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VERY IMPORTANT. During the past two months bills have been mailed to about sixteen hundred subscribers to the WEEKLY STAR. The aggregate amount due on these bills was very large, but the aggregate amount thus far paid is comparatively small.

It is hoped every subscriber in arrears will read this notice, and that he will forward the amount due us at once. It is unjust to the proprietor to read his newspaper without paying for it—fully as much so as for the proprietor of the paper to eat the farmer's chickens and eggs and then fail or refuse to remunerate him.

WHERE THE WEALTH IS. An effort is being made to stave off tariff legislation under the pretence that if anything is done to disturb the present tariff manufacturers will be thrown into such a state of uncertainty and uneasiness that they will reduce the number of their workmen, and move with the greatest caution until that question is settled and they can see just what they have to expect in the way of protection and be able to form some opinions as to what they have to face.

There are some Democrats who are influenced by these representations, and are advising the go-slow course. They would probably be willing to indefinitely postpone tariff reform and forget that the Democratic platform says anything about it or that two campaigns, both successful, were waged upon it. Republicans in and out of Congress have been trying to create the impression that the present financial troubles are mainly due to the apprehensions of radical tariff legislation, and that the Sherman act (for the repeal of which, however, Republican Congressmen voted with remarkable unanimity) played a very insignificant part. It is to be expected that they would talk that way, for there is not a bit of politics in it, but it was both to be expected that Democrats would agree with them. The go-slow pressure comes, as might be expected, from the manufacturers who have been growing rich out of the favoring legislation which they have had so long. They do not want to see any change, because they know they have a good thing and want to hold on to it as long as they can. At the end of another hundred years their industries would be, as far as protection goes, quite as much "infants" as they are now, and as dependent upon protection as they are now.

As this is a matter of dollars in which patriotism figures very little one way or the other, we do not know that they are so much to blame, for they have been pampered so much and so long by the Government they have come to look upon protection as a right and not as a favor granted for a presumably limited period. The legislation which is honest and just, is the legislation which aims at promoting the welfare of the people as a whole and not of any special class, and especially of any one class, at the expense of other classes, or of one section at the expense of other sections. As a matter of fact in natural advantages, and productive resources, that portion of the United States lying north of the Potomac and east of the Alleghenies is the poorest section within the bounds of the Republic, the land as a general thing being below the average in fertility. There are fertile valleys, and lands made rich by industry and care, but these are the exception. There are also a few of those States rich in iron and coal, but as a whole they bear no comparison to other sections of the country. Speaking of this Governor Fishback, of Arkansas, in a letter to the New York World says: "The census shows that Nebraska, Illinois, Iowa, Indiana, North Carolina, Georgia, Alabama, Mississippi and Louisiana are fifty times as large as Massachusetts and have seven times as many people; yet within the past ten years Massachusetts has grown in wealth ten millions more than all nine of these great States combined. Pennsylvania has grown twelve millions more than twice of these great States. New York has grown six millions more than fifteen combined."

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"The nine industrial States of the Northeast own one-half of the wealth of the entire country. This wealth has been drained from the consumers of the South and West, making these States the debtor States and the Northeastern States the creditors."

The question arises, how did these nine States manage to get possession of most of the wealth of the nation? Their people are not any more intelligent, thrifty, energetic or industrious than the people of other sections, and their lands, at least in some portions, were so poor that the people went to manufacturing from necessity because they couldn't live without it. But they have become rich, are becoming richer every year, have more money in the banks of a few of them than all of the agricultural States combined, while the agricultural States where manufacturing has not been introduced to an appreciable extent, are poorer now than they were ten years ago. How did these States which have become rich, become so? Out of whom did the money come that made them rich? Not out of foreign nations, for they export but little, less than \$90,000,000 a year all combined. They have become rich out of our own people, out of the farmers of the West and the South, and of the wage earners of the country, from the heavy tribute imposed upon them by a discriminating, iniquitous tariff, which transfers the earnings of the thousands into the pockets of the favored few.

The Democratic party is pledged against that iniquity, and the sooner it gets about redeeming that pledge the better it will be for the country and for the Democratic party.

MINOR MENTION.

