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Have you received a bill for subscription to the WEEKLY STAR recently? If so, is it correct? If correct, why not pay it? Is there a man on earth who can print a newspaper for nothing, and pay the postage besides? Can a farmer give away his corn, and cotton, and wheat, and chickens, and eggs, and keep out of the poor-house? If so, let us have the receipt. It will be valuable to us just now.

RAILROAD BUILDING.
The Chicago Railway Age publishes a list of 34 States and Territories, with the railroad mileage constructed in each during the year, the total amounting to 1,919.13 miles, which is the least number of miles laid any year within thirty years except in 1865-'66 and '76. There were fourteen States and Territories in which there was none laid. The Territory of Arizona scores the highest number with 193.40 miles, Illinois coming second with 147.20, Pennsylvania third with 128.87, Michigan fourth with 113, Maine fifth with 111.77, Montana sixth with 101.17. These were all that exceeded one hundred miles, and but few of the others came near that figure.

In the Southern section (in which we include Missouri and the Territory of Arizona) there were about 513 miles, or nearly one third of the total new mileage. But the past few years have been hard on the railroads, a considerable number of them, and among these some of the most extensive systems in the country, having gone into the hands of receivers. This will account partly for the decreased construction of the past several years. For the past five years there has been a steady decline. In 1890 the new mileage was 5,670 miles; in 1891, 4,282; in 1892, 4,178; in 1893, 2,635; in 1894, 1,919, a pretty big fall from 1887 when the new mileage was 13,000 miles.

The total mileage in the United States is now 179,672 miles, of which 54,300 miles have been constructed in the past ten years, an average of 5,430 miles a year.

The States having the largest mileage come in the order as follows: Illinois first, with 10,576 miles; Pennsylvania second, with 9,564 miles; Texas third, with 9,272; Kansas fourth, with 8,931; Ohio fifth, with 8,652; Iowa sixth, with 8,513; New York seventh, with 8,160. These seven States have an aggregate of 63,658 miles, or a little over one-third of the total mileage of the whole country, while they contain less than twenty per cent. of the total area of the country, omitting Alaska.

The figures here presented suggest some thoughts in reference to the future of railroad building. The new mileage of this and for several years past, has been merely short lines as connections between lines already in operation or as feeders to main lines. This will in all probability be done for some years to come in the older Northern and Western States, which have now about all the railroads they need, or will need in the near future.

The far Western States are not as well supplied as they may desire to be, but there is little temptation to invest money in railroad building in those sparsely settled States, whose industries are limited, and, with the exception of mining, not of a very profitable character, in addition to which, from the nature of the country and from other causes railroad building is much more expensive in that than it is in other sections of the country, while the prospects of profits are not so encouraging.

There is neither sentiment, sectional pride nor patriotism in railroad building. It is cold-blooded business which has nothing in it nor behind it but dollars. Where there is a reasonable prospect of a road paying the builders it will be built. Capitalists do not build railroads for recreation, as millionaire Flagler builds hotels, nor to accommodate the public unless the public are willing and able to patronize them sufficiently to pay a reasonable dividend on the investment. Roads do not always do this, and some come far from doing it, but these are cases of miscalculation, or of contingencies which were

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not anticipated or taken into account when the roads were built.

Capital is always on the outlook for investments where it will pay and requires little or no persuasion to invest when the prospects for pay are good. Capitalists keep a close eye on the present and prospective development and possibilities of new fields of enterprise and are careful readers of the reported business and earnings of enterprises already established. They compare the returns with the returns of similar enterprises in other sections and from these draw their own conclusions.

For the past year the railroads of the South show a larger percentage of net earnings than the roads of any other section of the country, which shows that there is work for the railroads and not too many railroads for the work to be done.

The indications for some years past have pointed and they still point to the South as the future field for railroad building, for there is not yet in this grand and richly-endowed domain one-fourth of the railroad mileage that there will be in the near future. When the revival of business comes in good earnest it will be first felt in the South, for it is in this direction that surplus capital will seek investment in the working of the mineral and other resources. Into this section immigration from other sections will continue to flow, and the manufacturing industries will continue to increase even more rapidly than they have in the past. All these will be incentives to railroad building and reciprocally railroad building will be an incentive and give stimulus to these. Railroads follow population and enterprise, and population and enterprise follow railroads. Unless all the signs are at fault the great railroad work of this country within the next ten years will be in the South.

MINOR MENTION.

