VOL. XXVI.

this inland route along the coast,

which would facilitate the dispatch

of torpedo boats to any threatened

point and at the same time keep them

safe from the attacks of an enemy's

vessels that might be sailing in the

waters along the coast. In this way

the entrances to our harbors and the

nouths of our rivers could be effec-

ually guarded and protected on

hort notice, and much more effec-

tually than they could be by any or-dinary system of fortifications, where

fortifications could be constructed.

The scheme of fortification for our

coasts already suggested would cost

over \$200,000,000, and the probabil-

ities are that after completion

much of it with the long range

guns now in use, which

will doubtless be improved on,

would be of little use. Science is

giving us better means of protection

against successful attacks than

But this waterway has its com-

mercial as well as its military impor-

tance and would tend to the devel-

opment of a vast territory that has

been almost untouched for produc

tion, and a thinly populated section

would in time become densely popu

Looking at the scheme as a whole

it is a grand one which may well ex-

cite the enthusiasm of its advocates,

and it is not at all unlikely that the

future may witness its consummation.

MINOR MENTION.

It is a somewhat significant fact

that at the meeting of the Farmers'

National Congress at Atlanta this

week the silver question overshad-

owed all others, and strong resolu-

tions were passed in favor of the

free and independent coinage of sil-

ver by this country. As we under-

farmers of the United States, and

leaving out of question the merits

of free coinage of silver, whether it

be right or wrong, the better or the

worse policy, it is significant, we

say, that an organization represent-

ing the farmers of the country

should take such a decided stand in

its favor, and this in the face of the

declaration by gold monometallists

that the victory for "sound money,"

as they call it, is practically won.

There may be, and doubtless is

less said about the mone-

tary question now than there

was some months ago, especially in

the cities, but this gives no conclu-

sive evidence that there is less

thought about it. We referred some

time ago to the action of a Demo-

cratic Congressional Convention in

Illinois, in which the "sound money"

candidate didn't get a single vote,

and to the re-election of the free sil-

ver Democratic candidate for Con-

gress in the Augusta, Ga., district

over Tom Watson, Populist, who

was also for free silver. Inciden-

tally we referred to a letter of Hon.

W. D. Bynum, of Indiana, in which

he said that he found the free silver

sentiment very strong in the rural

districts of his State. All of which

taken in connection with the action

of this Farmers' Congress shows that

there is a sentiment in favor of sil-

ver among the farmers of the coun-

try which the framers of polit-

ical platforms would do well to bear

The letter of Attorney General

Harmon in answer to inquirtes as to

whether it would be a violation of

the laws of the United States to

assist in fitting out expeditions to

Cuba, or to hold public meetings to

express sympathy for the Cuban

cause, is substantially the same as

that of Attorney General Olney writ-

ten some time ago in answer to an

inquiry on the same line from Texas.

a violation of the neutrality laws to

the Spaniards in Cuba, but there is

nothing either in the spirit or the

letter of the law to prevent American

shake off the chains of

power when meetings were held to

protest against the butchery of the

Armenians. We are on friendly

terms with England, but it has never

spirit of neutrality for friends of

know, until recently, been construed

be expected of them.

walled forts.

lated.

-46466-600-600 Entered at the Post Office at Wilmigton, N. C., as

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SUBSCRIPTION PRICE. The subscription price of the Weekly Star is

WATER ROUTES.

One of the problems of the age in this and in other countries is cheap transportation, in these days of close competition this being an essential factor. It is a necessity, and has already become to some extent an issue in our politics, constituting one of the main demands of the Populist nary, which insists upon either Goverament control or ownership of the lines of transportation to ensure cheap carriage; and more recently the conventions of the other parties in some of the States have proclaimed for improved country road systems, the idea underlying which was quicker and cheaper transportation to local markets.

At intervals for the past ten years or more we have had more or less agitation for the improvement of old water routes,-the rivers,-and for the establishment of new onescanals. Several conventions have been held in the Missi-sippi Valley ganization representative of the to promote the improvement of the Mississippi river and its principal inbutaries, a matter of vast impor tance to the people of the greatest grain-growing valley in the world, and one that although geographically sectional is yet of sufficient proportions to be of national im portance. Many years ago the Government recognized the truth of this by ceding Government lands to the States whose lands were subject to overflow to aid them in constructing evees to guard against overflows and at the same time deepen the channels. It further recognized it by the appropriations made for the establishment of the jettles at the mouth of the Mississippi. It was again recognized in the appropriation by Congress, after long agitation, of money to begin work on the Hennepin canal connecting the upper Mississippi river, at Rock Island, with the Illinois river, at Hennepin This is not only a sectional work, but might be called a local one, being within the limits of one State. The discussion that this subject has evoked has resulted in a number of schemes for canals in different sections of the country, which, if carried out, would connect the Hudson, the Ohio and the Mississippi and

