in session in In dianapolis. One of the live topics of discussion among the delegates present is the third-party-whether or not it shall have the endorsement of the Alliance. According to the press dispatches, the "Big Five," as they are called, Polk, Macune, Livingstone, Tillman and Terrell, are opposed to it as a violation of the constitution of the Alliance, and predict that the endorsement of a third party would kill the Alliance. If this be the position of the "Big Five" they show themselves to be level-headed gentlemen, for surely if the Alliance sought speedy dissolution it could take no more effective way to bring it about, nor shorter route to it, than by making itself an annex to or sponsor for a new political party. This is the position the STAR has taken ever since the third party was mooted and mentioned in connection with the Alliance, and the effect the third party has had on the Alliance in Missouri, Iowa, Kansas and other States proves the correctness of the position we took. Alliance men as citizens and as individuals may and should take an interest in politics, but as citizens and individuals not as Alliance men Alliance and politics will not mix any better than oil and water will.

We made mention several days ago of the new cotton harvester which was on exhibition at the Piedmont Exposition in Atlanta, with which some excellent practical tests were made in the presence of many people. The Mason harvester, the invention of Mr. Mason, of Sumter, S. C., was on exhibition at the Augusta Exposition last week, and was subjected to practical tests in cotton fields, which, according to the reports, leave no doubt that it is a success as a cotton harvester. This machine has been before the public for five or six years, during which time the inventor has been at work perfecting the mechanism, in which it is said he has succeeded. In some of the tests made at Augusta, although the cotton was dead and dry and not in a favorable condition for picking, the machine picked at the rate of three hundred and fifty pounds of cotton to the hour, equivalent to the work of about thirty hands, and the cotton picked was about as clean as that picked by hand. Whether all that is claimed for these two machines be true or not there is enough of truth in the claims to show that inventive genius is making long strides towards solving the problem of picking cot-

ton by machinery. Washington reports say that the Speakership contest seems to be nartowing down to Roger Q. Mills, of Texas, and Charles F. Crisp, of Georgia, with the former in the lead large supply of Bessemer ores from as the indications now are. It is claimed by Mills' friends that he will have two-thirds of the votes in the caucus on the first ballot. But these are merely flying reports, and must be taken with some grains of allowance. The Congressmen have not all arrived in Washington yet, and it is not likely that a majority of them have settled upon the Speaker before they have surveyed the situation and discussed the matter with their colpractically giving their ores away leagues. There are a half-dozen and offering a bonus to the men who good men mentioned in that connection. Mills and Crisp are both deserving and able. The only things to be feared about Mills are his doggedness and his irritableness. He is quick-tempered and has not sufficient control over his temper to possess that coolness and equanimity when subjected to the test which a man occupying that sometimes trying poable but very well balanced man.

The friends of Fire-alarm Foraker say he should be sent to the Senate in place of Sherman, because Sherman is too cold, and what they want is some fellow who can do the fire act and ram hot talk down the throats of the Southerners. They have measured Foraker's capacity about right, and if elected on this idea, as a representative of men who have so little patriotism or brains, the "Cut Off" and this important branch he will probably prove an amusing will be opened in January. The work upon it was heavy and most of the win-

The Illinois Whiskey Trust is now making whiskey by the Takamire method, which is a Japanese one and cheaper than the American method. That may do for Illinois but the Kentuckian will never consent to see his old stand-by set aside for any Japanese truck.

8 OCKHOLDERS' MEETING.

The Fifty-Sixth Annual Meeting of W. & W. R. R. Co.-A Most Creditable Showing-Old Officers Re-Elected.

The fifty-sixth annual meeting of the stockholders of the Wilmington & Weldon Railroad Company was held yesterday at noon at the offices of the A. C. L. in this city.

Out of a total of 80,000 shares of cap ital stock, over 2,500 shares were represented in person or by proxy. "On motion of President Warren G. Elliott, Hon. George Davis was called

to the chair, and Mr. Jas. F. Post, Jr., was made secretary. Messrs, H. B. Short, P. L. Bridgers and the secretary were constituted a committee on credentials, and they reported, after due examination, that a

large majority of the stock was represented. The report of the committee was adopted, and the chair declared the meeting open and ready for business. President Warren G. Elliott, of the W. &.W. R. R., submitted his report,

which was accepted and approved. Mr. H. Walters (now Vice President) submitted his report as General Manager, which was accepted and approved. The report shows a most-gratifying condition of the road and generally of the

country it traverses. General Manager Walters says in his

report: This fiscal year has been the most uccessful one in the history of the development of the Wilmington & Weldon railroad and of the territory which it serves. The cotton crop was an enormous one; all other crops were abundant and general business was correspondingly good. Our territory did not begin to feel the effects of the New York noney panic of November until late in the Spring. The effects of this panic are now upon us, and the opening fiscal year will have to bear the burden of this trouble, of the low price of cotton, and of the short crops in North and South