A press dispatch published yesterday, announced that the capital stock of the Whittier Cotton Mills, of Lowell, Mass., had been increased from \$150,000 to \$300,000, and that a three-story factory would be built in Georgia, where the same grade of goods will be made as in their Lowell factory. This is the third mill to be erected in the South by New England companies, announcements of which have been made within the past couple months. One of the others is a \$600,000 and one a \$500,000 plant. What better evidence could be asked that the New England manufacturers realize the advantages that the South presents as a field for cotton manufacturing or that they realize this to be the center of the cotton manufacturing industry? It must be remembered that these are practical men who know all about the business, and are not going to take chances in an untried field. They know what they are doing and are putting their money and machinery in the South in order to be better able to keep up in the race of competition. If they could have held their own they would never thus have practically acknowledged the advantages of a location in the South, but would have put their money into enlarging their plants in New England. There is more in these announcements than the mere building of cotton factories, for they mean also bringing to the South more skilled labor, and valuable experience, which will help in the work of educating our mill operators in the manipulating of new lines of goods. Every new mill started with New England capital and under the management of practical men from that section will become to some extent an educator, and therefore valuable in a double way. This movement, which began some time ago, will continue until these New England branch establishments, as they might be called, will be numerous in the South.

With its great triumph in last November the Republican party is still, as it always has been, a minority party, and does not represent or speak for a majority of the people of this country. If at any time since 1868 the opposition to it had been united it would have been swept out of existence. It has maintained its hold on power simply because of the divisions among its opponents and the scattered opposition that was made to it. Its leaders gloried in the "magnificent" victory they won at the late elections, a victory by which they revolutionized the House of Representatives and recovered nearly all the States which they lost two and four years ago, but this victory they owe to the fact that the opposition was divided. The summing up of the total vote cast in the respective States shows that the Republicans had 5,588,326 votes, the Democrats 4,148,456, the Populists 1,246,725, and the Prohibitionists 219,845. Add up the combined opposition vote and it leaves the Republican party 26,735 in the minority, not counting the many thousands of Democratic votes which were not polled. Four years ago the

Democratic party had a majority over all of 268,550. If it were not for the leadership of the Republican party and the failure of the opposition to unite against it it would have been annihilated long ago.

THE COLD WAVE.

Mercury Down to Fourteen Degrees Yesterday Morning—Freezing All Day—Outlook for Lower Temperature This Morning.

The mercury went down yesterday morning to 14 degrees above zero—two degrees lower than predicted Friday night by the Weather Bureau observer, Mr. Graham. It was the coldest of the season so far, and not far from the lowest temperature recorded in Wilmington in twenty-four hours. January 9th, 1884, the mercury dropped to 9 degrees above zero, and in January, 1893, a minimum temperature of 18 degrees was recorded. The maximum temperature yesterday was 35 degrees; by nightfall it had fallen to 34, and at 11 o'clock p. m. was at 30 degrees. Observer Graham thought that the record would be broken this morning and that the mercury would fall to six or eight degrees, although possibly, it might not get lower than ten or twelve degrees.

Although the cold was intense yesterday yet the weather was clear and dry, and not at all unpleasant out-of-door in the warm rays of the sun. Colder weather was experienced at many other places. The minimum temperature at Jacksonville, Fla., was the same as Wilmington, 14 degrees. At Savannah, Ga., 19 degrees, and at Charlotte, 22 degrees above zero.

It is not at all unlikely that the freeze in Florida caused great damage to the orange crop, and to early vegetables. In this section, the cold snap has been beneficial to truckers in retarding the development of strawberry plants that were already fruiting.

Zero temperatures were recorded by the Weather Bureau in the Ohio Valley. At Pittsburgh, Pa., and at Parkersburg, W. Va., the temperature was 3 degrees below zero.

Observer Graham said last night that the weather will grow warmer this afternoon.

CHARLOTTE TRUCKERS LURED IN.

Whatever may be the opinion of the people who dodged about the city in a vain effort to keep warm and comfortable yesterday, says the *News and Courier*, muffled in Winter wraps and scurrying around corners to avoid the teeth of the biting wind, from the truck farmers' standpoint the freeze has been a God-send. Two weeks more of the balmy weather that the Farmer has been giving the public for the last month would have brought the "early strawberry crop" to a point at which it would have fallen an easy and a sure prey to the first meandering cold snap which might have blown in from the North.

Such a catastrophe would have been a heavy blow to the trucking interest of Charlotte, but as matters have fallen out this freeze came in the very nick of time to retard the ripening of the plants, and thus it came to pass while ordinary mortals were flapping their arms and stamping their feet to keep their blood in comfortable circulation yesterday, the truck farmers held a high carnival of satisfaction; even while their teeth chattered and their limbs shivered. They say that the freeze was just the one thing of all others that they wanted, and they would not have been without it for many dollars.

That Checker Contest.