It is said that some of the Republicans in Montana, Colorado, and other States of the West propose to switch off from the Republican party and go in for a low tariff to retaliate on the Eastern Republicans for the part they took in the House on the repeal of the Sherman act. As these have been heretofore Republican States they have reason to feel wrath at the party which, to keep them in the Republican party, passed the Sherman act and then by an almost solid vote went for its repeal and against every proposition for the coinage of silver on any ratio. A majority of the Democrats voted for the Bland Allison act, but 113 Republicans voted against it, showing that the only friends that silver had, with a few exceptions of Western Republicans, are in the Democratic party. We are not surprised that they feel they have been badly used by the Republicans who played that act for the politics that was in it, and then went dead against it when there seemed to be more to be gained by that course than by standing by and defending their own work. The desertion was the more offensive because nearly every Republican in Congress who spoke upon it and favored the repeal declared that he did not believe the Sherman act was responsible for the present financial troubles, which were, they said, due to a lack of confidence in the Democratic party and to the fears of Democratic manipulation of the tariff. The Democrats who voted for its repeal were consistent because the Democrats in Congress solidly opposed to it in 1890, and have never since endorsed it, in National Convention characterized it as a "cowardly makeshift" and pledged the party to its repeal, but the Republicans who passed it, played mumm on it in their platform, and then after it had served its purpose treacherously turned against it. The Silver State Republicans have good reason to feel like kicking out of the traces.

St. Louis foot pads are sportive cusses. They held up a young society man the other night and not only relieved him of his pocket change, &c., but also of his clothes, and then tied him to a staple in a wall in full glare of an electric light. In this predicament he was discovered by a street car conductor, who generously lent him a waterproof to scoot home in.

In addition to the other demands on Siam which Siam submitted, France now demands that Siam dismiss the Danish officers in her army. It is a little remarkable that France didn't demand the disbandment of the army, or at least that French officers should be substituted for the Danish officers dismissed.

Storm Damage in Georgia. The Savannah News says: "Anything like an accurate estimate of the loss of property is yet impossible. Those who give estimates of damages necessarily differ widely. It is pretty safe to say the whole damage done to all kinds of property in Savannah, along the river and in territory tributary to the city, amounts to more than \$1,000,000. No estimate can be made of the damage to the cotton crop in the counties visited by the storm, nor of the damage done to the pine trees in the turpentine districts."

The cotton has been hurt badly, and from some reports received, it is pretty safe to say that twenty-five per cent. of the pine trees in the naval stores districts have been blown down."

Wreck News. The crew of the wrecked German barque Wurstraw were brought up to the city yesterday from the Wilmington from Southport, and were quartered at the Seaman's Home, under the direction of the Geaman Imperial Consul here, E. Peschau, Esq.

Capt. Jos. W. Price, harbor master of the port of Wilmington, Capt. S. W. Skinner, and Capt. Uglad, master of the Norwegian barque Bonita, went up the Sound yesterday to Queen's Inlet to hold a survey on the Norwegian barque Najarden, stranded at that place.

More Good Books. Special attention is called to the new book (second series) made by the STAR. These books are by the best authors, and are from large clean type bound in strong paper covers, and are supplied at little more than one-third the retail price. Send one coupon and ten cents for each book ordered of this series, and give full title of book in every case. See advertisement or faller particulars.

DISASTERS TO SHIPPING.

Schooner Endeavour Ashore Near Cape Fear—Water-logged Schooner Jennie Thomas—Frying-Pan Light-Ship All Right.

Reports of disasters to shipping by the storm of last Sunday and Monday are still coming in. Weather Bureau observer Dorman, at Southport, reported yesterday morning that the three-masted schooner Endeavour, of New York, Capt. Frank Rollent, with a cargo of railroad ties, has gone ashore twenty-five miles south of Cape Fear, with deck load, boat, cabin and foremast carried away. The crew were three days without food or water. The mate was washed overboard Sunday night and the captain injured.

Also, that the three-masted schooner Jennie Thomas, of Savannah, from Savannah to Baltimore, Capt. A. T. Young, with a cargo of lumber, is water-logged and anchored twenty-five miles south of Cape Fear. No lives were lost. The schooner Three Sisters, which went ashore Monday night near Corn Cape Inlet, was pulled off by the tug Alex. Jones and towed into Southport, arriving there at 12 o'clock yesterday. She is in bad condition, water-logged, and cannot be held by her anchors. The tug Jones placed her on the shoal in order to keep her straight.

