

WILLIAM H. BERNARD, Editor and Proprietor.

WILMINGTON, N. C.

FRIDAY, October 2, 1896.

Writing to change your address always pay for the change as well as full particulars as when you wish your paper to be sent to you, unless you both change can not be done.

Resolutions of Thanks, etc., are charged for as they are. Resolutions of Thanks, etc., are charged for as they are. Resolutions of Thanks, etc., are charged for as they are.

NATIONAL DEMOCRATIC TICKET.

FOR PRESIDENT: WILLIAM J. BRYAN, of Nebraska. FOR VICE-PRESIDENT: ARTHUR SEWALL, of Maine.

FOR ELECTORS.

Electors-at-Large—Locke Craig, of Bucombe, and R. B. Davis, of New Hanover. First District—Theo. F. White, of Perquimans.

STATE DEMOCRATIC TICKET.

FOR GOVERNOR: CYRUS B. WATSON, of Forsyth. FOR LIEUTENANT GOVERNOR: THOMAS W. MASON, of Northampton.

CONGRESSIONAL TICKET.

FOR SENATOR: W. H. Lucas, of Hyde. FOR SENATOR: F. A. Woodward, of Wilson.

COUNTY DEMOCRATIC TICKET.

For Sheriff—Frank H. Steadman. Register of Deeds—John Har. Treasurer—John T. James. Coroner—Peter H. Smith.

WHERE IS THE DISHONESTY?

The advocates of the gold standard parade their "honesty" in contrast with the "dishonesty" of the advocates of the free coinage of silver as if they were doing something very immoral and reprehensible when they demand the restoration of silver.

MINOR MENTION.

Some of the Northern organs, notably the New York Herald, are playing the "Blue and Gray" racket, and are thus trying to get a soldier's sentiment for the Indianapolis ticket, the intention being, of course, to help McKinley to this extent.

imperative demands of war, and the intention was to redeem them sometime at the convenience of the Government, although it was not so stated. They were simply a "promise to pay," issued by the Government without limit as to time or other condition.

Right there the trouble began and the plottings of the bondholders to make themselves solid, and prevent what they feared might possibly happen, the payment of their bonds in greenbacks, which were "lawful money." The first concerted move was to secure the passage of the act of 1869, which knocked the greenback out and declared the bonds payable in "coin."

Unfortunately for Gen. Buckner, it is true, he did not surrender, but he was not a man of numbers that by which he was confronted. He was fortified, and there is no reason to suppose that he threatened by lambs.

Having succeeded so well in move number one they took some time to think and plan before they proceeded to move number two, which was for the demonetization of silver, which they accomplished in 1873, which was not the first time it was attempted, however, for they began to work on that as early as 1868.

The next move was for the resumption of specie payments, which went into effect in 1875. This was a carefully and shrewdly planned and managed business in its three respective moves, beginning with the act of Congress pledging the Government to payment of its debt in coin; second, in the demonetization of silver, which practically made it payable in gold, and third, in the resumption of specie payments, getting the greenback out of the way and leaving gold and the national bank notes and the subsidiary silver we then had as our only money.

Between July 1, 1866, and July 1, 1875, the public debt had been reduced from \$2,733,300,000 to \$3,232,200,000, the difference having been paid in lawful money, either gold or silver. When silver was demonetized every dollar of these \$3,232,200,000 was payable in silver. And yet in the face of this these thieving conspirators combined for the demonetization of one of the moneys in which the debt could have been paid and forcing its payment in a struggle all over the world.

Was that honest? Wasn't that procuring the destruction of the original contract and the substitution of another in which the people who have the debt to pay were not consulted and to which they were not a party? And yet these people and their representatives have the cheek to accuse of dishonesty the advocates of free silver, who insist that the bondholders should have dealt honestly with the people and lived up in good faith to the contract they made.

On July 1st, 1861, the national debt was \$30,500,000. On July 1st, 1866, it was \$2,733,300,000. All of this with the exception of the \$30,500,000 was contracted for purposes of prosecuting the war against the South. Every dollar of it was payable, and so distinctly stated on the face of every bond sold, in lawful money of the United States, and every dollar of the bonds bought was bought with that distinct understanding. When this debt was contracted and the bonds sold and good and lawful money of the United States, and not only that but greenbacks were lawful money of the United States, and most, if not all, of these bonds might have been lawfully paid in greenbacks. It was never the intention to do that, for the greenbacks were an emergency money made necessary by the

DEMOCRATIC GATHERING.