its tributaries. The probabilities are that when the tariff and the financial questions are so disposed of as to cease to be national issues, the next great question will be internal improvements, with a great inter-State water way as a starter, followed, perhaps, by a system of inter State railways to complete the transportation system. One of the main arguments used in advocating this policy will be that while it secures cheap transportation for the products of the farm, the forest and the mine, and thus contributes to the derelopment of the resources and upbuilding of the country, it will posess more or less military importance | Of course every one knows that it is s part of the scheme will be to proide for inland navigation by canals | ald in fitting out expeditions to fight and the Sounds along the coast from ape Cod to New Orleans, which ill probably be the first work in e grand scheme to be entered upon, citizens either individually or collecit is ever undertaken, and which tively from expressing sympathy with hay be accomplished whether the the struggling Cubans, or with any est of the scheme be carried out or other people who may rise to

The attention of maritime nations pression. This Government would dese days seems to be centired never become a party to any such pig More or less on strengthening their | gag law as that. We are on friendly ortresses, equipped with guns which ill throw projectiles weighing huneds and even thousands of pounds or twelve miles, which would ave any town that they could get been pronounced a violation of the fithin reach of at their mercy. If e nation can own such ships so I reland in this country to meet and another, for it is simply a ques- advocate the cause of Irish home on of money. The cation that can rule. The people of this country Ay for them can get them, and the have never failed to publicly express ation that can put the most of them | their sympathy for those who strugwith them fast sailing fighters | gled against oppression, and such exoat may play the part of the bully pression has never, as far as we the seas.

With such vessels liable to put in as a "discourtesy to a friendly na-Pearance within shooting distance | tion." As long as the American peoa town any time during the pro- ple remain within the law that is all ess of hostilities, the torpedo boat | that can be reasonably, or ought to become a necessary arm of coast fence. This will be one of the ong points urged in favor of Govment aid to the development of the financial plank of the Demo- ing on Saturday next,

WILMINGTON, N. C., FRIDAY, OCTOBER 18, 1895.

cratic platform adopted by the last Democratic Convention of that State, to which it refers as follows: "The financial plank of the Demo-cratic platform adopted at Worcester

cratic platform adopted at Worcester yesterday is a strange mixture of good and evil. We do not doubt that its framers intended to make it thoroughly sound on all points, and quite probably they thought that they had succeeded. But for our part we should be very sorry to have their views in regard to paper money accepted by Congress as a basis for legislation. In this respect the plank readings the demands of legislation. the plank reaffirms the demands of last year's platform—that "the Government shall not carry on a banking business," and that "the untaxed notes of State or National banks shall be the only credit.

The Herald approves of the declaration in favor of gold, but doesn't like the leaning towards State banks, which, in our opinion is the most sensible and meritorious feature of the financial plank, and one to which we must come before the financial question is settled. There is no other way to settle it and no other way by which an equable distribution of currency can be provided for the respective sections of the country, by which one section may be made independent of the other, by enabling the people of the respective States to supply their own currency in accordance with the demands of their business. If the State bank tax had been repealed by the last Congress we would have witnessed none of the financial agitation through which the country is now passing, which has seriously threatened to disrupt the old parties, for the main cause of the agitation

The "incompatibility" between Amelie Rives and her husband developed shortly after marriage. He went into the jungles of Africa exploring for something, she remained in Paris, and they have lived tostand it, this is a non-partisan or- gether but very little, if any, since. the contracting parties.

would have been removed.

It is said that the members of the Grand Army of the Republic paid a half a million dollars for war relics during their recent visit in the South. The fellow who told this was probably taking liberties with the ciphers; otherwise the relic business must have had a very sudden and unexpected boom.

Some one in Atlanta advertises for a man of good appearance, address and judgment; strictly sober, who writes a good hand, is correct at figures, not afraid of work, can give good reference and a bond of \$500, for all of which he can get the munificent. Salary of \$25 a month, and board himself.

- When the German editor wants to describe the speed at which a fu neral procession moves he doesn't have to employ a brigade of words, but expresses it graphically all with one word, thus: Leichenzugsgesch windigkeitsfortbewegung. The German language is a great language.