The railroads of this country, and particu arly of the South, have reached a most critical stage of their development and usefulness, and I deem it my duty to call the attention not only of our stockhol ers and bondholders, but of our employes and patrons to the dangers which threaten dividends, wages and good transportation facilities and train service. All of these depend not upon the gross but upon the net receipts. And the net receipts do not depend upon the tonnage carried but upon he revenue derived from its transportation and upon the cost of carrying it.

The transportation of passengers and freight are the two sources from which evenue is derived. It is a surprising fact that both local

passenger and local freight rates on our road are to-day from thirty-five (35) to were in 1870, twenty-one years ago. In 1877 passenger rates were five (5) cents per mile for first class and in 1870 our Fraffic Manager reports they were six (6) cents. To-day they are three and one-quarter (314) cents, showing a reduct on in first class rates in twenty-one (21) years of forty-six (46) per cent. Under what conditions has it been possible for us to make these reductions

1st. By combinations with roads north and south of us whereby a through service was established which developed new subjects of transportation.

2nd. By centralizing the transporta tion and car service so that the use of treight cars has been nearly doubled. 3rd. By increasing the capacity of our treight cars from eight and ten tons 4th. By increasing the capacity of

our engines so that our freight trains formerly limited to fifteen loaded cars now often consist of thirty-five. 5th. By decreasing the cost of track maintenance through replacing iron with steel rails.

6th. By centralizing the general offices of the roads comprising the Atlantic Coast Line and thereby saving the heavy expenses of a separate organzation for each road

7th. By the advantages gained in purchasing supplies, in placing insurance and in dealing as an aggregation of roads with the public. The above are the principal conditions

which have made it possible for the Wilmington & Weldon Railroad to face this enormous reduction in its passenge fares of 46 per cent. and in its freight rates of an average of about 45 per cent. in the past twenty-one years. And during this same period the wages paid our employes have increased from twenty to orty per cent., and in some cases more.

This brings us to the crincal stage and to the question; can we continue forced reduction of our rates such as has taken place in the past twenty-one years and maintain the present rate of wages. the present train service, the present quick transportation, and secure to the stockholders a fair return upon their

Without hesitation the answer is no. 1st. The economies arising from centralization and combination have been already secured.

2nd. The engines and cars have about reached the maximum capacity which steam power can operate with economy 3rd. Steel rails have begun to wear out so that this heavy item of expense will again be added to operating ex-

4th. Cutting out the heart of pine for ests along our road has made it necessary to burn coal in our locomotives at a largely increased cost for fuel, and the price of cross-ties and timber is materially increased 5th. On account of increased speed of

trains the demand for increased safety appliances upon both passenger and ncreasing expense for maintenance o

6th. The cost of handling freight at terminals arising from competition and better service is a source of increasing

7th. The Postmaster General has exercised the authority placed in his hands one-third, with notice that he will re duce it an additional amount each year Our Company loses this year by this order \$9,847 09 I know of no points from which to ex-

pect relief from the effects of these increasing expenses unless from an increased business at remunerative rates, and here we are confronted with the construction of new lines of road which will soon be strong competitors for both passenger and freight business that we have heretofore enjoyed exclusively, or unless it be secured by decreased train service, by reductions in salaries of officers and employes and by decreased dividends to stockholders.

The demands of both National and State Railroad Commissioners are before us. Let us hope the powers granted them will be exercised with beneficent results to all alike.

The Scotland Neck branch was opened to Kinston on October 1st, 1890. In February, 1891, contracts were let for the completion of what is known as ter will be consumed in ballasting and getting the track in condition, so that it will not be ready for heavy traffic before the spring and summer. This branch in connection with the Florence Railroad and the other roads comprising the Atlantic Coast Line, will constitute the shortest practicable route between New York and Charleston. It will also open a route from Norfolk to Charles-ton almost an air-lipe, and as short as any line which can be built.