Assistant engineer Wm. Harvey, of the Frying-pan lightship, arrived at Southport yesterday morning on the tug Jones. He had one of his fingers broken by being thrown into the engine during the hurricane Monday. He reports the lightship all right, and everybody on board well.

MORE WRECKS REPORTED.

An Abandoned Barque Towed Into Southport by a British Steamer—Vessels Wrecked Near Shallotte—Wreckers Looting the Barque Stranded Near Queen's Inlet.

The British steamer Eric, from Hampton Roads, arrived at Southport yesterday morning at 11:30 o'clock, having in tow the abandoned Norwegian barque Linda, which the steamer picked up at sea last Thursday, six miles south of Frying-pan light-ship. The captain put a crew on board the barque. He reports having two abandoned schooners, lumber-laden, near the place where he found the Linda.

The tug Alex. Jones has gone down the coast to assist two schooners reported dismantled and anchored off the bar near Georgetown, S. C.

Mr. R. W. McKeithan, writing from Supply, Brunswick county, to Mr. D. L. Gore, of Wilmington, says that four large vessels were wrecked between Shallotte and Cape Fear. The crews of the two vessels which went ashore on Long Beach were saved, with the exception of one man. Long Beach is between the mouth of Shallotte river and Lockwood's Folly.

The master of the Norwegian barque Najarden, stranded near Queen's Inlet, not far from Wrightsville, was in the city yesterday to consult with Mr. Heide, the Norwegian Consul, in regard to saving the valuable cargo of mahogany. He complains that that wreckers have looted the vessel of everything of value that they could carry away.

The schooner Jennie Thomas, previously reported anchored two miles south of Cape Fear, in a waterlogged condition, arrived at Southport at 12 m. yesterday.

A SERIOUS MATTER.

Arrest of a Number of Persons Charged with Looting the Stranded Norwegian Barque Najarden—All the Defendants Bound Over to the Criminal Court.

Deputy Sheriff King and Sheehan were busy Friday and a part of yesterday serving warrants on persons charged with looting the stranded Norwegian barque Najarden, on the beach near Queen's Inlet, some six miles below Wrightsville.

The persons arrested were Jno. Pettit, O. F. Corbett, Jas. A. Hewlett, J. P. Walton (alias), and David Poiles, Jos. Pickett and Jno. Sidbury (colored). A portion of the property taken from the vessel—the captain's instruments, cabin furniture, clothing and other articles—was recovered by the officers. Yesterday the accused parties appeared before Mr. Alexander, a magistrate of New Hanover county, at Scott's Hill, for a preliminary examination. Hewlett and Walton waived examination and were placed under \$500 bond each for appearance at the next term of the Criminal Court. The bonds of the others defendants were fixed at \$200 each, and all of them furnished bail with the exception of David Foiles, who was committed to jail.

The case is one that is likely to be placed in the United States Court. Section 5988 of the Laws of the United States recites, that "every person who plunders, steals or destroys any money, goods, merchandise or other effects from or belonging to any vessel in distress, or wrecked, lost, stranded, or cast away upon the sea, or upon any reef, shoal, bank, or rocks of the sea, or in any other place within the admiralty and maritime jurisdiction of the United States" shall be punished by a fine of not more than five thousand dollars and imprisonment at hard labor not more than ten years."

W. N. & N. R. R. The Newbern Journal says that ground was broken there Friday for the depot building of the W. N. & N. R. R.

As near as can be judged, the running of regular trains will commence about the tenth. At first only a passenger train will be run, but a mixed freight and passenger train will follow as speedily as the needful preparation can be made for it. —Brig Onalaska cleared yesterday for Barbadoes, with 329,089 feet lumber, valued at \$4,945, shipped by Mr. E. Kidder's Son.

THE LIFE-SAVERS.

Good Work of the Crews and Citizens of Southport During the Recent Storm in Saving the Lives of Imperilled Seamen.

The invaluable aid rendered by members of the life-saving service of the Cape Fear section and citizens of Southport and the heroism exhibited by them in their efforts to rescue the crews of wrecked vessels during the recent terrible storm on the coast can hardly be overestimated.