A negro died in St. Augustine, Fla. last week leaving an estate worth \$10,0000, every dollar of which he mad by honest industry. Incidentally it may be remarked that he wasn't stuck on figuring at political meetings and whooping it up for the

The richest man in the world now is said to be "Barney" Bernato, who was once a roaming actor, got strapped in South Africa and is now worth somewhere between \$250,000, 000 and \$500,000,000 which he made in diamond and gold operations in a

The Pennsylvania Republican posses are presenting their compliments to holders of State offices, etc., with a request for a little three per cent. contribution on their salaries, which will, of course, be forthcom-

CITY MARKETS.

Fish and Fresh Meats Abundant-Apple Plentitul and Vegetables in Scant Variety. The city markets were not overabundantly supplied yesterday with anything, except perhaps fish and fresh meats. The supply and offerings of fish were more than equal to the demand and nearly every variety seen in this market was on sale. Roe mullets sold at 20c per string; black fish, fish, trout, skip-jack 10c; flounders 15 to 20c, sound oysters 121/4 ms of offence and defence, each | terms with Turkey, but it was no | to 15c per quart; clams, 191/4 to 15c; triving for powerful navies. Some violation of the spirit of neutrality, New River oysters were scarce, and the of these ships are really floating nor any discourtesy to a friendly small offerings sold at 50c per half gal-

> The vegetable market was well supolied with sweet potatoes at 15 to 200 per peck, cabbages, 5 to 10c; but other regetables were not plentiful,

Poultry was in moderate supply, with chickens selling at 15 to 20c each and grown fowls 25 to 35c. Eggs retailed at 8c per dozen,

In fruits, apples were plentiful at 9 to 80c per peck; muscadine grapes, 20c per peck; peas, 85 to 70c per peck; bananas, 15 to 20c per dozen; California peaches, 50c per dozen.

Daughters of the Confederacy. The STAR is requested to state that ill applicants for membership in the Daughters of the Confederacy are asked to fill in their application blanks and send them in during the ensuing week to Mrs. Chas. D. Myers, so that they The Boston Herald duesn't like may be acted upon at the regular meetA BAD ACCIDENT

nately Attended With No Loss of Life -Thies Men Hurt-All Employee of the Company—The Cat Smarked to Pieces-Statement from Manager Skelding.

An accident occurred on the Wilnington Street Railway at 4.15 o. m. esterday, in which the escape of three nen from instant death seems almost

Car No. 12 ran off the track just as at ached the bridge over the Carolina Central railroad track at the intersecion of Fourth and Taylor streets. It an along the bridge for about ten feet,

ppling over the west side, turned completely upside down, falling a dis-ance of about thirty feet to the Caroina Central ratiroad track below. The ar was smashed and broken half in two. nd was a mere mass of wreckage.

The car left the power station shortly efore the accident occurred for a test ed and put in order for Winter service therefore there were no passengers on board, only employes of the Wilmington Street Railway Company, as follows: Machinist and foreman of the shop force, Thomas D. Rittenhouse, acting as moorman: Mr. T. J. Rivenbark, one of the shop force, acting as conductor, and a negro workman, Stilley Jones. The car ad run about the average speed until within about one square of the bridge when Mr. Rittenhouse increased the speed to give it a good testing. Car No. 8. with Conductor John Sheehan and Motorman George Bishop, left the junction at Fourth and Nixon streets, behind No. 11, and when about a block and a half from the bridge saw No. 12 leap from the track, run a short distance on the bridge and fall over. The track of the Wilmington Street Rallway Company is built on the extreme West side of the bridge, a few feet from the common plank hand-railing, which was smashed through by the weight of the car against it.

As soon as Mr. Sheehan, Motorman Bishop and Supt. Kinney, of the Oil Mills, (the latter being the only passen-It was simply a bad match in which | ger on No. 8 car) saw the peril of the car, they immediately put on brakes stopped the car and ran to the assistance of the three men whom they expected to find lifeless; but to their surprise found none killed. Foreman Rittenhouse was lying in the ditch below, a few feet from the car, having fallen against one of the large rafters which supports the bridge. Mr. Rivenbark was found on top of the trucks of the upturned and smashed car, and Stilley Jones, the negro, with his face cut and bleeding, was on the opposit side of the car from Mr. Rittenhouse, with his hand fastened