The contract has also been let building a branch to Washington, N. C., from the crossing of the Albemarle & Raleigh Railroad near Bethel. This

will be completed by January next On motion of Vice-President H. Walers, President Warner G. Elliott was manimously re-elected president for the ensuing year, and the following were re-elected directors: Messrs. B. F Newcomer, Wm. T. Walters, Michael Jenkins and J. P. McCov, of Baltimore; E. B. Borden, of Goldsboro; George Howard, of Tarboro; W. H. Willard, of Raleigh; Dr. A. J. DeRosset and Don ald McRae, of Wilmington.

Vice-President H. Walters is a

rector by virtue of his office. No other business appearing before the meeting it adjourned to meet the same place on the third Wednesday after the first Monday in November 1892, after a rising vote of thanks to the honorable chairman.

The Board of Directors subsequently met in the office of President Warren G. Elliott and elected the following officers: H. Walters, vice president Jas. F. Post, Jr., secretary and treasurer Juo. R. Kenly, general manager; T. M Emerson, traffic manager; Capt Jno. I Divine, general superintendent; W. A. Riach, general auditor, and Capt. B. R Dunn, engineer of roadway,

W., C. & A. R. R. Immediately after the adjournment of the W. & W. R. B. stockholders' meeting, the stockholders of the Wilmington, Columbia & Augusta Railroad met. Mr. Warren G. Elliott was re-elected President; Messrs. B. F. Newcomer and H. Walters Vice Presidents Mr. Jas. F Post. Ir., Secretary and Treasurer, and the following directors were chosen Messrs. Enoch Pratt, H. B. Plant, Wm. T. Walters. B. F. Newcomer, J. T. Bar ron, H. B. Short and Geo. C. Jenkins.

The stockholders of the Albemarie & Raleigh Railroad elected Mr. H. Wal ters President, and Jas. F. Post. Jr., Seretary and Treasurer.

The Row at Point Peter

The row among the excursionists Point Peter Saturday night (mentioned in the STAR of Sunday) began between two negroes-George Moore, a laborer employed by- the "C. F. & Y. V. Railroad Company, and Primus Holmes, who lives at Santord, N. C. Holmes was severely cut in one of his arms with a razor, and Moore was arrested by engineer David Jones, in charge of the train, who carried his prisoner to Jonesboro and turned him over to the authorities there. When the C. F. & Y. V. train arrived here last evening, however. it had on board Deputy Sheriff John Godfrey, of Moore county, who had Moore in charge, and who turned the latter over to the Sheriff of New Hanover, the affray having been committed in this county.

The New Court House. The Board of County Commissioners met in special session yesterday morning to consider bids for building the new County Court house. Chairman Bagg presided at the meeting, and Commissioners Moore, Montgomery and Pearce were present. Only three bids were submitted - all from out of town parties-and the contract was awarded to Messrs. Valentino & Brown, of Brunswick, Ga., on the firm's bid of \$56,500, under conditions that a bond of \$15,000 be required of them and 10 per cent. of the money retained for the faithful per-

formance of the contract. The Commissioners met again in the afternoon and were engaged in the transaction of routine business.

Criminal Court.

Criminal Court for New Hanover county convened vesterday, Judge Meares, presiding. The forenoon was occupied with drawing and empanelling the grand jury, as following

A. S. Holden, foreman; Duncan Holden, J. S. Mitche I, Seth Walton. A. C. Penton, J. W. Costin, W. Cromwell, R. J. Strickland, G. R. Holt, G. W. Yopp, H. H. Woebse, C. F. W. Bissenger, I. P. Chapman, D. F. Flinn, A. R. Padrick.

Two or three cases brought over from the last term of Court were disposed of, and the grand jury presented two bills-one against Geo. Stone, for laiceny, and the other against Wm. Taylor, for assault and battery.

Wilmington's Welcome Week-November

30, December 5, 1891. The C. F. & Y. V. R. R. will sell round trip tickets to Wilmington, N. C., at the rate of one ceut per mile travelled on account of Wilmington's Welcome Week, November 30th to December 5th, 1891. General limit December 7th, 1891. The following rates will govern from competitive points: Favetteville \$1 65; Greensboro, \$3 60; Maxton, \$1 75; Sanford, \$2 40; Winston-Salem, \$4 20; Rural Hall. \$4 45.

Georgia's Bice Crop.

