WILMINGTON, N. C.

FRIDAY, - . January 4, 1895

Notices of Marriage or Death, Tributes of Re-esolutions of Thanks, &c., are charged for as advertisements, but only half rates when paid ily in advance. At this rate 50 cents will pay tole announcement of Marriage or Death. Only such remittances will be at the risk of

Specimen copies forwarded when desired.

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 recipe. It will be valuable to us

LOOKING SOUTHWAED.

It is said that the Republican leaders are counting upon being able to secure some electoral votes in the South in 1896 and with this view will play a conciliatory game. The victory of the Fusionists in North Carolina, the election of a Republican Governor in Tennessee, the large vote that was cast for Kolb in Alabama, the bolt of the sugar planters in Louisiana and the gains in Republican and Populist Congressmen they construe as evidence that the Solid South is at last broken and that by shrewd and con ciliatory management the break may be enlarged and turned to good account by them in the next Presidential election.

They will try to win over Demo crats who may be dissatisfied with the course of events under this administration and offer those whose support may be worth having tempting baits to go over to them, and they will humor the Populists for the reason that they believe the majority of them will eventually fall into the Republican ranks.

Another part of the programme will be to have it pretty well understood that while they do not intend to abandon the negro and cut loose from him altogether, they will not depend upon him, nor concern themselves particularly about what becomes of him politically. They have come to the conclusion that they have made so little progress in getting a foothold in the South by sticking too closely to and depending too much upon the negro, and now they think the opportune time has come to change this programme and bid for white votes. They would doubt less be not only willing but glad to trade two negro Republicans for one white Democrat, and give the Democrats a chance to capture the two colored brothers.

It is not unlikely that Dr. Mot!, of this State, and other Republican leaders who have for several years been scheming with the hope of building up a white Republican party in the South by driving the negro out, have succeeded in convincing the leaders in the North that such an achievement is not an impossibility, in proof of which they might with some show of plausibility point to the result of the late elections, and the close relations that existed between the Republicans and Populists and the perfect harmony with which they worked together.

It may be noticed in this connection that although in the South wherever the Democrats were defeated it was done mainly with negro votes, not a negro was elected to any responsible position. The leading negroes in this State kicked against the fusion, probably because they apprehended the outcome and felt that the success of that movement would result in freezing them out and barring the way to positions of honor or emolument. They were justified in this apprehension when they saw at the head of this movement men who for years had made no secret of their opposition to the recognition of the negro as a political equal and associate.

The present indications are that the leaders of the party will be largely guided by the views and advice of the men who have been advocating a "white man's" Republican party, although they may not. and probably will not, go to the extent of driving the negro out and barring the doors on him. With this modification they will let these managers in the South draft the plans of action, and will when neces sary furnish them substantial aid to carry their plans out.

One of these plans will doubtless be to form where they can with the Populists joint electoral tickets, with Democratic candidates cannot te tions as she has for articles of everyelected without the vote of the solid day use.

South, with the votes of several Northern States. Every vote captured in the South from the Democrats, no matter to whom it goes, makes the chances of the Republicans that much the better. Taking this view of it it will not be very difficult for the Republicans and Populists to come to an understanding as to the electoral vote.

Another part of the programme, which is openly talked of, to win favor, is the nomination of a South ern man on the Presidential ticket giving the South the Vice Presidency. This would give them a chance to say that they had less prejudice gainst the South than the Northern Democrats have, who since the war have never, although depending upon the South to elect their ticket, named a Scuthern man for the Presi dential ticket. Of course every intelligent person knows why the Democrats have not done this, but still this wou'd take with a good many inno cent people who do not or cannot look under the surface, and who may not understand that if the Democrats were to put a Southern man on the Presidential ticket the Republicans would raise a sectional howl that would wake the mummies in the pyramids of Egypt.

The prospective candidate so far mentioned for the Vice Presidency is Governor-elect Evans, of Tennessee, who, by the way, is not a Southern but a Northern man, who settled in that State about ten years ago. They may or may not do this, but if they think it will pay they will. They are are going to do all they can to make further inroads on the South. That is certain.

MINOR MENTION.

Every section of this country is in terested in the construction of the Nicaragua Canal, and the men who are opposing it, whether they be honest in their opposition or not, are throwing obstacles in the way of an enterprise which promises more for our country than any one that was ever presented to the public. It is not a new scheme, for its importance has been recognized and it has been discussed from time to time for half a century, and the probabilities are that if we had had no internal strife to divert attention from it, and to cause radical changes in our public policies and systems, it would have en completed long ago. What wa thought of it even as far back as 1849, is the shown by an extract from Commodore Maury's writings, republished by the Baltimore Manu facturers' Record, as follows:

"Such advantages, both moral and physical; such means of power, wealth. and greatness as have been vouchsafed o us, no nation has ever been per-

mitted to enjoy. "I have shown that there is no sea in he world which is so important as this Southern sea of ours; that with its succession of harvests there is from some one or other of its river basins a crop always on the way to market; that it hes or back country a continent at the North ad nanother at the South, and a world both to the East and to the West. I have shown that it is contiguous to the first two and convenient to them all. The three great outlets of commerce—the delta of the Mississippi, the mouths of the Hudson and the Amazon, are al within 2,000 miles of the isthmus. It is the barrier which separates us from the population of the earth. Break i down, therefore, and this country will be placed midway between Europe and Asia; this sea will become the center of the world and the focus of the world's commerce. Open this as a highway and you will give vent to commerce, scope to energy, and range to enterprise which a few years bence will make gay wil steam and canvas parts of the ocean that are now unfrequented and almost unknown. Old channels of trade will be broken up and new ones opened."