Referring to the series of games now in progress at Asheville between Mr. H. C. McNeil and Mr. John A. Murdoch for the checker championship of North Carolina, the *Chimes* reproduces what the *Star* said about Mr. McNeil and the rabbit foot, and adds:

"John A. Murdoch, who is to play Mr. McNeil, has no rabbit foot, but for years has carried three rings from a raccoon's tail, and what he will do for the rabbit foot will be a plenty."

Then, this is the issue: Can the left hind foot of a raccoon beat three rings from a raccoon's tail? Well, the *Star* is content with that; but we positively protest against the introduction of a "hair of the hide" of Vanderbilt's mousetrap.

P. S.—There is a rumor here that out of four games thus far played Murdoch has won three. If the report is true, it is evident some sharp Asheville real estate broker has traded McNeil an eligible town lot for that rabbit foot.

Outlook for Lumber.

Mr. Merritt W. Dixon returned yesterday from New York, says the *Savannah News*, where he has been for some time on business, and incidentally he has been giving much attention to the condition of the lumber markets.

Mr. Dixon said yesterday that the prospect for the lumber business this season was quite encouraging. Especially were large orders expected from railroads in almost all sections of the country. Many of the roads have let their rolling stock run down, and much of it is in such condition that repairs are absolutely necessary. Orders for this purpose, he said, are constantly being filled, and while prices have not materially advanced, they have a good many orders to fill, and they are almost all quite busy. The prospect, he said, is in every respect bright and encouraging.

Kitchen Markets.

The cold weather yesterday was a damper upon market-men and but few of them were in market.

Poultry was scarce and in demand, guinea fowls (live) retailing at 35 cents each, (dressed) 80 cents per pair. Eggs, 20c per dozen.

In the vegetable market, turnips sold at 5c per bunch, and 2c per pound for rutabagas; lettuce, 5c per head; collards, 5c; sweet potatoes, 15c per peck; celery, 50c per bunch; onions, 5c per quart; cabbage, 10c per head.

The fish dealers sold oysters at 10c to 25c per quart; mullets, 10c; flounders, 30c; and trout, 30c per bunch.

Died From Her Injuries.

Many friends of Mr. G. B. N. Hudson, one of the workshop employees of the A. C. L., will learn with regret that his little six-year-old daughter, Mamie Claude, who was severely burned Friday afternoon last, died yesterday morning of her injuries. Her clothing caught on fire from contact with a red-hot stove as she passed it.

Two physicians were in attendance upon her from the time of the accident until her death, but her injuries were too severe for recovery.

THE COTTON MOVEMENT.

Extraordinarily Large—But a Falling Off in Receipts in Exported—The New Orleans Estimate of 9,175,000 Bales.

The movement of the present cotton crop, says the New Orleans *Picayune*, has been the most extraordinary ever known in the history of the trade. There has been marketed up to date, according to the figures of Secretary Hester of the Cotton Exchange, 6,888,000 bales, an increase over last year of 1,801,000 bales, and over the 'big crop year of 1891 of 944,000 bales. If the same percentage of the crop has been marketed as was the case in 1891, the total yield will be in the neighborhood of 9,000,000 bales. When the unusually fine weather which has prevailed during the entire season is considered, and the many incentives for marketing the crop rapidly have existed, there is reason to believe that an even greater percentage of the crop has been marketed than was the case in 1891.

Practically, every weekly crop summary issued by the New York *Chronicle* for two months past has reported a rapid progress in marketing the crop. It must also be remembered that the transportation and shipping facilities for handling cotton are better now than they were three years ago. It is, moreover, a fact which has been apparent from the very beginning of the season, that there existed in the country a desire to market the crop as rapidly as possible, owing to the general belief which has prevailed in extremely low prices.

It is, consequently, very easy to explain why the movement has been so large, without accepting the extremely large estimates which have been issued by some authorities. That the crop would be a large one was evident from the commencement of the season, and the increased production in Texas in particular contributing to that result; but there is every reason to expect that the new year will find a smaller percentage of the crop marketed than there has ever before in the history of the industry.

The phenomenal movement of the past week has been due to the anxiety to market as much cotton as possible prior to the holidays, and also to enable the farmers to meet obligations falling due between the 15th of December and January 1, such as farm mortgages, advances by country merchants and the like. Nearly all the reports now being received from the interior by merchants report an unusual expansion of cotton on plantations, and the general opinion among factors is that the crop will turn out much smaller than is indicated by the present rate of marketing.