The rice crop is reported nearly all in. The harvesting will be finished entirely on the Ogeechee in about a week. the crop has turned out very short and the vield is not anything like what was expected. The planters are very much disappointed as all appearances indicated a good yield. The growing season was a good one and the harvest season was all that could be asked, but the yield was lacking. The spring Ireshets were the only set-back the crop had.

Lumber for the West Indies, Schr. M. A. Achorn cleared yesterday for Santiago de Cuba with 277,751 feet of lumber valued at \$3,127.18. Vessel by Geo. Harriss, Son & Co., cargo by S. & W. H. Northrop.

Schr. Nettie Shipman cleared for Kinston, Ja., with 289,874 feet of lumper and 100,000 shingles, valued at \$4,839.29, shipped by Messrs. Jas. H. Chadbourn & Co.

Preparations for a Big Travel.

The Atlantic Coast Line has completed its arrangements for winter service, at least for the present, by putting on an extra train between New York and Jacksonville, as has been customary at this season of the year. The train will be known as No. 23 coming south. It will leave New York at 9:15 p. m. leave Wilmington at 6:25 p. m., and

reach Jacksonville at 11:30 a. m. Parties from the North in the last few days report that there is a general anticipation of a severe winter and that larger numbers of people are looking toward the South as a refuge for the winter than ever before, As soon as the cold weather sets in the movement South will be very heavy.

OBITUARY.

Mr. George W. Hardwicke of The Mornin

George W. Hardwicke died vesterday forning at 1 o'clock at the residence o Dr. F. W. Potter, on Market street be ween Second and Third, in the sixty fourth year of his age, after lingerin, four weeks on a bed of suffering. For many years he has been a victim of ec zema, of a stubborn and painful char-

The life of Mr. Hardwicke has been eventful in distressing episodes, especial ly in his latter days, having lost his en tire family, consisting of his wife, two daughters and two sons, all of whon were adults, with four grand child ren surviving him, and in all this time of dire mishaps and sorrow, sufficient to submerge his soul in dark despair, he bore up manfully and with Christian fortitude and bravery born of a noble character. His older daughter was the wife of Lieut. Rhodes, of the U. S. Revenue Marine.

Geo. W. Hardwicke had a wide and varied experience in newspaper life. He was born in Lynchburg, Va., and for several years, in connection with Major R. H. Glass, a prominent journalist, was one of the editors and owners of the Lynchburg Republican, a leading paper in the State. Later, for many years, he lived in Richmond, Va., and was engaged on the old Richmond Examiner then edited and owned by the famed John M. Daniel.

About fifteen years ago he moved to Wilmington and during all the years since he has been connected with the MORNING STAR-in a period embracing ten years since his residence here, it has been his misfortune to lay his loved ones in Oakdale Cemetery leaving him, like the stalwart oak, isolated and alone with his great grief.

Mr. Harkwicke was possessed in an eminent degree with many ennobling qualities of head and heart. Brave as a hero, generous to a fault, he was conscientious and strictly faithful to every trust reposed in him-indeed, fidelity was one of his cardinal virtues. No higher tribute could have been paid to his worth and grandeur of character than that pronounced by one of his attending physicians: "He was the soul of

For a great many years he has been a consistent member of St. Paul's Episcopal Church, and his death was as peaceful as if one lying down to slumber and rest with the sweet hope of a blissful immortality. Though life was to him, over he sleeps well.

The funeral services will take place today at 10 a. m. from St. Paul's Episcopal Church, and the remains will be inerred in beautiful Oakdale by the side of his loved ones gone before. The Printers' Union, of which he was a member, will attend in a body.

MARKET ORDINANCES

Meeting of the Board of Aldermen Las

A special meeting of the Board of Aldermen was held last night to receive and act upon the report of the Commit tee on Market and Fees with regard to the petition of citizens praying that the ordinance forbidding meat to be offered for sale at other places than the regular' markets, unless the same has been salted seven days, be rescinded.

Alderman Fowler, chairman of the Committee on Markets and Fees, reported for his committee. recommending that the period for exposing meat for sale, other than in the markets, should be that it be salted five days instead of seven, and that the ordinance be amended accordingly; and also, that pork bones (spare-ribs and back-bones) and sausage, should be sold at any time

anywhere. Alderman Nixon moved that "three' be substituted for five days. This was adopted and the ordinanc: was amended

The following petition was read by the clerk, Mr. W. A. Willson.