On Monday morning the water-logged three-masted schooner Three Sisters was sighted from the Cape Fear Life-Saving station, and danger signals were made by Capt. C. W. Watts to the schooner, to let go anchors; that he (the captain) would render assistance as soon as possible. The life-saving crew not being on duty he went to Southport, about seven miles from the station, in a small boat, and there collected such of the life-saving crew as he could find—Messrs. Sam'l Brinkman, Sam'l Newton, Thomas Sam George, Jno. C. Price, Crawford Watts, Wesley Smith (colored), Mose Stephen (colored)—and volunteer citizens of Southport—Messrs. Robert Weeks and Jos. Newton. Capt. Watts then procured a large row-boat at Southport and proceeded with the crew to Oak Island Life-saving station. Here he left the row-boat and got Capt. Dunbar Davis, master of the station, with his boat and apparatus. Capt. Davis, taking command of the crew, proceeded to the rescue of the people on the Three Sisters, in the face of the terrible gale. They were six or seven hours in reaching Corn-cape Inlet. There they had to leave the boat and walk five miles to Cape Fear Station, where they obtained the boat and apparatus belonging to that station, in charge of Capt. Watts. It was then 5 o'clock in the morning of Tuesday, but undeterred by their laborious progress, having been out fifteen hours in the storm, they launched the life-boat, and after an hour's struggle with the wind and waves reached the wrecked schooner and took the worn-out and exhausted men from the rigging, where they had been since Monday morning, when the captain and mate were washed overboard and drowned. On their way to shore they had to use the drag attached to the life-boat, to keep their little craft from upsetting. The boat filled with water four times, but being a self-bailer soon freed itself. Altogether, there were thirteen men in the boat. They reached Southport about 10 a. m., Tuesday.

Upon their arrival at Southport, they saw distress signals flying at Oak Island Station, two miles distant, and without delay answered the call. They found the schooner Kate E. Gifford and the German brig Wustrow eight miles west of the station, showing signals of distress. The gale was still raging and the sea so high that it was found impracticable to use the boat. The life-apparatus and gun were therefore placed on a cart and hauled by hand through the deep sand and storm eight miles. They arrived on the beach opposite the Gifford at 7 o'clock in the evening, and at once proceeded to use the apparatus. The life-line was fired from the gun. It lodged across the jib-boom of the schooner, but the crew were unable to find it, and the life-savers remained on the beach all night. When day broke the crew discovered the life-line, which they made fast, and then hauled the breech-buoy aboard, by means of which the crew of the schooner were all safely landed, and subsequently brought to Southport.

Throughout all this trying experience—worn-out with fatigue, the hard rowing and the sixteen-mile tramp over the beach, dragging the heavy apparatus, and drenched with rain, they were without food or drink, but none of them faltered or complained. They were engaged in the noblest efforts that men can make for their fellow-men, and were ready to dare all and sacrifice even life itself in their behalf.

It must be remembered that the life-saving crews are not on duty during the summer months, their term of service beginning September 1st and continuing until May 1st, and that their services were voluntarily given.

It is strange that the Government, knowing that the worst storms on the South Atlantic coast occur during August, does not at least extend the term of the life-saving crews to cover this month. They should, indeed, be on duty throughout the year. The men from the brig Wustrow were assisted ashore by a citizen of Brunswick whose name is unknown. He was on the beach and waded into the surf to meet the men and throw up by the waves and assisted them to a place of safety. But for him some of them at least would have lost their lives.

THE SCHOONER CATAWAMITAC, with a cargo of sugar, from Macrair, New York, disabled in the hurricane, came up to the city yesterday. Capt. Rowe, master of the schooner, reports that previous to their arrival at Southport the crew had been forty-eight hours without food or water. During the storm the lazarette hatch was being over the stern of the vessel. He caught it, and as soon as he could get a man out of the rigging, he, with the man's assistance, secured the hatch by springing it down.

The second officer of the vessel was lashed to the wheel, where he had one leg fractured, and was badly bruised, which left the master without assistance.

Capt. Richards, master of the schr. Hattie L. Sheets, says that he and his crew were without food or water from Saturday noon until their arrival at Southport Wednesday afternoon.