The cotton trade is a very interesting one, and it is not surprising that the holders of cotton are so anxious to anticipate the future wants of consumers. It is this feature which encourages the holders of cotton as they otherwise would consider the crop as having been discounted in the prices at present current. On the other hand, the cotton trade is a very slow movement, and it is a slow movement that causes steady markets and improved prices. It is felt that throughout the country there is a slow improvement in the trade, which is reflected in the increased—slowly increasing—demand of the country east of the Mississippi river, but as yet this improvement in business has not led merchants to quote any advance in the prices of the commodities which they handle, and is considered by all as simply pointing to the slow but constant improvement in the conditions of trade. It has been the feature of the situation upon which the basis of the demand for cotton by those not directly connected with the trade rests, and it is this feature which will be the basis of the demand for cotton by those not directly connected with the trade.

James Bergeron, a young man who had just returned from the army, and who was decorated for his services, was killed by a bullet from a rifle which he was using to hunt a rabbit. He was a member of the 1st Maine Cavalry, and was killed at the battle of Gettysburg. His body was found by a farmer, and was taken to the hospital at Washington, D. C., where he died on January 1st.

WELDON'S WATER POWER.

Preparations to Establish Factories at Once.

[Star Correspondence.]

WELDON, N. C., December 28.

Mr. Ballard and sons and another gentleman of Boston, were here the other day to visit Ronoke Rapids, formerly known as Great Falls. They were much pleased with this water power, and thought it strange that it had never been developed. This water power is within five miles of Weldon, and is owned by Mr. Thomas L. Enry and a Northern party. They are making preparations to establish factories at once. Messrs. Habbeston and Cohen, of Petersburg, are largely interested. Weldon is surrounded by fine water powers.

ALWAYS IN THE LEAD.

The Atlantic Coast Line to Put on Five New Wind-Burners.

The Atlantic Coast Line system, says the *News and Courier*, has a reputation for fast running, and in order to sustain it the management of the road always keeps its equipment supplied with every modern improvement. When the heavy Winter travel begins the Coast Line will put into service five new engines which it has recently ordered. It is believed that these engines are the fastest railroad locomotives in the South, and that they will be able to carry the Coast Line patrons from the North to the South at the rate of sixty miles an hour without trouble. The new engines were ordered in November and are ready for delivery to the company.

General Manager J. R. Kenly, of the Atlantic Coast Line system, was in the city yesterday. Mr. Kenly is en route to Charlotte in his private car, and will spend the day attending to business for the road. He returned to Wilmington in the afternoon. The Coast Line is getting ready to handle the big Winter travel which will begin early in the new year, and General Manager Kenly is making preparations for the rush.

Twelve games out of the thirty had been played up to Friday night in the checker contest at Asheville. Of these, Murdoch had won three. McNeil, one, and eight were draws. From the preponderance of "draws," it is very clear that McNeil has drawn his rabbit foot at last.

S. C. AND GEORGIA R. R.
Directors Meeting—The Road's Earnings.
By Telegram to the Morning Star.

New York, Dec. 28.—At a meeting of the directors of the South Carolina and Georgia Railroad Co. to-day, Mr. Ashbury Bull, of Augusta, Ga., was elected a director to fill a vacancy.

The statement of six months ended December 31st, 1894, partly estimated, shows: Gross earnings, \$618,438.40; net earnings, \$314,044.69; interest and taxes, \$188,350. Surplus, \$57,794.69.

By a recent act of the Legislature the company is authorized to purchase, lease, own and operate a line of steamships between Charleston and New York, and between Charleston and foreign ports, and is also authorized to lease or purchase wharves and erect elevators and cotton presses, and lease or consolidate with any railroad in South Carolina or adjacent States.

A MURDERED MAN.
Found in the Woods Near Geneva, Alabama.

By Telegram to the Morning Star.

MONTGOMERY, Ala., December 29.—A special to the *Advertiser*, from Geneva, Ala., says a party of bird-hunters, on Thursday, while walking through the woods, in this county, discovered the dead body of Mr. T. C. Lyon, lying by a little mound. His head had been smashed all all out of shape by some blunt instrument, presumably an axe, and his appearance indicated that he had been dead at least a week.

Dick Stanford was arrested on suspicion, as he had been seen talking with Lyon about the time he (Lyon) disappeared, and at the same time had an axe on his shoulder.

Stanford is in jail at Geneva, but stoutly denies his guilt.

A PHYSICIAN'S MISHAP.
Fell Into a Well While on a Visit to a Dying Woman and Narrowly Escaped Drowning.

By Telegram to the Morning Star.

UPPER SANDUSKY, OHIO, Dec. 29.—Dr. A. J. Dwyer, of Wyandotte, was summoned in great haste last night to the bedside of a dying woman at Morral. He drove near the house and started to walk across the field, in doing so he stepped into an uncared-for well, and was only saved from drowning by catching hold of an offset just above the water. He was kept prisoner in the well until morning, when a searching party found him. In the meantime the woman had died.

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