underneath a part of the car. Physicians were sent for immediately, while the crowd which had gathered upon hearing the crash were taking care of the injured men. Mr. Rittenhouse, who was possibly seriously injured, was carried to a house nearby and every attention possible given him until the doctors arrived. Mr. Rivenbark having received only a slight bruise on the hip, was able to take care of himself, and stood around the crowd answering questions. Stilley Jones, the negro, after having the attention of Dr. Bell, was sent to his home. Dr. Schonwald was the first to appear and administer to Mr. Rittenhouse. After Mr. Rittenhouse recovered from the shock-he was carried to his home on Fifth, between Campbell and Hanover streets, about 6 o'clock in the afternoon. At 8 o'clock last night the attending physician, Dr. Schonwald, called in Drs. W. J. H. Bellamy, T. S. Burbank and W. E. Storm, and made a thorough examination of the case. They found that Mr. Rittenhouse's injuries were internal, there being no cuts. He was badly bruised in the lower region on the right side and the physicians only feared heart failure from the sbock. Mr. Rittenhouse is about forty years old and came to this city from Staten Island about five years ago to accept a position with the Imperial Pine Product Company. afterwards engaged with the firm of Rittenhouse & Hume, and for the past year has been connected with the Wilmington Street Railway Company as

wife and five young children, the oldest being about thirteen years old. Manager Skelding and Superintendent Hughes of the Wilmington Street Railway Company, rendered all the assistance possible to the injured men and a number of his fellow lodge members. sat up with Mr. Ruttenhouse last night. An engine from the Carolina Central Railroad depot with a number of work-

foreman. He is a faithful member of

Clarendon Lodge K. of P., and has a

men was sent to the scene of the accident by direction of Capt. Thos. D. Meares, agent of the company here, and the wrecked car was speedily removed from the railroad track. Mr. Skelding, manager of the Street

Railway Company, last night gave the STAR the following statement concerning the unfortunate affair: "Car No. 13 left the shed for a trial

trip about 4 p. m. with two men, Rivenpark and Jones (colored), in charge of Foreman Rittenhouse. At the south end of the bridge over the Carolina Central tracks the car, which was running at a dangerously high speed. jumped the track, breaking through the rails and falling to the railroad tracks below. The accident was probably due to a defect in the wheel flange or an obstruction on the rail, as this section of track had been thoroughly overhauled during the last week in expectation of

Buffalo Bill's show. "Mr. Rittenhouse, who was running the car, is one of the most careful men in the employ of the company, but probably did not realize the risk he was running in going at so brisk a rate of speed while crossing a bridge.

"Motormen have always had instructions to run over this bridge with the utmost caution, and in future will be obliged to come to a full stop before A. B SKELDING.
"Manager W. S. R. Co."

NAMELESS OUTRAGES

Women and a Mulatto Girl in Robe son County-Parties in Pursuit of the

A special to the STAR vesterday from Maxton gives an account of the ravish a widow lady and her daughter—by a brutal negro. The story of the outrageous assaults as told by the correspondent is as follows:

"News reached Maxton this morning

upon two white women—the widow and daughter of the late Philip Parish—and a mulatto girl, daughter of Joel Strick-land, colored, who live about seven or eight miles southwest of Maxton. After having assaulted the mulatto girl, the black brote went on to Mrs. Parish's place, and having learned from a child that there were no men about the premises, he entered the kitchen and assaulted the daughter, and afterwards found the mother in the house and assaulted her.

"Parties who pursued the negro had not captured him when the messenger who brought the news left the place. The negro is thought to be one McKimmon, an escaped convict from South Carolina, who recently stole a team and a bale of cotton in the upper end of Robeson county."

The Seaboard Air Line officials Messrs, R. Curzon Hoffman, E. St. John and John H. Sharp, left for headquarters at Portsmouth by the 7 p. m. train of the Atlantic Coast Line yesterday. Quite a number of prominent citizens called on them and were agreeably entertained. Messrs. Hoffman and Sharp have been long and favorably known to the people of Wilmington; but Mr. St. John was a comparative stranger, and so much had been heard of his Napoleonic style of conducting rallroad campaigns that there was a very general desire to see him and "size him up." Several gentlemen had long talks with him, and every one of them was fully impressed with the beability. He is not only a thorough railroader, but he is a man of keen perception, sound common sense and indomitable will.

The readers of the STAR may rest assured that those who control the Seaboard Air Line have no thought of dis-pensing with the services of Vice President St John, and all rumors to the

THE CAROLINA CENTRAL Annual Meeting of the Stockholders-Elle

tion of Directors The annual meeting of the stockholders of the Carolina Central Railroad Company was held in this city yesterday. Mr. James C. Stevenson was called to the Chair and Capt. John H. Sharp was Secretary. The annual reports were read and approved. The following Di-

J. Augustus Johnson, N. J. Onder-donk, New York; Wm. H. Blackford, J. L. Minis, John Gill, R. C. Hoffman, Chas, D. Fisher, Baltimore; W. W. Chamber-lain, Norfolk, Va.; D. A. Tompkins, Charlotte, N. C.; G. J. Boney, J. C. Ste-

venson, Wilmington, N. C.
Messrs. W. W. Chamberlain, of Norfolk, and J. F. McNair, of Wilmington, were elected Directors to represent the Carolina Central in the Wilmington Railway Bridge Company.