This is brief, but it is as full as a nut, and shows what a big, far seeing brain thought of this enterprise, when this country didn't need it half as much as it does now. If this country is to make successful competition with other nations which have been reaching out for the world's trade, and securing the greater part of it, we must provide the ways and means to do it, and cut down, where we can, the barriers in

Notwithstanding the dull times, scarcity of money, etc., the Baltimore Manufacturers' Record's review of the industrial investment in the South shows that there were over five hundred more enterprises established in 1894 than in 1893, the total number being 2,829 against 2,293, for '93. Some of these enterprises are the result of capital from other scources, but most of them are the work of our own people. One gratifying feature of the movement is that the new enterprises cover a wide range of industries, all of which have growing capacity, in them, and most of which require more or less skilled labor. Diversity in manufactures, while perhaps not as necessary to the welfare of this section as diversity in agriculture, is still an important factor in our future prosperity, and at the same time shows that the Southern people are keeping their eyes open the understanding that where such and catching on to the situation. A tickets are elected the electoral vote few years ago very little machinery is to be divided between the Repub | was manufactured in the South. lican and Populist candidates for Now there is considerable and it the Presidency. This scheme they commands a high standing not only think might result in winning from at home but in other sections, and the Democrats the electoral votes of is beginning to go abroad. The same several Southern States and dividing is to some extent true of agricultural them between the candidates of the implements, furniture, stoves and Republican and Populist parties. other household articles, the increase There is politics in that. The Re- in the manufacture of which has publican managers could afford to go | made fair progress. It takes time to so far as to give all the electoral carry out movements like this, and votes that could be captured from money, too, but with the present the Democrats in the South to the rate of progress the South will not Populists on the hypothesis that the long be dependent upon other sec-

The progress made in the estabishment of industrial enterprises in the South last year, a movement which has been advancing steadily for the past twenty years, but especially in the past ten, shows that Southern men have not only confidence in their section, but in themselves. They have entered some lines of industries where they have had to compete not only against skill and experience, but against almost unonly secured a firm foothold, but have forged to the front and distanced some of their competitors in the race. Cotton manufactures now find a market right under shadow of New land mills, have a large sale in the West which not many years ago bought altogether from New England, and are in growing demand in the countries of the Orient. The same is true of some lines of iron manufactures, of which Southern men knew little or nothing fifteen years ago. These have been shipped to various points in this country and to the very centers of the iron industry in the North and across the seas, and every time after competing with bids from some of the strongest establishments in this country and abroad. With such a record in the past what may not be expected from Southern pluck and enterprise in the future, when the South has more capital at her command and larger and better facilities for transportation,

There are rumors and contradic tions of rumors that 'ecretary Carlisle contemplates resigning. If there is any man in the Government service who has a rough time, that man is John G. Carlisle. He is the hardest worked and most abused man in Washington.

A housebuilder in New York who thinks the people in the tenement sections of that city are not sardined enough already proposes building a house which will hold 2,500 families, or about 20,000 people. Think of cramming the population of a city like Wilmington, for instance, into one house.

IMPORTANT RAILROAD CASE.

An Interesting Decision by Judge Simon ton at Charlesion.

la the United States Circuit Court vesterday, says the News and Courier, order in the case of J. H. Bouknight vs. the Central Trust Company of New York, and the Charlo te, Columbia and Augusta Railroad. This was an action to recover for damages to the person of the plaintiff on judement. Bouknight had purchased a return ticket from Trenton, S C., to Au, usta, Ga., and when about to return was rejured on the train. He sued the Charlotte, Columbia and Augusta Railroad in Edy field and obtained judgment for \$10 000. The Charlotte, Columbia and Augusta Railroad was then under lease to the Richmond and Danville Railroad Company In last July, when the Charlotte, Co lumbia and Augusta Railroad w. s sold in Columbia, Bakaight gave notice of the existence of his judgment and of his of the mortgages on he road.

claim, stating that it was prior in rank In the United States Circuit Court Bouknight filed a petition that his judge ment be paid out of the proceeds of the sale, and the court held that, although the accident occurred when the road had been leased to the Richmond and Danville system and controlled by it, never theless he could sue the Charlotte, Columbia and Augusta railroad; that the action could properly be brought in South Carolina, and that his judgment under the railroad law of South Carolina took precedence over any mortgage excuted since that law was enacted in 1883 An order was appended requiring the

urchasers of the road to pay to J. H B. uknight \$10,000 and interest. The opinion is a lengthy and exhaustive one, and, being he first decis on under Section 1528 of the General Statutes since its passage in 1883, is of great interest.