To the Honorable Mayor and Board f Aldermen of the City of Wilmington We, the undersigned, a committee from and in the name of the Wilmington Light Infantry, hereby petition you to lease the City Hall for such a number of years and under such terms and conditions as may be hereafter agreed upon Respectfully,

D. MACRAE, JR., W. R. KENAN, P. HEINSBERGER, JR.

The petition was referred to the Com-

nittee on Public Buildings with instructions to report at next meeting. The Board then adjourned,

On next Sunday morning and evening, and especially at night, at Grace M. E. Church, Rev. Dr. Creasy wil preach his closing sermons as Pastor o that church. For about four years past the Doctor has gone in and out before our people, and by his sweet Christian spirit, earnest sermons and gifted prayers, he has made hosts of friends in all denominations who are sorry to give him up, and whose prayers and best wishes will go with him and his family wherever they may go in their labors of love and duty. Wilmington's loss will be Charlotte's gain.

- Mr. S. Smith, of Parkersburg

s in the city. - Mr. Tom Murphy, of Tomahawk, was seen with wholesalers yester-

sale yesterday. - Mr. J. M. Thomas, of Tarheel, Bladen county, is again here renewing

- Mr. J. A. Dew, of Viola, Pen-

his winter stock. - Mr. O. L. Clark, a prominent citizen of Clarkton, N. C., was in the city yesterday.

ville, Onslow county, was in the city yesterday on business. - Mr. Kelly Sessoms, of Hope

Mills, is renewing his stock of goods from wholesale houses. at law, of Goldsboro, N. C., was in the

city yesterday on a business visit. - Mr. G. E. McDougal, of Rosindale, Bladen county, was making bar-

gains in wholesale goods yesterday. - Messrs. Frank and The. Sessoms of Hampton, Bladen county, are trading with wholesale merchants in the

Obsequies of the Late George W. Hard-

All that was mortal of the late George W. Hardwicke were interred in Oakdale Gemetery yesterday, near the mounds ndicating the final resting places on earth of his loved ones who had preceded him to that bourne whence no traveller returns."

The pall-bearers, comprising Dr. F. W. Potter, Major P. F. Duffy and Messrs. DuBrutz Cutlar, W. S. Warrock, R. H. Pickett and Benjamin Motte, with members of the Printers' Union. epresentatives of the STAR staff, and several ladies, met at the residence of Dr. F. W. Potter, where Mr. Hardwicke died, and attended the remains to St. Paul's Episcopal Church, of which he was a member.

Here the funeral services were confucted in the sweetly solemn ceremonial of that church by the Rector, Rev. Mr. Skinner, and the body was then borne to Oakdale, followed by the above designated persons, where the services were concluded. Dust to dust, ashes to ashes, quoted the preacher, and soon the mound above the grave of George W. Hardwicke was a sentinel along with others of his family. The mound was covered with wreaths and crosses of pure white flowers, and the attendants left the earthly remnant of a good, true man to await the resurrection morn.

The Eclipse Sunday Night.

Owing to the clouds which unfortunately overspread the sky at the time, the total eclipse of the moon Sunday night was observed imperfectly. The moon rose with a part of its surface involved in the shadow of the earth. This gradually progressed from its eastern to western side, until about 7 o'clock, when the whole surface of the moon was covered by the dark shadow of the earth, and the light of the moon reduced to almost nothing. At this time the clouds completely obscured the moon, and only now and then could a glimpse of its copper-hued face be had. Later the clouds became thinner, and the shadow was seen gradually passing towards the western side, and the moon finally emerged from it at almost 9 o'clock, and resumed its usual silvery appearance. Had the night been clear, citizens would have enjoyed a spectacle of rare beauty and grandeur.

COTTON FACTS AND FIGURES.

- Net receipts of cotton at all U. S ports yesterday 44,802 bales,

- Spot cotton closed quiet and steady

-Cotton closed steady in Wilmington at an advance of 1/3c; selling on a basis of 71/2c for middling. Receipts for the day were 1,402 bales against 1,451 same date last year. - New York futures closed steady;

November opened at \$7.72 and closed at \$7.65: December \$7.80, and closed at \$7.72; January \$7.97, and closed at \$7.89; March \$8.26, and closed at \$8.19. - Cotton buyers are predicting now

that the crop will be a large one, and that prices will go considerably lower. Some predict that cotton will go to even cents, and even below that, within the next tew weeks. If the coming week's receipts should exceed the heavy receipts of the week last year it is pre dicted that the bottom will drop out of the cotton market entirely.