Holders of Scalp Tickets Ditched.

That the railroads are in earnest abou their war on scalp tickets was made evident yesterday, says the Charlotte News, when an entire company of show peo-ple, twenty in all, were ditched by the conductor of a passenger train on the Southern. The company was en route from Atlanta to New York and bad bought cheap tickets from a scalper. The conductor refused to receive the tickets, and though the helders made a great row he put them off. They went back to Atlanta and the scalper who sold them the tickets laughed at their plight. He said that he did not guar-antee that the railroad would accept them, and refused to refund a cent. The News warned its readers some days ago bout investing in scalp tickets.

Clinton Democrat: Mr. A. F. John on has received a letter, dated at High Point, making inquiries as to the methods of propagating and cultivating the huckleberry. In his reply, he will state that there are no known methods of doing these things. The huckleberry can-not be cultivated. It is a plant which does not admit of any interference. I grows in marshes, or what are known in Sampson as pocosins, and dies upon being transplanted. It is protected by other shrubs and thick undergrowth from cold winds and hot sunshine. It is a thing which must be let alone to be fruitful, Nature thus gives Sampson corner on big blues, and nobody car take it away from her.

Steamer Commodore Again in the Hands

Upon orders received from the De partment at Washington, D. C., yesterday by Assistant District Attorney Weill, the steamer Commodore was again seized by United States Marshals. She had been released about one hour when she was again invaded and a deputy marshal placed on board. The United States flag which had floated from the masthead since the release, was ordered down. Capt. Jno. Dillon, the master, is again detained and will send home for his winter clothes. He says he likes Wil mington and may remain and run for mayor of the city at the next election.

Puneral of the Late J. J. Pounds. The funeral of the late Mr. J. Pounds, whose remains were brought here from Laurinburg for Interment took place yesterday morning from the residence of Mr. James H. Hewett, Mr. Conninggim conducting the services. The interment was in the Hewett family's burial place, two miles south-east of the city. Deceased was buried with Masonic honors.

The Clarkton correspondent of the Whiteville News refers to Dr. Clark as "the chief Nimrod of this section, at the crack of whose gun the fleet-footed deer nearly always italis." Yes, the field editor of the STAR knows it. He hunted with Dr. Clark several years ago. The Doctor shot at a partridge on the ground and a No. 8 which struck a log, glanced and left a mark on the field editor's chin. Of course he remembers the "chief Nimrod" of Clarkton.

The E D. & G. P. A. It has been decided by the board of managers for the Eastern Dog and Game Protective Association to discontinue their weekly shoots during the Winter

CAPE FRAR & YADKIN VALLEY.

ion With the B. & O. B. R. at Rounque-A Rival Committee Said to Be Working in the Interest of a Scheme to Break Up the System.

Two prominent business men of Wilgton, recently in Baltimore, gathere the Cape Fear & Yadkin Valley Railroad and the proposed plan for its reor-ganization, as embodied in the follow-

The Cape Fear & Yadkin Valley Rail oad Bondholders' Committee in Balti-nore, consisting of Messrs. W. H. Black-P, Clark, it is understood, have prepared a plan of reorganization which seeks to have the road sold as a unit and reortion of the road as a trunk line betwee

ized to represent the bonds of all the divisions of the road, but after their work had progressed to a point that they were about to issue a plan of reorganization, a rival committee was organized in New York purely in the interest of some of the "A." bondholders who did not deposit their bonds when the committee was formed. These people in New York only held about \$380,000 of the A bonds but it is understood that the A bonds, but it is understood that they have since bought enough bonds to give them about half of that issue—they claim a majority. It is suspected that some railroad is behind this New York movement with the view of breaking up this system and destroying the B and C divisions. The committee are prepared for a vigorous fight, and when the decree is asked for from Judge Simonton, its general counsel will make a strong effort for its sale as an entirety. It is hardly to be expected that any court of equity would break up this road, particularly as the B and C divisions are a second and third mortgage on "A," and both of these divisions were built for the purpose of strengthening the "A" divi-sion and adding to its traffie. Indeed had not the "A" division had these as feeders, it could not have stood the competition and low rates of the past three years. The State of North Carolina made many concessions to the Yadkin Valley R. R. for the purpose of securing a through line to the West, and although the road has been unfortunate the about to be realized, if the connection can be made at Roanoke with the Baltimore & Ohio and Chesapeake & Ohio, which is now being strongly agitated by the committee in Baltimore. It is also understood that in the committee's plan of reorganization, the North State Improvement Company will be dealt with on a satisfactory bas s, and that the latter

will sell to the new concern all its pro-perty at a price which has been The city of Wilmington and other municipalities which have contributed money to this road will receive the same amount of stock which they formerly held, while the capitalization of the company will be considerably decreased. The future of this road is a matter which every man in North Carolina is inter-ested in. It is the nucleus of a great trunk line to the West, affording the transportation of coals from Southwest

The road was bonded in three divisions. Division A is that part of the road from Greensboro to the South Carolina line via Fayetteville; Division B, from Greensboro to Mount Airy; and Division

C from Fayetteville to Wilmington.
It is said that the purchasers of bonds of Division A will make application to the U.S. Court for a decree of sale for this division only.