WHAT BUTLER SAYS" What Marion Says About City and County

Government A correspondent of the Charlotte Ob server interviewed Mr. Butler in Washington, Monday, and here is what he said about the present systems of town and county government : "As to the county governments noth-

ing is decided as yet. There will be full conference, however. There is a very strong feeling in the West, embracing most of the Democrats, perhaps, in favor of popular elections. The action of the County Commissioners in the matter of onds has strengthened the desire for Magistrates elected by the people. As to the Board of Audit, whether it will be s fficient as a check on the action of the County Commissioners' government, much will depend on the powers with character of the men chosen; and regarding city governme t the Legislature would. I think, listen to the members from Wilmington, Raleigh, Goldsboro. etc., fitting each case to the local requirements. I can only speak with ful knowledge as to Goldsb ro where I live. The charter will be so changed as to break the rule of the existing ring-not to disturb politics oth rwise. The city would probably remain Democratic unless the voters changed their party align-

A telegram to the Charleston News and Courser, from Young's Island, Tuesday last, states that Capt. Relyea, of the sloop Nina, reports that his sloop, with one man, John Jones, colored, on board. was lost off Edisto Bar during the gale of Wednesday night last She was loaded with gravel bound from Bruns wick, Ga, for Wilmington, N. C. The and the city of Wilmington. with their lives

COTTON FACTS AND FIGURES

- Receipts here vesterday 189 bales

same day last year, 800. - New York futures closed barely steady and 7 to 9 points lower than closing prices Monday; January opened at 5 58 and closed 5.48, February, 5.59 and closed 5 50; March, 5 60 and closed 5 58; April, 5 64 and closed 5 58; May. 5.70 and closed 568; June, 5.75 and closed 568; July, 581 and closed 5.72; August 585 and closed 577; September, 5 88 and closed 5 80,

SEABOARD AIR LINE.

Mosting of Freight and Passengel Agents in Postsmouth—The Local Business of the Line to Be Developed. The Norfolk Virginian gives the following report of an important ratifoad

meeting held in Portsmouth: A very important meeting of the freight and passenger agents of the Seaboard Air Line was held at the Hotel Portsmouth, Portsmouth, Friday and Saturday. The meeting was significant in many ways. The representatives limited capital, and yet they have not | were called together by their superior officers, the general passenger agent and general freight agent, to report now at the close of this, the most prosperous year in the his ory of the Seaboard Air Line, the volume of business secured, to devise ways and means to secure a greater share of competitive business, to develop in a greater degree the local business of the line and to discuss the great question of immigration and

The agents were honored by the pres ence of the president of the Seaboard Air Line, Mr. R. Hoffman; the new vicepresident, Mr. E. St. John; the general manager, Mr. John W. Winder; the general agent at Portsmouth, Mr. Carroll H. Smith and the department heads. General Passenger Agent T. J. Anderson and General Freight Agent H. W. B Glover. Mr. T. J. Anderson, general passenger agent, was by wote of the meeting, selected to preside, and he made an excellent presiding officer, holding the complete attention of every agent present by his happy speeches and witty remarks. There were present also the freight and passenger agents from Boston New York Purladelphia, Baltimore, Washington, Richmond, Norfolk Portsmouth, Durham, Raieigh, Fayette ville, Augusta, Lurens, Wilmington Atlanta, Macon, Montgomery, New Or-leans, St. Louis and Cincinnati. The reports made showed gratifying

increase of business from all points covered, the percentage of increase in many cases being little short of marvelous Not the least significant feature of the gathering was the strong fraternal feeling and spirit of co-operation manifest ed, and it is this element superinduced by the efficient management of the line by the capable general officers that will have the most decided effect on the showing that will be made in the future by passenger and freight agents. The meeting was addressed by the newly elected V ce-President Mr. E St. John who, in an excellent speech, assured the agents and officials that the management under him should be an aggress ve and

rogressive one. The representatives passed votes thanks to Mr T. J. Anderson, general bassenger agent, and to Mr. H. W. B Glover, general freight agent, for their rong co-operation in the past and for their progressive and efficient direction which had mede such excellent results poss be and which will serve to bring the Seaboard Air Line to the front in the wear future.

The meeting adjourned at 600 p. Saturday night, after voting to hold the next meeting at Atlanta. Ga., date not determined upon,

Alfred Moore, a farmer, living near Ore Hill, N. C. was struck and instantly killed vesterday about 18.80 o'clock by the West-bound train on the C. F & Y. V R. R. about one mile from the depot at Ore Hill. Mr. Moore was about 65 years of age. He was walking on the railroad track ahead of the train, and Mr. J. P. Monaghan, the engineer, blew the whistle. Mr. Moore turned around, looked at the train, and stepped off the track, but before the train reached him attempted to recross the track and was struck by the locomotive and instantly killed. His body was taken to Ore Hill where Mr. Moore's relatives took charge

Sad Acoldent-The Infant Child of Mi R. L. Doon Patelly Burned. The infant child of police officer R.