MEETING OF THE BRYAN, SEWALL AND WATSON CLUB.

An enthusiastic assemblage in the County Court House—Address by Mr. F. P. Duffy.

The Bryan, Sewall and Watson Democratic Club met last night at the Court House, the President, Col. T. W. Strange, in the chair, and Mr. T. W. Clawson secretary.

After the reading and approval of the minutes of the last meeting, President Strange urged upon the members present the importance of registering, and also to see that their neighbors registered. The meeting then adjourned.

After adjournment, an address was delivered to the club by Major F. P. Duffy. It was listened to attentively and frequent outbursts of applause interrupted the speaker.

Major Duffy said: "I am here to-night to speak for a cause as grand, as important, as honest, as has ever enlisted the efforts, the brains, the tongue of any political man. People who do not sympathize with us call it a cross. A cross which is sweeping from ocean to ocean."

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A FURIOUS FIRE.

A GREAT BLAZE ON THE RIVER FRONT OF THE CITY.

Naval Stores, Warehouse, Wharves and a Bark in Burned—Losses Estimated at Ten to Fifteen Thousand Dollars—Property Fully Insured.

Shortly after the storm last night had cleared away and the easterly wind that had prevailed had shifted around to the west, a furious fire broke out on naval stores yard on the west side of the river, below the ferry. Flames and smoke rose in great volumes and the cry of "Fire!" by persons on the wharves was taken up along the streets and reached throughout the city. The fire alarm was out of order and the usual clamor of the bells calling out the Fire Department for service was not heard.

Yet the firemen rallied on the river front and did all that men could do to suppress the flames. Owing to the inflammable nature of the surroundings the fire spread rapidly, and the yards and warehouses of Messrs. D. L. Gore, Murchison & Co. and D. McClellan, filled with barrels of rosin, tar and spirits of turpentine, were soon in a blaze. The wharves soon caught, and the flames communicated to the handsome Swedish barquentine Verdan, which only yesterday had cleared for Manchester, England, with a cargo of 3,685 barrels of rosin, shipped by Messrs. S. P. Spouter & Co. The master and crew of the vessel were asleep in their bunks and barely escaped with their lives, saving nothing of their life's cup. Westerberg jumped overboard into the river and was rescued by a boat sent over from the revenue cutter Morrill.

The flames quickly enveloped the vessel, and the burning spars and masts and sails sent up clouds of sparks, which drifted with the wind and fell in showers upon the roofs of buildings along the river front. The restaurant of Mr. Schibben, corner of Market and Water, was set on fire by the sparks, and the people who were on the look out for just such an accident soon put out the fire. Finally, the barquentine drifted from her moorings, and with the tide, which was running out, slowly drifted down stream without endangering other property. The fire on the yards and wharves continued to burn until this morning, when the firemen succeeded in extinguishing the flames.

The losses, it is estimated, will amount to ten or fifteen thousand dollars, exclusive of the loss by the burning of the barquentine and her cargo. There were probably some \$200 barrels of rosin in the wharves and some casks of spirits turpentine under the sheds. Messrs. Willard & Giles, insurance agents, carried insurance for Mr. D. McClellan, on naval stores for \$1,800; Mr. D. L. Gore, \$500 on naval stores, and Messrs. Murchison & Co., \$3,750 on naval stores. In the Carolina Insurance Company Mr. Gore had insurance on the barkentine house for \$550. The barquentine and cargo are supposed to have been covered by insurance.

The revenue cutter Morrill rendered valuable assistance. She steamed over from her wharf to the scene of the fire, and with her powerful engines was engaged until late this morning extinguishing the flames.

Another fire. About 11 o'clock p. m. an alarm was sounded in front box No. 47. Five small buildings were burned—one owned by Mr. A. D. Wessell, one by Mr. S. L. Slaughter, two by Daniel Howard, colored, and one small store adjoining Messrs. Dawson and Third streets. The losses and insurance could not be ascertained.

The fire on the river front. Over thirty thousand barrels of rosin and a few casks of Spirit of Turpentine. Burned—Total Loss About \$40,000.