A Press dispatch to the STAR last night from Washington, D. C., says: "Attorney General Harmon said to-day that in directing the re-seizure of the steamer Commodore at Wilmington, N. C., he had acted on additional information received by him. The effect would be to transfer to the courts the responsibility of inquiring into the facts of the case and relieve him from such

This means that the case against the vessel and cargo will be tried at the term of the U. S. District Court which will be convened in this city on Monday, the 4th of November next.

THE STEAMER COMMODORE. U. S. Marshal Carroll Summoned to a Con

ference with Attorney General Harmon. The following dispatch from Washing-

ton, in relation to the suspected fillbustering steamer Commodore, was received by the STAR last night: WASHINGTON, October 19 .- O. J. Carroll, U. S. Marshal for the Eastern Dis-

trict of North Carolina, arrived here today, having been summoned by Attorne General Harmon, and had an extende conference with the Attorney General in egard to the activity of filibustering exditions in North Carolina waters, sup-sedly destined for Cuban waters. The samer Commodors, which was seized as a Cuban insurgent suspect, was re-leased by the U.S. Court on report from the Federal cfficials at Wilmington hold her, Information received by the Department of Justice, through the State Department, induced Attorney General Harmon to reverse his action and re-arrest the steamer so that the officers could be tried before the Federal Courts on the charge of attempting to engage in an illegal expedition. It is an open secret that Mr. Harmon is not entirely pleased with the proceedings in the Commodore case, and Marshal Carroll has been fully advised of the intention of the Attorney General to see that the neutrality laws of the United States are rigidly and strictly enforced.

CAPTURED AND JAILED

The Negro Flend Who Assaulted Three Women Captured and Lodged in Jail. A special to the STAR from Maxton states that the negro fiend (now said to be named Graham) who assaulted Mrs. Parish and her daughter, and also a colored girl, last Wednesday (as chronicled in the STAR), was captured in South Carolina, Thursday, He was taken to Lumberton, arraigned before Justice O. C. Falks on a charge of attempted rape and committed to jail. Though the STAR'S special is not ex-

plicit on this point, it is inferred from its general tenor, that the negro brute was tried in only one case, leaving two more for which he will have to answer. and of a more serious character, too. He is on a "bee line" for the gallows unless the indignant people of Robeson county should conclude to substitute a season, and instead give one shoot a month, to be held on the first Friday in each month at 8.86 o'clock in the afterSEABOARD AIR-LINE.

RUMORS OF CHANGES THAT ARE

HARDLY TRUE. Was Between B ate Cfficials and the City of Baleigh-Cotton Mill Statistics-Orogs at the Pentiumtiary Farms-Costello

there-W. C. Press Association-Dem (Star Correspondence.)

RALEIGH, October 12.

NO. 51

THE NEW COTTON BALE.

Ootton Bale-It Is Subjected to Som

Referring to the cylindrical cotton

ile, the Baltimore Underwriter says:

"The Bessonette system is not only

simpler and far less expensive than the old method, but it altogether avoids the

old method, but it altogether avoids the excessive waste and loss from the imperfect and insecure manner of covering the bales heretofore is use before placing the cotton on shipboard. As to space occupied, it was shown that 112 Bessonette bales were made to occupy the room heretofore required for seventy ordinary bales. The covering is made of cotton ducking, rolled on spirally, and retained at the ends by caps of the same material, with wire fastenings.