Dixon-only nine months old-was terribly burned vesterday evening at 6 o'clock and died last night at 10 o'clock from the injuries it received, at the home of the family on South Sixth street. It seems the infant was left with another child about lour years old, near the fire place in a room in the house, for a few minutes, and when Mrs. Dixon returned, she found the younger child enveloped in flames from its burning clothes In ner efforts to extinguish the fire Mrs Dixon was berself s verely burned.

Levisthan Loc mo ives, The STAR referred some days ago the purchase of six new locomotives by the Atlantic Coast Line. The following better description is interesting:

The Atlantic Coast Line has pur chased six new monster locomotives for its passenger service. They were built by the Baldwin Works, and are now ready for service. Each has six feet drivers and weighs 191,000 pounds. They are built to carry ten cars each, including six sleepers, at the rate of forty miles an hour with stops. One of these is for the Richmond and Petersburg, another for the Petersburg road and the others for other lines in the system They will be used principally for through trains to Fiorida. The grades of the Coast Line are now so low as to enable the company to run trains at seventy miles an hour wi b safety.

Robeson County I eme, Mr. Bond, of Lumberton, who was here yesterday, stated that the farmers of Robeson county were making up a car-load of corn to send to the suffering people of Nebraska.

Mr. Bond also said that at a cash auction sale of corn in that county recently 800 bushels were sold at 29 cents per bushel. At that price, it would pay to ship it to Chicago for

To Develop Local Business.

One of the objects of the meeting of the freight and passenger agents held in Portsmouth last week was stated to be to "develop in a greater degree the local business of the line." The STAR is i glad to note this important determinati n of the Seaboard system, because it feels that it will prove a great thing both for the Carolina Central railroad

Marine Disasters. A dispatch from Hatteras, N C, reports the schooner Richard S Spofford a total loss. Some materials can be saved. The cook was frozen to death. The schooner Annie Abulie with cargo of lumber, water-logged, with midship house gone, is anchored near Portsmouth, N. C. The captain, mate and cook are aboard. Four men ashore. The

tug Alexander Jones left Southport

Tuesday last to go to the assistance of

the Ainslie, a frequent visitor to this

Johnson's Oriental Soap imparts a Japanese Liver Peilets are the best family medicine for liver complaint and constipation. J. H. HARDIN, J. HICKS BUNTING. delicate odor and leaves the skm soft and yelvety. Try it and you will never

CHEEKY BRECKINBIOGE

An Brotting Locidens of His Let

The News and Courter says: W. C. P. Breckinridge, Madeline Pollard's man, has been advertised to deliver a lecture at the German Artillery Hall, in this city. A letter just received from a College President in this State an ex Confederate soldier who lost one of his legs at Williamsburg, Virginia, a man who has nothing of the Puritan about him, but wno has a heart and conscience, writes as follows: "What to the world are you going to

with Brecklaridge in Charleston? He ought to get the cold shoulder from so decent and self-respecting a city as Charleston. If Chicago can say we want none of him surely Charleston will spew him out of her mouth." Brackinridge delivered his lecture in

Cincinnati, Ohio, last Thursday night. The following account of the performance and its attendant events is taken from the New York Sun:

The box office at Pike's Opera House, where Col. Breckinnidge lectured to-night, was the scene of an exciting fight. Attorney Gus Meyer, who represented Madeline Pollard in taking depositions here previous to the Washington rial, had a bill of \$45 50 against Col Breckinridge. This atternoon he secured a writ of attachment from 'Squire Kushman, who instructed Constables Kinney and Valker to serve it. There been rumors of an attempted at tachment, and the box office was barri

"A few minutes after 8 o'clock Kin ney went up to the window as it to pur chase a ticket. At that instant Valker gave him a shove and K nney was sent clear through the barricade, knocking down the ticket seller, overturning the cash register and breaking a picture on the wall. Then began an exciting strug gle for the poss suon of the money which had rolled from the smashed re

Kinney managed to pick up abou 30. The struggle attracted Breckin idge's friends and about fifteen rushed n. Kinney was knocked down and kicked, his lips being cut. The ticket taker received a severe cut on the hand, robably from flying glass.
"Just as quiet was restored Col. Breck nridge and his son Desha rushed in Both were greatly excited. " You robbers I shouted the Colone

while Desh struggle 1 to hit the constable, but was restrained by friends. "You come down to the Grand Hotel o morrow, velled Desha, 'and give me

Kinney declined the invitation, and after counting the money be had seized returned \$18 75 to Manager Ballenberg While the struggle was in progress two other constables, supposed to represent Madeline Pollard, were watching for a chance to jump in,
"Col. Breckinridge walked on the

stage immediately after the box office Era of American History.' There was nothing striking in the discourse, and it met with a chilly reception. There were exactly two hundred in the audiwomen. A heavy guard was kept at the box office, but no further assaults vere made."