A pretty close estimate of the losses by the fire on the west side of the river Tuesday night makes the total (not including the loss by the burning of the barquentine Verdan) about \$35,000; very nearly if not quite covered by insurance. Less than fifty casks of spirits turpentine were burned, but 8,171 barrels of rosin went up in flame and smoke. Of this amount Messrs. Peterson, Downing & Co. had 2,788, Mr. D. L. Gore 878, Mr. D. McClellan 1,800, and Messrs. Murchison & Co. 3,500 barrels. The wharves and sheds burned were the property of Messrs. Murchison & Co. and Mr. D. L. Gore. Messrs. W. A. Martin & Co., who occupied part of Mr. D. L. Gore's yard, placed their loss on paint factory and material turned at \$400 to \$500 (partly insured), and the Brunswick Bridge and Ferry Co., office and shed burned, \$300.

The Swedish barquentine Verdan was about twelve years old and her value is estimated at from \$13,000 to \$18,000. Her cargo of rosin was valued at \$1,466.35. Capt. Edgar Williams with the tug Marion towed the barquentine down stream after she had broken loose from her moorings and was rapidly drifting across the river, a seething mass of flames, says that at 3 a. m. he bore a three masted schooner on the port side of the stern of the vessel, and at 7 a. m. she sank in 30 feet of water, where she now lies. The vessel is a total loss but part of the cargo may be saved.

Concerning the railroad under construction from Wilmington to Southport and the statement that operations had been stopped by the fire in Brunswick county, Capt. D. J. Black of the firm of Black & Gillis, contractors for grading, told the STAR last evening that he had no objection to the work being stopped on the same site. Several firemen were slightly hurt by falling walls.

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Speaking. Hon. Jas. A. Lockhart, Democratic candidate for Governor, will address his fellow-citizens at the following times and places, viz: Lockwood's Public, Friday, October 9, 11 a. m.

New Hope Church, near Pates, Saturday, October 10, 11 a. m. Little's Mills, Monday, October 13, 11 a. m. Wolf Pit, Tuesday, October 13, 11 a. m.

The people turn out as one man and give our distinguished standard-bearer an old-time rousing Democratic welcome to be present for joint discussion. Chairman Dem. C. C. Guthrie. Lockwood's America Barve.

CYCLONE AT SAVANNAH.

DAMAGE ESTIMATED AT NEARLY A MILLION DOLLARS.

Seven Lives Lost—Great Damage to Shipping—Railroad Depots Destroyed—Every House in the City More or Less Damaged.

SAVANNAH, Ga., Sept. 29.—Seven lives lost, a million dollars' worth of property destroyed, is the record of the cyclone which swept Savannah from 11:30 a. m. until 1:15 p. m. to-day. The loss of life and damage to property are yet mere estimates and both may be greater than now known. The storm which has been lurking in the Eastern Gulf for the past two days swept rapidly across Florida at 10 o'clock this morning, crossed Florida at 11 o'clock, and without warning burst upon Savannah.

In half an hour it had done its work. The streets were filled with wreckage; and the houses were without more than a few beams, though there are comparatively few total wrecks. Three hours before the storm was at its height the weather observer said, and the wind was not to exceed a velocity of thirty miles an hour. It began to rise at 11 o'clock. Half an hour later it was blowing sixty miles an hour, and the air was filled with flying debris. What the wind reached a velocity of sixty-six miles an hour, the instruments at the weather station were blown away. At noon the barometer dropped to 29.90 and at 1:15 p. m. was 29.85.

The storm was particularly in its intensity, exceeding that of the great cyclone of 1893, which devastated the South Carolina coast. The shortness of its duration was all that saved a complete annihilation of everything within its range. The storm came from the southeast, and swept directly over the city. Hardly a public building escaped its fury. The hotels, the houses, the stores, the warehouses, the parks are in ruins, and many buildings were razed to the ground. The immense Paet system passenger depot was the first building to be completely wrecked. The magnificent prize train of the Paet system, exhibited at the Cotton States Exposition, and stored in a shed, was wrecked. The Central Railroad, with Georgia and Alabama Railroad freight houses, on the opposite side of the city, were unroofed and the walls demolished.