- Boston Bulletin: Low water is causing a great many mills to run on short time or shut down altogether. The large manufacturing concerns at Lowell, Fall River and Manchester are depending almost entirely on their steam power. The situation is beginning to assume an alarming aspect, and unless heavy rains come in a few days many mills in New England that depend on water power will have to stop. Aside from the water troubles the busines outlook of manufacturing is fairly good.

- Savannah News: There is no doubt that the cotton crop in this section is about all harvested and that the receipts at the South Atlantic ports will shortly begin to drop off heavily. Reports are received from all sides that the fields are bare and the picking season is practically over. The crop was light, and though the staple was very fine, the low price received by no means compensated the farmers, a large portion o whom are left in debt. The complaint is general from the country districts that the renters and croppers, especially the colored farmers, failed to pay out, and a general retrenchment on this line wil be the order next year. Merchants are refusing to sell except for cash, and many of the farmers have not the money with which to buy.

NEWS OF THE RAILROADS.

Shortening the Time Between New York and Savannah.

Traffic Manager C. D. Owens, of the Plant system, says in the Savannah News that the new schedule from Sarannah to New York, via the Richmond and Danville, in thirty-one hours, will not worry the Atlantic Coast Line in the least. The schedule by the Coast Line is a little over thirty hours. Mr. Owens says that competition is

the life of trade, and a little rivalry will not be unwelcome. If the Richmond and Danville's new schedule begins to draw from the Coast Line's travel i will be very easy for the latter line to quicken its schedule and shorten its ime by two or three hours, which Mr. Owens seems to think a very desirable As the Atlantic Coast Line has

splendid roadbed its entire length, and is of easy grade throughout, it has considerable advantage over the Richmond and Danville in making speed, as the grades are greater on the latter line, and Charlotte is not in equal condition to the balance of the route. The Coast Line also has an advantage of twentythree miles in distance, it being 903 miles from Savannah to New York by the Coast Line, and 926 by the Richmond and Danville and Central Rail-

road. Mr. Owen says if the Richmond and - Mr. R. W. Nixon, of Jackson- the Coast Line for the Southern travel it will have to make use of the Southbound, which would shorten the distance seventy-five miles, the distance to New York by this route being 851 miles. This would give it an apparent advantage over the Coast Line of fifty-two miles, but Mr. Owens says the Coast - Mr. A. J. Galloway, an attorney | Line has a trump card which it has been waiting to play for some time. The connection between Weldon and Florence. which has been progressing slowly, is nearly completed, which will shorten the distance between Florence and Weldon in about the same way as the South-Bound shortened the distance between Savannah and Columbia. The two routes would then be about on an equal footing, as to distance, with the advantage in favor of the Coast Line as to roadbed and gradients.

A SENSATIONAL CASE.

TRIAL OF D. A M'DOUGALD FOR

MURDER n the Superior Court at Payetteville-Great Interest Manifested -Strong Array of Counsel-The Jury Selected.

Special Star Report FAVETTEVILLE, N. C., Nov. So great is the interest in the Dougald trial and so large is the "lollowing" in counsel, witnesses, etc., that there is actually an appreciable filling up of the town with strangers.

The trial was entered upon at o'clock this (Wednesday) morning, hi Honor Judge McIver on the bench, and Mr. Frank McNeill solicitor.

There was comparative little difficulty in obtaining a jury, which was completed by the dinner recess, and is com posed as follows: George F. Talbot (farmer), John Roddick (merchant) Geo. A. O'Hanlon (tax collector), D. K McNeill (farmer), S. P. Denning (farmer), D., A. Geddie (farmer), Bunyan Hales (farmer), G. S. Gibson (gardener) . A. Wade (farmer), R. A. Godwi farmer), Thos. Lewis (mechanic), A D. McNeill (farmer)-a very intelligen

There is almost literally a "cloud of witnesses." the number being estimated at over one hundred and fifty, and the array of counsel is imposing

Assisting Solicitor McNeill for the prosecution are Hon. Alfred Rowland and Mr. N. A. McLean, of Lumberton, and Mr. Walter H. Neal, of Laurinburg. For the defence are Col. Shaw and Mr Ino. D. Shaw, of Richmond county Col. W. F. French and Capt. W. S. Norment, of Lumberton, and Hon. J. C MacRae and Jno. G. Shaw, of Fayette