A VERY GOOD SHOWING.

Oraven County's Demogratic Commis stoners Have Reduced their Deb \$14. [Newbern Journal]

On another page will be found the berinning of the annual report of the Commissioners of Craven County, showing the annual receipts and disbursemends, present condition of the county inances, etc.

It is a report which every voter and axpaver should study. When the Democratic board tool charge they found the county burdened with a debt of \$165 000 saddled upon i by their Republican predecessors They have reduced this now to \$50 945 58 and are now preparing to make another payment of \$35,000 more.

A few years more of such wise and conomic management and the county will be free from debt and increasing even more rapidly in material prosperity [Now, the question arises, will the Rep. Pop. Legislature permit this good work to go on in Craven county?-STAR

An inch or more of snow altogether fell bere yesterday. It began at o'clock and soon covered the ground and roofs of buildings, but about 8 o'c ock there was an accompaniment of rain, and the white covering on roofs and roadways gradually disappeared The fall of rain and snow intermingled continued until the afternoon and then ceased, and soon after nightfall the sky was clear of clouds and the stars were shining.

Reports received yesterday show that the snow storm extended all over the country. A postal from the STAR 8 correspondent at Weldon stated that up to 7 o'clock yesterday morning the snow was four inches deep and still falling, and persons who came later in the day by train on the W. & W. railroad, said that the snow was about twelve inches deep on the line of the road as tar south as Wallace.

From Newbern, the report was that four inches of snow had fallen there.

A special telegram to the STAR from Asheville says the series of thirty games for the checker championship of North Carolina, was finished last night with the following result: J. A. Murdoch, of Asheville, 8; H. C. McNair, of Alma, 4. drawn, 18. So, the three rings of a raccoon's tail teat the left hind-foot of graveyard rabbit,

Leased to the W., N. & N. B. R. Co. The Water street line of the Wilmington Street Railway Company has been leased to the Wilmington, Newbern and Norfolk R. R. Co. The arrangement was perfected yesterday at a called meeting of stockholders of the two com panies. The lease goes into effect Business t hange.

Mr. J. W. Murchison, as Agent bas taken charge of, and offers for sale the large s ock of hardware, etc., of the late firm of Giles & Murchison, It is announced that the stock will be kept up to its former standard, and that new goods will be ordered as occasion requires. Mr. Murchison's experience as a member of the old firm is a guarantee that be thoroughly understands the bus-

To Transfer the Assets. Hon O. P. Tucker, Deputy Comp. troller of the currency, and Mr. Thomas O.t, an attache of the Comptroller's office, are here for the purpose of maka transfer of the assets of the First

THE COTTON MOVEMENT. The Excess Over Last Year Is Treme

dous, and Is 445,000 Bits in of the Bg Crop Year 1881. The first four months of the cotton cording to the official figures of Secre tary Hester, of the local Cotton Exchange, there has come into sight of the

891. The excess in the movement over ast year is tremendous, and, even compared with the beavy m vement of 1891, the excess is 445 000 bales. It is at least reasonable to suppos that a greater proportion of the crop has been marketed this year than usual, owirg to the unusually fine weather, and that whatever excess there may be over the big crop year has already appeared. should the movement from now or prove no larger than it was in 1891 99 a crop of 9.500 000 bales will be realized. Whatever the size of the crop may iltimately prove to be, the low prices at which cotton has been sold this season should convince the farmers of the absurdity of devoting their entire acreage to cotton. A large crop actually orings the farmer in much less money

present crop 6,723,000 bales, as compared

with 5,866,000 bales last season and

6 277,000 bales in the big crop year of

than a small yield. The present crop. vast as it is, will actually sell for less money than some 7,000,000 bale crops This should teach the tarmers of the advisability of curtailing the cotton acreage, and devoting their surplus land to food crops. The future of the cotton industry in the South must depend on the progress made by the farmers in growing their own supplies. Cotton should be actually the surplus, or cash crop, and t would then be in an infinitely stronger position, and the farmers would be more independent of the fluctuations of the market.

M'NAIR LOST HIS GUN.