—Mr. W. J. Toomer has been appointed cashier of the Atlantic National Bank in place of Mr. H. W. Howard, who resigned. Mr. Toomer has been book-keeper in the bank for some months past. Mr. Howard, who has filled the position of cashier most acceptably, proposes to take a trip out West.

THE GREAT STORM.

FURTHER PARTICULARS OF THE DE-VASTATION.

Over Five Hundred Lives Lost on the Sea-Islands—The Cotton Crop Seriously Damaged—Disasters to Shipping—Missing Steamships.

COLUMBIA, S. C., Aug. 31.—Accounts continue to come in of general havoc by Sunday's storm. Thousands of valuable timber trees have been blown down, crops washed away, and the rivers are full of fotsam and jetsam of the disaster. Advice from the sea coast may be summed up in the following extracts from to-day's Charleston papers: The long-staple cotton crop has met with a serious injury, and the estimates of that where former years Charleston received this year she will do well to get 3,000 bales. That is the situation in a nut-shell. It is the situation in those who are in the best position to do any talking. The reports indicate that the sea-islands met with the heaviest damage, while the uplands fared somewhat better.

Mr. Robinson, of the Kerrisro establishment, gives the following story of the effects of the storm in the low country: He had just arrived from Walterboro and stated that from Bischoff's place on the Edisto river, to Jacksonville, two negroes had been blown down on the top of their shanty, and reported that of any negroes on the place in the lowlands had been drowned; in all about 100 men and women were killed. He related a terrible experience and furthermore stated that all of the dwellings are totally destroyed and the place in abject desolation.

At Waterboro, Mr. Robinson said, many of the houses had been completely washed from their foundations out into the sea, and all the rice fields are overflowed. The steambot Pilot Boy, familiar to every soul on the inland route between the cities of Charleston and Savannah, has been stranded in the harbor, and is in a perilous position. The pilot fleet of the harbor is wrecked or stranded. The phosphate works which are located on the banks of the neighboring river are in little better condition.

Port Royal, lying on a tongue of land further down the Beaufort river, must have been more exposed to the fury of the tempest. The place is practically in ruins. Its water front is destroyed and great damage has been done to the buildings. The great loss of life which resulted from the storm on every shore of the islands is greater here, or else it has been more authentically reported. The number of negroes who died on the beach, and the number was expected to be largely increased before the death roll was finally closed. It is needless to say that the crops were injured terribly. Fifty per cent. loss would probably not be too large an estimate to make.

Several gentlemen from this city, who were in Port Royal or Beaufort during the hurricane, returned to Charleston yesterday on the first train which came into the city after the Charleston and Savannah Railroad. They report that the loss of life and the destruction of property at those places and the neighboring sea islands have been fearful. The death roll had already risen to thirty odd persons, among whom was numbered Dr. Ellis, the newly appointed quarantine officer at Port Royal, on an island, where the U. S. dry-docks are building, and which stands between the Broad and Beaufort rivers, was swept by the cyclone. The Government improvements since their inception found its culmination on Sunday night. The loss of life could not be accurately calculated.

Beaufort, the prettiest island town in the Carolinas, is terribly damaged, notwithstanding the fact that it stands only five miles up the Beaufort river. Not of the residences in the town were badly damaged and the wharves are nearly or quite destroyed. The experience of Capt. Whitley and his wife and family of ten children on Castle Pinckney on the night of the storm is a sad one. The captain and his family sought shelter from the fury of the tempest to the leeward of the fort, and with his children he stood out the storm. He was blown over the beach over the helplessness family. Three of the little ones were from six months to three years of age, and stood it like old men. The fury of the winds and waves was so great that some huge masses of iron were for holding buoys and weighing 4,000 pounds were moved from many places and rolled about the beach. Some great anchors, weighing from 4,500 to 6,000 pounds, were thrown about the beach like so much timber. The place is a complete ruin, and in spite of it all, Capt. Whitley and his brave family are still on the castle and are holding the fort.

The missing steamer Seminole, about which so much anxiety was felt, steamed into the harbor yesterday morning with a cargo of sugar. She and her passengers escaped from the horrors of the storm which swept the coast. When the "Seminole" met the hurricane she was off the mouth of the St. John's river, and was preparing to head in for the entrance. Her officers appreciated the situation at a glance, and making ready to seaward for a considerable distance, turned the vessel's nose into the eye of the cyclone and cast out their anchors.