Testimony of Witnesses

[Special Star Telegram.] Dr. R. F. Lewis, of Lumberton, examined. He testified that he knew Simeon Conoley, the murdered man; is himself a practicing physician and member of the State Medical Society. Examined the body of Mr. Conoley and found two pistol balls-one entering above the right ear and the other over the left temple; the balls were of 88 calibre. When he saw the corpse it had been removed to the house. Cross-Ex amined-Viewed the body on the 221 of April. Conoley was shot on the 21

A. J. Cottingham examined: Kne the prisoner. Saw him on the 21st o April on a freight train between Laurin burg and Maxton. Prisoner had on duster, and satchel in hand. Cross-Examined-Am certain it was a black satchel. On the freight train was D. E. McNair and Conductor Burnett. Could not say whether he or McDougald got on the train first. Am certain that McDougald had on a duster, and at the time did not wear whiskers. Three or four days afterwards heard that Mc-

Dougald was charged with the murder. Luther McCormick examined: Have known the prisoner twenty years. Saw him April 21st on the arrival of the train at Maxton from Laurinburg; he was clean-shaven, except for his moustache. Witness kept a hotel at Maxton. and usually met all trains. McDougald said he wanted to get off on the Fayetteville train. He had a duster on his arm and a black satchel and two or three bundles tied up in newspapers. He wanted to leave the bundles in witness office. They then separated, going in opposite directions. Witness next saw defendant April 22d, about 11 o'clock on the engine of the Alma railroad, and in front of Croom's drug store. Crossexamined-Lives in Maxton; keeps a hotel; saw defendant soon after arrival of C. C. R. R. train from Laurinburg. Witness on cross-examination reiterated his direct testimony.

morning.

The Court adjourned to Thursday

WASHINGTON NEWS. WASHINGTON, Nov. 16 .- Argument was begun in the United States Supreme Court to-day in the anti-lottery cases, in which the constitutionality of the recent anti-lottery law is involved. Suits come up in the form of applications of John N. Rapier, publisher of the Mobile Register, and George W. Dupree, publisher of the New Orleans States, or writs of habeas corpus; they having been convicted for violation of the law prohibiting sending through the mail of newspapers containing lottery advertisements. Counsel have already submitted briefs giving the line of argu-

ment, and these have been published in WASHINGTON, November 16 .- The Supreme Court of the District of Columbia to-day overruled the demurrer of Charles A. Newton, President of the charged with the violation of the civil service act forbidding the solicitation or receiving of political contributions in government buildings. Newton sent a circular, asking persons to become members of the league, paying \$1 initiation fee and 25 cents a month dues, and further contributions if they could be afforded, to aid in the campaign. The demurrer contended the law had not been violated, and if so was unconstitutional. The court said that Congress in the reasonable exercise of its powers prohibited political solicitation or conribution in government buildings and al rights.

Civil Service Commissioner Thompson said he thought the effect of the decision will be to practically stop political assessment and to leave all government employes free to contribute or not as they see fit.

THE PRESBYTERIANS. Discussion of the Question of Revision by New York Presbytery - Dr. Briggs

NEW YORK, Nov. 16 .- The New York Presbytery met this afternoon and considered the report of the Committee on Revision. Dr. Charles A. Briggs and his friends

were on hand. The Professor succeeded in securing one or two important amendments to the report. The most important discussion was that over the amendment recommended by the comtion to everlasting death or any doctrine of non-election should be omitted. er county, was buying stocks at whole- | that part of the route from Augusta to | It was recommended that the doctrine be stricken out, because is merely a logical and philosophical inference deduced from the doctrine of election and is not part of the Holy

Scriptures. The third resolution, excepting two sections relating to the doctrine of sovereign election, sovereign pretention, eternal foreordination to death, etc., was finally passed as reported by the Dr. Henry M. Field made a strong ar-

gument against foreordination. On motion of Dr. Briggs, the words "In the act of regeneration" were stricken out in section 2.