Short Sory, in Which Is Becounted the Christmas Luck of a Maxton Nam

Dr. H. W. McNatt and Mr. Martin

McKinnon, of Maxton, were visitors at the STAR office yesterday. They brought some sad news about Murphy McNair, noted all through Robeson county for his prowess as a mighty Nimrod, "Murph" went hunting Christmas Day and lost his gun; and the niest part of the story that he didn't discover that he had lost his trusty fowling-piece until he reached home. Then he remembered that he had "left it standing against a tree." Back he went to the unlucky forest, but a thorough search proved bootless and gunless; and now "Murph," on account of the "stringency of the town lot market," is reduced to the necessity of biring a three-dollar gun at a dollar a day. These hree-dollar guns come high in Maxion, but "Murph's position as Lord Mayor of the town entitles him to a special rate when it comes to hiring guns.

for "Murph's" misfortune. True, he lost his gun on Christmas Day; but Maxton is a "dry" town-in fact, "dry as a powder-horn"-and it is not supposed by any one, that "Murch" and the gun were both "loaded." The STAR's theory of the matter is this: "Murph" dis covered a covey of birds on the ground. and prepared himself to fill his bag at one shot; but he hesitated, and pointed, and pottered so long that a Croatan Indian, standing near, became disgusted at the delay, gave a Scuffl town war-whoop and cried out at the top of his voice : "Shoot, Luke or give up the gun." Then "Murph," who has a very fine apprecia tion of the eternal fitness of things, handed his gun to the Croatan, shed a peck of "tears of pearly dew;" and "le-

vanted" for home. WILM NGTON'S COTTON RECEIPTS.

An Ingresse of 41,546 Bales as Compa

with Last Year, The Charleston News and Couries published a day or two ago in an article on the 'Cotton Movement," a table, giving, as it says, "the receipts at the leading ports for this and last year up to date." In this table, the receipts at Wilmington are given as 195 547 bales for 1894 against 195 117 for 1893.

The total receipts of cotton at Wilming ton from September 1st to December 31st, 1894, are 202 749 bales, against receipts for the same months in 1893, 161,208, an increase of 41,546 bales. West Point and Wilmington are the only Atlantic ports showing an increase. Charleston, according to the News and Courier's figures, 18 20 000 bales behind her record of 1868, and Savannah shows a decrease, according to the same authority, of about 50 000 bales.

THE INCOME TAX. enue May Be Blasted. [Special to the Baltimore Sun.]

WASHINGTON, Dec. 31 -Ugless ap pearances are very deceitful, the exhaust ed revenues of the Government have lit tle to hope for in the income tax, of which so much was anticipated at the time of its enactment. The opponents of the tax evince a determined disposi tion to fight its enforcement at every stage. The Moore suit is only one of various preliminaries to be resorted to in the programme of embarrassment and hindrance. It is understood that nego tiations have been privately instituted to secure harmony and unity of action among all the corporate influences which are to be affected by the pro visions of the law. Individual effort, of course, will be strepuously directed on the line of evasion and avoidance. It has not yet transpired whether the congressional denouncers of the tax wil carry their enmity so far as to prevent the necessary appropriations for its exe cution. This has been loudly threatened. but possibly the thiear may not be car ried out. No opportunity will be lost, h wever, to throw obstacles in the way and to increase whatever dissatisfaction may prevail throughout the country in consequence. Undoubtediv considersole time will be consumed in the discussion of the subject, and if the appropriation asked by the Treasury Department should ultimately be given, in all probability it will not be available unti some time after the new year.

For Over Fifty Years MRS. WINSLOW'S SOOTHING SYRUP has been used for over fifty years by millions of mothers for their children while teething, with perfect success. It soothes the child softens the gums, allays all pain cures wind colic, and is the best remedy for Diarrhoea. It will relieve the poor little sufferer immediately. Sold by druggists in every part of the world. Twenty-five cents a bottle. Be sure and ask for Mrs Winslow's Soothing Syiup," and take no other kind

Gov Fishbark of Arkansas, has offered a reward of \$200 each for the capture and conviction of the six men who st-National Bank to Mr. A. G. Ricaud, recently appointed Receiver to succeed Mr. W. S. O'Brien Robinson, resigned.

COTTON CROP COMMENT.

of Mr. Sh-sperson's Book for the Sea son of 1893-'94. The annex d interesting extracts are from advance sheets of Mr. A f.ed. B

Shepperson's cotton book "Cotton Facts and Figures," for the season of 1898-'94 which is now in press:

The American crop of 1894-'95, which s being crowded into sight and upon the markets of the country in such an enormous volume, is undoubtedly a very large one, and perhaps larger than any previous crop. The weather conditions have generally been favorable through out the season, and especially so during the time for maturing and picking the crop. Early circulation of extravagantly large estimates of the crop followed by a rapid decline in prices, caused in many planters an anxiety to market their cotton quickly, which some of my correscondents have described as an unprecelented "craze to sell." While the extremely low price of cotton has required about double the usual quantity to pay the same amoun of indebtedness, it must be remembered that very much smaller advances than customary were made upon the crop. The early marketing of so large a quantity of cotton is therefore chiefly due. in my opinion, to the fact that the farmers, believing the crop to be a very large one and fearful of lower prices, have rushed their cotton into market.

they sought to escape Opinions differ as largely as usual to the size of the crop, but fewer estinates have been published than last

thus creating the enormous movemen

and causing the decline in prices which

To December 14, there had come into sight 1,200 000 bales more than to corresponding date last year and 218 000 bales more than in 1891 (when the com mercial crop was 9,018 000 bales) Should the movement hereafter equal that of 1891 92 (and it is well to bear in mind that about 500 000 bales of od cotton was marketed with that crop. whereas there was very little old cotton with the planters at the beginning of this season) then the present crop would be about