same material, with wire fastenings

"We carried the bale which we had

ect, we took shovelfuls of live coals and

placed them on top of the bale. After the coals had died out, we brushed them off and found that they had not set fire

to the covering. We then placed on the floor snugly against the side of the bale a burning brand about a foot long,

and upon removing it after the lapse of half an hour, we found that, while of

course, the covering had been ignited, it had not blazed, but had simply burned

off very slowly, and only that portion

which was in direct contact with the brand, and the cotton exposed after the covering had burned off had been eaten

along the surface in the same manner without blazing. This demonstrated that the flash hazard is entirely removed

by this system of ballog, so long as the covering is intact. The flash hazard is

probably the worst we have to encoun-

ter in cotton, causing a quick ignition of bales and rapid spread of fire, and we be-lieve, from our observation, that the jute covering is more inflammable than

cotton and that this flash hazard is

argely due to the use at present of jute

bagging.
"The next greatest fire hazard of cotton is the tendency of fire to eat inwardly into a bale so that it may be burning

at its core, and oftentimes be reduced to

a mere shell without giving evidence of the presence of fire. This not only pre

vents the discovery of a fire, but wastly

increased the difficulty in extinguishing

fire in a bale, greatly extending the pe

ette bale there is probably not enough

oxygen inside the first layer to support combustion, because nearly all of the au

is pressed out of the layers before rolled

into the bale. If we are freed from the

flash hazard, and the tendency of fire to

strike inward when a bale is ignited, we get rid of the two greatest elements of

bazard attached to our business in con-

A COTTON BOOMER.

of the Fleecy Staple-Talk of a Disa

The cotton letter of Atwood, Violet

8.3 in condition mean compared with 1893 and frosts on 8th and 9th October

throughout a large portion of the cotton

belt, which, in the Memphis district,

was seventeen days earlier than the av-

erage in twenty years? A Galveston

correspondent calls attention to-day to the following: "Taking the Chronicle"

comparing with 1893 indicates a crop under 6,000,000."

There is no other construction to pu

on the bureau report of to-day excep that it means a disastrously small crop

and we believe decidedly under 6,500,

000. Whether the short interest in the

sistent hammering of prices cheapen the commodity itself and force spot holders

to liquidate at spinners' prices is a ques-tion that must be left largely to the pro-

ducer. Keep well in mind that Europe

consumed more of American last year

than our total crop will amount to this year, and 200,000 less than our total ex-

ports last year. The United States will

their consumption last year, when it was

be at the mercy of the people who have grown this crop? But would not this be retributive justice? It remains to be seen

whether they can be successful in d

seem likely to be able to get only from us something over one-half of their total

American consumption last season, This

crop has probably been cut short by

frosts of the past forty-eight hours 500,-

ATWOOD, VIOLETT & Co.

paid for always in advance.

ressing spots merely because they chose

Co. of October 10th is as follows:

ection with insuring cotton."

trously Small Crop.

riod of destruction and increasing

With regard to questions of inflamm

Savere Fire Posts.

The war between the State and the city is on again. The Board of Public Buildings, composed of Governor Carr. Secretary of State Cooks, Treasurer Worth and Attorney General Osborne. has brought suit against the Bell Telephone Company to make them remove the telephone poles on the sidewalks of the Governor's Mansion and the Capithe Governor's Mansion and the Capitol. Attorney General Osborae brings
the suit. It will be remembered that
the Governor ordered the poles to be cut
down and Mayor Russ put policemen on
the scene and ordered them to make arrests. The question myolyed is a nice one.
It will decide the rights of the city and
the State the poles house here. the sidewalks by authority of the city

A rumor gained widespread currency last night and to-day that John H. Winder, general manager of the Seaboard, had resigned, but this is hardly true. It had resigned, but this is hardly true. It is claimed that the stockholders of the Seaboard & Roanoke hold the key to the situation in the rumored changes which are being talked of. The stockholders meeting in Portsmonth on the 15th is an adjourned one.

Mr. L. P. Turner, of Nashville, has been elected State Secretary of the Y. M. C. A., to succeed Mr. L. A. Coulter.

The Bureau of Labor Statistics bas completed the report which has been in course of preparation for some time relative to cotton mill statistics in the

Superintendent Leazar says the cotton crop at the penitentiary is about two-thirds as large as usual. The corn

crop was a very fine one.

The Costello brothers, the celebrated acrobats and athletes, who are with Sells' circus, are natives of Henderson. Their father resides in Henderson at

Mr. Chas. L. Stevens is in the city today. Mr. Stevens, who is the editor of the Southport Leader, is the president of the North Carolina Press Association, and accompanied by his sister will leave early Monday morning for Atlanta, where about seventy five members of the Press Association will a'so go. After leaving Atlanta the editors will go on a special trip to Nashville, Tenn., via

Chattanooga,
About one hundred of the A & M. College cadets will leave here on Friday of Fair week for Atlanta, to remain there about five days. They will not be under arms.
It is claimed that Wilson his the cheapest electric light system in North Carolina. The plant is owned by the

town of Wilson. turns out to have done considerable damage to cotton in low places. Mr. D. T. Swindell, one of the most prominent dry goods merchants of this city, died this morning after a short illness. He was 41 years old, and a native

[Special Star Telegram.]