The captain said she breathed the water like a duck during the long hours of the storm, and was not injured in the least when it had subsided.

As soon as the wind had partially lulled, he turned her into the St. John's river and made his dock in Jacksonville in perfect safety. His return was unexpected except of the evidences of the storm which was witnessed at several points. The little watering place which stands at the mouth of the St. John's river was a perfect wreck, and all along the banks of the stream damage was apparent.

The passengers did not think that the coast of Florida had sustained nearly so much damage as that of South Carolina. Inquiry at the Clyde Line offices elicited little information regarding the other missing steamer, the Yeomasee, further than the bare statement that she had left her dock in New York Saturday afternoon. Even her passenger list is unknown. She should have arrived in Charleston at 10 o'clock on Sunday morning of the 29th, making her forty-eight hours over due. The officials of the company, while naturally anxious to have some intelligence of the vessel and crew, and passengers are not alarmed for her safety. They do not think the delay necessarily alarming. Even if the Yeomasee missed the brush of the storm she must have had weather bad enough to throw her far behind time.

The Italian bark Vincenzo Galatola, which left this port for Hamburg on the 19th, was abandoned at sea off Hatteras on the 24th. Her sails had been blown away, and her foretopmast was gone.

SPIRITS TURPENTINE.

Newbern Journal: Mr. W. A. White died at his residence in this city Thursday morning, of malarial fever, after an illness of three weeks' duration, in the 79th year of his age.

Sanford Express: The crops in this section are said to be finer than for years. Cotton is not so very large, but is well formed and is heavily bolted. It is now opening in places and is ear-ear, than for some years. Corn is excellent, especially late corn.

Warrenton Record: Eaton Williams, colored, a well digger, one day this week, while in the bottom of a well at Fort Fleming's had a rock to fall from the walling at the top of the well and strike him on the head. He was killed for a while, but he was soon all right. There can be no doubt about the thickness of Eaton's skull.

Ryan Neck Advertiser: Mr. G. W. Ryan has one acre in corn which he planted for 100 bushels, and had it not been for the destructive winds which have repeatedly injured it, we believe he would have got it. It is the finest upland corn we have seen. A number of gentlemen looked at it a few days ago and said they thought he would get 70 bushels from the acre.

Winston Sentinel: Officer Pfohl received a letter this morning from the Mayor of Radford, Va., stating that a negro who gave his name as Jim Greer, alias Jim Greer, had been arrested there on suspicion of being George Broadnax, who stands charged with the murder of a man named Copple in Leeville, N. C., a few months ago. The negro in custody answers the description of the man wanted.

Chatham Record: After a protracted sickness Mr. William F. Foushee died at his place on last Friday, in the 68th year of his age. He was one of Chatham's most prominent and popular citizens. He was a member of the State bar and a member of the bar and stable of Mr. J. A. Gilliland, of Matthews township, were destroyed by fire. The loss is estimated at \$10,000, with no insurance. The fire is thought to have been incendiary origin.

Charlotte News: The farmers in the city to-day reported that the crops were damaged to a great extent by the storm. The cotton was shipped to pieces, and many of the bolts knocked off, but the crop will be more than ordinary, because the heavy rains, which when every stalk was so loaded with fruit, the corn, and especially late corn, is badly damaged. The late corn is down on the ground and can not be saved. The early planted corn is matured, and will hardly suffer much from the wet. Meadows are damaged more than any other crop. The grass that is now being almost ruined.

Laurinburg Exchange: On Friday morning about three o'clock the Methodist church was set on fire and before the fire could be extinguished the roof of the flames had made such headway that it was impossible to control them. The church had just been repaired at a cost of \$750, and was a beautiful structure. It was insured for \$1,500 but the loss is not half covered. It is very unpleasant to be compelled to publish to the world the contents of a church register, and the fact that the church is now a pile of ruins is a sad thing. The church is a beautiful one, and was insured for \$1,500 but the loss is not half covered. It is very unpleasant to be compelled to publish to the world the contents of a church register, and the fact that the church is now a pile of ruins is a sad thing.