It will thus be seen that a review of previous crops does not afford encour gement for the expectation of a crop of ver 9 500 000 baies, if all marketed. while it might readily turn out to be 400 000 bales less. In this connection it should be considered that the crop having been raised upon very limited advances, many planters, and especially those in good circumstances, are well atle to hold back from market a larger quantity of cotton than usual, they were disposed to do so. Having paid their debis and purchased their eedful supplies, it is a question whether the low prices may not cause the holding back from the present c mmercial crop of at least 500 000 bales of cotton. This problem makes all crop estimates more than ever guesses, for no man can tell what the planters will do with this large surplus, which they can market this season or not, as they please It is a ques on which, as I take it, few of the planters themselves have There are various ways of accounting yet decided, and their decision will deprices advance materially in the Spring, it is evident to me that a much larger proportion of the surplus, and perhaps all of it, will be marketed durng the Spring and Summer. It may be noted that the average of

the estimates on the crop on November 26th by 181 members of the New York Cotton Exchange is 9.249,838 pales. Though the corton which has come nto sight is 1,200 (0) bales more than for the corresponding time last year, it is to be noted that the visible supply of cotton (a all kinds) is only 90 000 bales greater than a year ago, while the s ocks n the markets of this country are only 94 000 bales in excess of same date last

S. A. L. INSPECTION.

Officers Leave Portamouth to Inspect the The Norfolk Virginian of yesterday

The executive offi ers of the Seaboard Air Line will leave Norfolk this morning on a tour of inspection of their line They will occupy a handsomely arranged special train.

The gentlemen composing the part re Messrs R C. H. ffman, president; St. John, vice-president: Jao H Winder, general manager; V E. McBee, superintendent of transportation; T. W. Whisnant, superintendent of roadway: T. J. Anderson, general passenger agent, and H. W. B. Glover, general freight

Line is ever on the alert to afford the best service possible, and this trip is made for the purpose of a thorough inspection of the line with a view of improving the service and accommodations for its pitrons wherever improvement i found to be preticable.

[It the management will look carefully into the matter, "with the view of im proving the service and accommodations for its patrons," we think it possible to make a change in the mail and passenger schedule of the Carolina Central that will accomplish the object aimed at? Why not give Wilmington the same facilities that are erjoyed by Charlotte? Could not a mail and passenger train leave Wilmington about 4 80 a. m and make as good connections as are now made at Hamlet for Ralei, h Charlotte and Atlanta? The present schedu es on the "main line" seem to show that this could be done .-EDITOR STAR

Perfect Bailroad dervice.

The New York Home Journal says: The New York Florida Special," vestibuled train, composed entirely of Pullman cars, that has contributed so much n previous seasons to directing Southern travel by the Atlantic Coast Line and Plant system, will be resumed on anuary 7th. This superbly equipped train will leave New York daily exc pr Sunday via Pen'nsylvania railroad el 4 80 p. m. Philadelphia 700 p. m., B.1. timore 9 27 p. m. and W. shington 10 48 , m., arriving at Jacksonville and St Augustine the following evening. This s the only line running "solid" trains between New York and Florida, and it s understood there will be material re duction in time without extra fare for the improved service The cars are steamheated and lighted throughout by electricity The dining car is provided with the best supplies and it affords en route all the luxuries of a first class hotel Four Big Successes.

Having the needed merit to more than make good all the advertising claimed for them, the following four remedies have reached a phenomenal sale, Dr. King's New Discovery, for Consumption, Coughs and Colds, each bottle guaranteed-Electric, Bitters, the great remedy for Liver. Stomach and Kidneys Bucken's Arnica Salve, the best in the world, and Dr. King's New Life Pills, which are a perfect pill. All these remedies are guaranteed to do just what is claimed for them and the dealer whose name is attached herewith will be glad to tell you more of them, Sold at R. R. BELLAMY'S Drug Store,

The commonwealth's attorney of King William county, Va, reports three new cases of small-pox at Indian Town in the Pamunkey reservation and says that | COUPON DEPARTMENT. it is necessary to quarantine the town.

MILL CONSTRUCTION The Record for the Past Six North Carolina Leads the

BOSTON, January 2-The Ameri Wool and Cotton Reporter, in its sen annual review of mill construction broughout the country, to morrow a give some interesting data. During ti past six months the improvement in ti general business situation has reflect in no uncertain manner the vade taking of the construction of a lan number of textile plants. In the fi six months of the year 1894 the num of new mills was 118, a wonderful shoe ing considering the condition of the year the construction of no less than I textile plants have been undertaken. increase of 81 as compared with previous six months The record he year is 268 new mills, as agair s: 9 in the corresponding year of 1893. The Southern States make a very go showing in the number of new mills

dertaken during the latter portion of year. However, New York and Pen wlvania lead with 21 each to their cred Next comes North Carolina with 16, at then South Carolina with 14. The record by States for the w year is as follows: New York 38, Pens sylvania 86, North Caronna 26, Sou

Carolina 98, Georgia 19 Massachusen 15. Maine 11 Virginia and Rhode Isla 8 each, Texas and Connecticut 7 each the remainder being divided among h other States.