The Savannah Hospital and Gain Infirmary were damaged. The Suburban street railway sheds, in which were stored the cars, were blown down. Nearly every store in the retail section of the city was more or less damaged. The damage to the shipping was less than in 1893. About \$100,000 of property was lost, a low estimate of the damage to it.

Telegraphic communication was cut off at the beginning of the storm, and not a wire has been working any distance since. The only communication being sent out by train for transmission from Millen, Ga. The Western Union Telegraph Company has its forces of line men out in all directions to re-establish communication. The only train to arrive in the city since the storm began is the north-bound Paet system train, which arrived two hours late and has not yet returned. The Central Railroad, which was blown down to-night, No. 101, has not yet returned. The Florida Central & Peninsula Railroad.

One of the most complete wrecks is the Forsyth Park, which was the pride of the city. Three-fourths of the trees were blown down, or torn up by the roots, and are lying in every direction. The city is a scene of desolation. The street car lines stopped running soon after the blow began, and the cars are standing on the tracks in every part of the city. The debris of Liden buildings, the warehouses on the river front were heavily damaged. The Savannah Guano Company's mills and the Southern Cotton Oil Company's mill and storage sheds on the river front were wrecked. The heaviest damage was sustained by Comer, Hull, & Co., their mill being almost a total wreck.

At Gordon a small flying timber from a building a hundred feet away struck Wallace Johnson, a clerk, killing him instantly. W. S. Thompson was killed by the wreck of A. S. Bacon & Co.'s building. The brick store of J. H. Wright was also injured in the destruction of Gordon wharf.

Four negroes in Southville, a colored settlement in the southern portion of the city, were caught under a falling roof and killed. SAVANNAH, September 30.—The fatalities by yesterday's storm, so far, total eleven. The body of Capt. Chas. E. Murray, of the ill-fated tug Robert Murray, which was blown down on the Savannah river, was found to-day, wedged in a training wall. It was brought to the city by a rescue tug, and the body was taken to the morgue. The body was picked up by the U. S. revenue steamer Tybee, which has been on relief duty since the storm subsided. James McClellan, a passenger on the Turner, and two other persons were killed by a falling roof in Southville, died to-day. Reilly Williams, colored, 75 years old, crushed under a roof, died to-night. The bodies of three persons were found in hospitals or their homes. Three are fatally injured and will die.

The fatalities are likely to be much greater when reports have been received from the other parts of the city. The damage to shipping is heavy. The steamer Geo. Safford, which left Beaufort, S. C., for Savannah Tuesday morning, was ashore on the beach, and was in danger of being blown away. The steamer Geo. Safford, which left Beaufort, S. C., for Savannah Tuesday morning, was ashore on the beach, and was in danger of being blown away. The steamer Geo. Safford, which left Beaufort, S. C., for Savannah Tuesday morning, was ashore on the beach, and was in danger of being blown away.

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Blissness Pills

Is caused by torpid liver, which prevents digestion and permits food to ferment and putrefy in the stomach. Then follow dizziness, headache, humors, nervousness, and, if not relieved, bilious fever or blood poisoning. Hood's Pills stimulate the stomach, cleanse the liver, cure headache, dizziness, constipation, etc. 25 cents. Sold by all druggists. The only Pills to take with Hood's Sarsaparilla.

complete. The famous Bonaventure Cemetery, four miles from Savannah, on the Thunderbolt road, is a scene of terror. There, and in picturesque Laurel Grove Cemetery, monuments and grave-tombs are overturned and, in some instances, the bodies of the dead are scattered about. The historic Bethesda Orphan Home, founded by George Whitfield a century and a half ago, seven miles in the country from Savannah, was heavily damaged, but no loss of life occurred.

Three street car lines started operations as usual to-day. The others are still tied up and the cars are standing on the tracks all over the city. The loss to the electric lines is estimated at \$100,000. The electric light, telephone, police and fire alarm systems are all down. The City of Savannah has a large force of men all along its lines.

The damage to the railroads will foot up over \$300,000. The wreckage of the Paet System passenger depot and the City of Savannah, which was blown away, is being cleared away. The depot was built in 1850 and was one of the finest buildings in the city. The wreckage of the depot is being cleared away. The depot was built in 1850 and was one of the finest buildings in the city.

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