Raleigh News and Observer: The Railroad Commission yesterday disposed of the following business: Norfolk & Southern Railway Company to the Railroad Commission. This was an application to exempt the telegraph line between Plymouth and Bell Haven from circular No. 20, which requires the telegraph joint rates for different lines. Application was denied. Atlantic Coast Line to the Railroad Commission. This was an application to exempt the telegraph line between Plymouth and Bell Haven from circular No. 20, which requires the telegraph joint rates for different lines. Application was denied. Atlantic Coast Line to the Railroad Commission. This was an application to exempt the telegraph line between Plymouth and Bell Haven from circular No. 20, which requires the telegraph joint rates for different lines. Application was denied.

Weldon News: A white man here Saturday night was arrested on one of the streets whose attractions consisted in his being able to urinate himself. No matter how tired, he could extricate himself with the greatest ease, and was both deaf and dumb. Friday about 9 o'clock, John Burwell, living near the Fair Grounds, was robbed of his clothes and shoes on the public highway, by two negroes who were passing by. The man was sent to Weldon to be on the look out for the thieves, and in a short time both were arrested. The man broke and was chased to the river but not caught. A requisition was made on the State farm for Mr. Studious and his partner, who were arrested on the 1st of the thief after he took to the river. However, late in the evening, several gentlemen who chanced to be in the neighborhood of the river, and who were passing by, saw the man and his partner, and they were arrested. The man broke and was chased to the river but not caught. A requisition was made on the State farm for Mr. Studious and his partner, who were arrested on the 1st of the thief after he took to the river. However, late in the evening, several gentlemen who chanced to be in the neighborhood of the river, and who were passing by, saw the man and his partner, and they were arrested.

Charlotte Observer: Found Hiatt, a big mulatto, made a brutal attack Tuesday upon his wife, Lydia Thompson, in Greensboro. Hiatt went to the slanty where he was drinking, and was in his clothes. Her back being turned towards him she did not notice his entrance until he said, "Lydia, I have come home to you, and I am going to be with you for the rest of my life." She was covered with cuts on head and shoulders. There were nine cuts altogether on her face, and she was bleeding. She took out three pieces of her skull this afternoon and there is no probability of her recovery. Hiatt immediately gave himself up to the authorities, and stated that he hoped he had killed her. His intention was to get a pistol and shoot his wife and then kill himself, but failing to do this he borrowed a common pocket-knife with which he did the work. Hiatt and his wife would not live together for a number of years, as Hiatt was so trifling she would not allow him around. He had threatened her life before, but had failed up to this time to accomplish his purpose. It was reported that the man had been telegraphed missed Charlotte gunners, and they in turn misled the people. Col. Anthony did not win the championship of the State in the winter, he is estimated to 40 per cent. of the entrance money. Col. Anthony and Mr. Todd made about 90 per cent. each during the shoot.

Jacksonville Dispatch says there is no yellow fever in Florida. The State has a clean bill of health. A dispatch from State Health Officer Porter says that the sickness of Newman, at Port Tampa, announced on the 29th as yellow fever, is not really yellow fever as reported, as a subsequent diagnosis shows. He has since declared all restrictions off and people may go to Port Tampa and come at will.

THREE MEN HANGED.

One for Murder and Two for Arson, at Laurens, S. C.

By Telegraph to the Morning Star. LAURENS, S. C., Sept. 1.—John Ferguson, Wade Cannon, and George Bowers, all colored, were hanged at one o'clock today in the county jail yard. Ferguson was convicted of wife-murder at the last court, and Cannon and Bowers of arson. Ferguson was nearly insane and walked with a sprightly step to the scaffold, acknowledged his guilt and said he was ready to die. Cannon and Bowers protested their innocence to the last, stating that their former confession was made through fear. A colored minister held devotions at the gallows.

WARM WIRELETS. A hurricane passed over the Azores on August 29th. The vessels were wrecked in the harbor of Fayal and four teen houses were destroyed in the town. At Tierra three vessels were wrecked and twenty-eight persons were destroyed. Five persons were killed.

The British steamer Legislator, from Liverpool for New Orleans, put in at Nassau, N. P., with the American bark, Iron Horse, from New York for Havana, in tow. The bark encountered a severe hurricane during the passage and was leaking badly. Three men were washed overboard, and the captain and six men deserted the vessel at sea. The second mate and six of the crew remained on board.