The Modern Mother Has found that her tittle ones are in

proved more by the pleasant laxating ative effect of a gentle remedy than b any other, and that it is more acceptall to them. Children enj y it and it ben fits them. The true remedy, Syrup Figs, is manufactured by the Cali

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Numb A portion of the books named we offered by the STAR some time sind but, for the information of all wh have heretofore ordered, attention called to the large additions the have been made to the list.

LIST OF THE BOOKS.

No. 61—A Dark Night's Work; By Mrs. Gaskell
No. 60—Ch-intie Johnstone; By Charles Reade.
No. 59—Pretty Mis. Smith; By c'lorence Wardes
No.65—The Sign of the Four; By A. Conan Doyk
No. 57—Allan's Wife; By H. Rider Haggard,
No. 56—Lady Latine 's Escape; By Charlotte M
Braeme, auchor of "Doya Thorne."
No. 55—King A. thur, By Miss Mulock,
No. 54—Allan Quarterman; By H. Rider Haggard,
No. 55—Lady Diana's Pride; By Charlotte M
Braeme, author of "Doya Thorde."
No. 55—Lady Diana's Pride; By Charlotte M
Braeme, author of "Doya Thorde."
No. 55—A Rogue's Life; By Wilkie Collies
No. 50—Treasure Island; By wobert L. Stevenso
No. 68—Aunt Diana, By Rosa Nouchette Carty,
No. 68—The Red Hill Tragedy; By Imma D. 18
No Southworfh. LIST OF THE BOOKS. No 18—The Red Hill Tragedy; Hy Emina D. N. Southworth,
No. 47—Repented at Leisure; By Charlotte is Braeme, author of "Dora Thorne."
No 46—The Twin I leutenants; By Alex Dum No 45—Dane-bury House; by Mrs Heor Wood No. 44—In Du ance Vile; Hy "The Duthers.
No. 48—Meetina Her Fate; By Miss M & Bradds No 42—Mickory Hall; By Emma D E N Southers No 40—The Henres of Hildrop; By Charlotte Braeme, author of "Dora Thorne."
No 39—Master Rockafellar's Veyage; By W. Charlotte. No. 35-A Trip to the Moon; By Jules Verue.

No. 34 Hilds, or The False Vow; by Chs No. 38—The Surgeon's Daughter; By Si Wel No. 82-The Great Hoggarty Diamond; By No. 32—Ise Great Hoggarty Diamond; by Thackersy No 31—No Thoroughfare; By Charles Dickens Wilkie Collins.

No. 30—Flower and (Weed; By Miss M E Brath No. 39—The Rundam Gypsy, By Alex Dumas, No. 37—The Squire's Darring; By Charlott Bracme, auth r of 'Deta Thorne''

No. 35—Beaton's Hargain, By Mrs Alexander. No. 35—Jennie Harft we; By W Clark Russell, No. 34—Mrs ee on's hill; by H Rider Hagis, No. 23—The Niege of Granada; By Sir t. Bet Lytton.

Lytton.

No 23—The Sea King; By Captain Marryat.
No. 21—A 'carlet Sin; By Moreace Marryat.
No. 20—Mr Glish's Love Story; By Geo Eliot.
No. 18—I he Armorer of Tyre; By Sylv. Cob.
No. 18—Lord Lysie's Daughter; By Chailott
Braeme, suthor of "Dora I'horne."
No. 17—Rock Rum, or The Daughter of the life
By Mrs Ann S Stephen.
No 16—A Study in Sgarlet; By A Conan Doyle.
No. 15—Merie's Crusade; Ky Rosa Nouchette Co.
No. 14—Nurse Revels Missiake; By Florence was
No. 13—The Black Pulp; By Alexander Dums
No. 12—The Black Pulp; By Alexander Dums
No. 11—I he Belle of Lynn, or The Miller's Dat
ter; By Cha lotte M Braeme, author of Dora The

No. 10—A Noble Life; By Miss M lock.
No. 10—A Noble Life; By Miss M lock.
No. 9—The Black Dwart; By ir Walter Scott.
No. 8—Averil; By Ross Nouchette (arey.
No. 7—Lady Grace: By Mrs Henry Wood.
Eo. 6—The Corsican Brothers; By Alex Dumst.
No. 8—Around the World in Fighty Days; By is erne.

No. 4—King Solomon's Mines; By H Rider Happ No. 8—Under the Red Plag; Hy Miss M E Brain No. 8—The Mystery of Colde Fell, or Not Pros. By Charlotte M Brasme, author of "Hora Thomas No. 1—The Scarlet Letter; By Nathan'l Hawther

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