W.G. Upchurch, one of the best known citizens and a wealthy property-owner, is dying. His death is only a few hours

What a Leading New York Firm Think Mr. John H. Winder, general manager of the Seaboard Air Line, denies in a card the rumor connecting his name with a syndicate seeking to control the road. He says the rumors have no foundation, The bureau to-day reported a condiand have amazed and embarrassed him. tion of 65.1 against 70.8 last month and Mr. Winder and President Hoffman's 78.8 in October, 1892, the season of the 6,700,000 crop. What should a loss of relations are very friendly.

THE PRICE OF COTTON.

Further Advance Depends Upon Buro-

pean Spinners-Whether They Appear in the Market as Buyers. NEW YORK, Oct. 19.

Such a scene as that on the Exchange to-day, after the publication of the Bureau report, has seldom been witnessed; the advance of the past week had eliminated the little short interest which had accumulated on the heavy receipts, and the market promptly dropped twelve points with scarcely a was announced from Washington. Although the report is a very poor one, it was better than the trade expected, as they had been prepared for a report of 60, by local commission houses during the past week, and the decline represented the execution of the selling orders' based upon that figure. For several years the Bureau report has been equire this season 800,000 more than 3,700,000. Therefore, is it any won-der spinners and short sellers should consider it a hardship that they should below the actual condition of the crop, natural exaggeration, and he once stated that he considered that factor the equivalent of 8 per cent., but the market must deal with the report as presented, and it is certainly the worst report given to try and demoralize the contract market to-day. The South holds the whip hand. They must see that Europe probably can only get 3,750,000 out of the crop, against 6,700,000 last year, and they to the trade. Will this statement bring and force them to appear in the markets of the South as buyers. That is the nuestion which is receiving more attention than the receipts or the reports of crop damage. It is generally believed that it will, and the rally in the market, large buying orders from New Orleans. where the merchants should be well able to judge of the immediate effect upon The Liverpool Cotton Association rethe spot markets. Many held the opinion that the market would be a sale after ng stocks there other than American: the publication of the Bureau report, Brazilian 9,240, Egyptian 20,098, West Indian 51,168, East Indian 81,500. Does to-night those who entertain that view are stating that they believe the European spinners will enter the market immediately. Our own Liverpool cornot this show their dependence almost entirely upon American cotton and conrespondents cable, their market will be firm estimates that it constitutes 85 per cent, of the entire world's consumption of all kinds? Apparently, the world's governed by the receipts, and they be-leve the effect of the Bureau report has mills must have it, but whether at their aware it is generally reported here that Mr. Neill stands ready to issue a smaller crop estimate at any time, and that the speculative feeling in this country is so strongly in favor of the market, or they would not express so bearish an opinion; for if the crop is to be judged by the receipts, All idea that the recent rise in the price of cotton was spasmodic seems to have been abandoned. It is practically lew estimates are not justifiable. No certain, says the Atlanta Journal, that one can fully appreciate the torce of the sentiment in favor of an advance in cotthe present crop will be sold at prices which will pay good profits for its pro-duction. The belief that cotton will go tact with it, but it is certainly so strong considerably higher is very general. as to prevent any one from anti-When January futures passed nine cents on the New Orleans Exchange a few it is causing an accumulation of on the New Orleans Exchange a few days ago bets of \$2,000 were freely offered that January cotton would sell in that market for over ten cents.

This may be the expression of overconfidence, but there is a very strong feeling back of cotton. The farmers have produced this crop at small cost, and besides their profits on cotton will improve their condition very materially by having raised such great food crops.

any decline in prices by selling short, and it is causing an accumulation of cotton and contracts, which will soon require fresh support. The receipts of cotton at Bombay continue upon a relatively increasing scale, being 10,000 bales this week, against 1,000 bales last year. The situation at the moment is briefly the strong speculative spirit in America, against large receipts, and the indisposition of the European spinners to follow this advance, and a future advance in prices depends entirely upon whether

prices depends entirely upon whether they appear in the market as buyers or not. HUBBARD BROS. & Co. Hereafter advertisements to go in our L. K. Burns, a prominent business man of Knoxville, committed suicide yesterday by shooting himself through the head with a pistol. Business embarrassmeats were the cause.

The battleship Texas will be docked at the Noriolk Navy Yard on Wednesday next and prepared for official trial. The vessel has now been in the water about lour months and is quite loul. Business Locals" department will be charged one cent per word for each insertion; but no advertisement, however short will be taken for less than 30 cents,

Tais is a reduction from former rates and it is also a convenience to advertisers, who can calculate the exact cost of their advertisements, which must be