After considerable discussion by Dr. Briggs, Dr. Sanford and others, Dr. Briggs urging that some provision should be made for the salvation of those incapable of being called by the ministry of the Word, and for the heathen, the substitute offered by Dr. Briggs was adopted, as follows: "Infants dying in infancy and other persons who are incapable of being called by the ministry of the Word, are regenerated and saved by Christ through the Spirit, which worketh when and where and how He pleaseth; also, many other persons who SPIRITS TUR

- Carthage Blade; lawyers vere here last injunction case before ] was in regard to the re signment of A. McKing burg. The injunction

Durham and of housekeepers c are poor and that The papers say the is to blame. State oil inspe

-Charlotte News: C ruff, the six-year old Woodruff, of Croits, ha cident Saturday after result in the little was up a persimmo that he was standi the body of the to feet to the group

snag which pe stomach, tea fine gold watch and chain to o merchants. Their actions le picious and he placed them, rest. They told him thre tales about the waich, first had bought and pida hund for it. They next

finally they street in Kno The State with the d belonging Fund, so acres of land

ville, Tenn.,

day at fifty c reached her assassination county Satur from noon, an 45 years was engag wagon to A the last about 7 o'cl and a half I

three me is being planted this than ever before. lows' Orphanage, of net benefit of \$600 fr ering of Odd Fello E. W. Pou, Sr., a p Smithfield, and fath tell from a platform morning and died from the injuries. the two-year old chi colored, who live Iohnston county about a keg that was In out in the yard. Leaning it lost its balance, and g water headforemost was

tricate itself before being dro - New Berne Tournal: extreme sorrow that we one of the most prominent esteemed gentlemen in Onslo The lamented accident occu Thursday, the 5th inst., at Lake, the home of Col. Taylo had been to church at Union about two miles distant from t Returning, Miss. Katte Boggs, Mrs. Taylor. They had just home at two o'clock in the af and Miss Boggs had gotten ou buggy. Mrs. Taylor was to drive few hundred yards further, starting off, a lamp shade which had been carrying along fell out striking the wheel, caused the hor run. He deshed into a tree, the s of which caused one of the side sup ters to the top on the buggy to st Mrs. Taylor on her head and fracti the skull and inflicting other serious juries. Though attended by four phy cians she lingered in an unconscistate until the following Saturday, wh death ensued. --- At the Rocky Mou Fair, which has just closed, Mr. Bach lor, of Raleigh, gave an exhibition the speed of his celebrated trotter, Pan lico who has a record of 2.16. If we mis take not, Mr. Bachelor has recently re-

fused \$50,000 for this value to horse.

— Charlotte News: M. David E Vance has disposed of his stark Charlotte Chronicle and expects 1 tura to New Orleans, in which some of his best newspaper work been done. — Mr. J. H. Kids. Kidsville, and who was known as one filed an assignment last Saturday the benefit of his creditors. His liab ties are said to be between \$6,000 a \$7.006. -- It is understood that a tition will be sent to Gov. Holt week asking for the life of Dawns, negro who is under sentence of der for the burglary of Mr. John Wa Dawn's execution is December 3rd. T petitioners ask Governor Holt commute the death sentence to in The petition prisonment for life. juite largely signed. Some of t urors' names are on it, but it is signif cant that the names of Mr. Wadswor Judge Meares and Solicitor Brown a -- Last night as a sout bound freight was coming into Salisbur an axle on one of the cars broke an caused the total wreck of six other cars all loaded with fruit trees. As th wrecking hands were clearing, the track of debris to prevent the delay of other trains, three unknown men, supposed to be tramps, were pulled out from the age; one was instantly killed, his head being severed from his body, another is fatally injured, and in all probability is dead by this time; the third one, who was a negro, came out more fortunate than his companions, but is severely

Electric Hitters. This remedy is becoming so well known and so popular as to need no special mention. All who have used Electric Bitters sing the same song praise.-A purer medicine does not exist and it is guaranteed to do all that is claimed. Electric Bitters will cure all diseases of the Liver and Kidneys, will remove Pimples, Boils, Salt Rheum and other affections caused by impure blood.—Will drive Malaria from the system and prevent as well as cure all Malarial fevers.—For cure of Headache, Constipation and Indigestion try Electric Bitters-Entire satisfaction guaranteed, or money refunded.-Price 5 cents and \$1.00 per bottle at ROBERT R. BELLAMY'S Wholesale and Retail Drug

Biggest Steel Casting. A feat of steel casting that elipses the best performance of American works was recently accomplished at

the River Don Works of Vickers Sons & Co., in Sheffield, England. The casting was an ingot weighing ninety-six tons, and it is believed to be the largest casting of steel ever maps. The casting is to be used for one of the parts of a forging press which is also said to be the larges in the world.