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THE WEEKLY STAR.

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evidences of unkindness what reason have we to believe that the power that showed them would not take advantage of any opportunity that presented itself to carry out the game that inspired this unkindness?

Few nations are actuated by purely disinterested motives, or by sentiment or humanity, whatever their professions may be. In nine cases out of ten, at least, they will be found to be actuated by selfish motives, in which neither sentiment, humanity nor honesty figure. As we are showing something of this ourselves in the policy of expansion, we need not be surprised to encounter some of it as the policy of expansion progresses. If we succeed, either by adroit management or by candid dealings, in placating and securing the acquiescence of the Filipinos, we may escape it; but if we so manage as to excite hostility, rendering force necessary to the assertion of authority, then the secret plotting will begin and the powers that failed to carry out their schemes while the war with Spain was in progress will give covert aid to the men who may resist the assertion of that authority. If circumstances give encouragement to this covert assistance would soon be open and we would find the Philippines a very troublesome elephant. This might not be next year, nor the year after, but permanent occupation means permanent defence. Nations do not scheme nor plan for a day; they look ahead and plan for years hence. The property that we now get by a trade with Spain, may come to us quietly, and two, five or ten years hence we may have to wage vigorous and costly war to protect and hold it.

This is one of the contingencies that the advocates of this expansion policy should carefully consider, for it is not the assertion of authority at present which is the serious question, but the continued maintenance of that authority. That we can hold them against the Filipinos, if ugly, there is no doubt, but in the event they have the secret encouragement and aid of one or more European powers, holding them would be an exceedingly expensive business, in which we would lose inestimably more than we would gain. With the assertion of our authority over the Philippines with a view to permanent occupation, and to holding them as dependencies, the trouble will not be ended, but just begun.

REPEATING A FAILURE.

The next Congress of the United States will be Republican in both branches, with a Republican President. Already several bounty schemes have been proposed to aid our commerce by stimulating the building of ships. It is not likely that they expect to carry any of those schemes through in the closing session of this Congress, but they undoubtedly do in the next, for the President favors bounties and will sign any bounty bill that may be passed.

The purpose of such legislation is good, and if it accomplished the purpose and there were no other way to accomplish it the people might submit to it without serious complaint, but like the protective tariff which was ostensibly adopted to foster our "infant industries," but is kept up and increased after those industries have grown large enough to "wear boots," as some statesman whose name we have forgotten expressed it, bounties for ships are simply legislative bonuses to the few, taken out of the pockets of the many, for which the many receive no equivalent whatever.

In his message to Congress the President favors bounties, and so does Secretary Gage in his report, where he says that we pay to foreign ship-owners \$150,000,000 a year to do our carrying on the oceans. The Secretary takes the safe side and rather underestimates than overestimates the amount of money thus annually expended, which others who are competent to make estimates say will amount to \$200,000,000, and others \$300,000,000. But to save an expenditure of \$150,000,000 Secretary Gage thinks a sufficient reason why we should do everything possible to build up a merchant marine, and it is, but it is not a reason for bounties, unless it can be fully established that bounties will give us a merchant marine, that we couldn't have it without bounties, and then, that after being built it can be kept up without bounties, which will not be easy to show.

There are in this country men who rank high as far-seeing, broad-viewed statesmen who believe that the way to give us an American merchant marine is to remove the restrictions that hamper American enterprise and permit the American ship-master to buy his ships where he can buy them to the best advantage, raise the American flag over them and sail them as American ships, just as the ship masters of most of the European countries do, who are permitted to have built or buy their ships wherever they

can do that on better terms than they can in their own countries. This is the reason, although perhaps not the only one, why the merchant marines of all the maritime nations of Europe, and of Japan also, have been increasing while ours has been diminishing until it cuts no figure on the seas.

Retaining these restrictions—perpetuating the out-of-date navigation laws—and adopting the bounty system is substantially telling the American who wishes to invest money in the ocean carrying business that he must have his ships built in American ship-yards, no matter what their prices may be, or go without them, and keep out of the business unless he wishes to engage in it under some other flag as many are now doing.

Lieut. Kelley, U. S. N., seventeen years ago published a paper on "Free Ships and Subsidies," in which he attacks the subsidy folly, some extracts from which we find in the Philadelphia Ledger. Speaking of the decadence of our merchant marine he says:

"We are paying annually to foreigners for freight, mails and passengers over \$120,000,000, which, to quote Senator Beck, never returns to us, but strengthens and enriches people who are rivals in peace, and may be at any time our rivals in war. By law and by treaty we have given to foreigners the right to carry our goods from, and to bring their products to, our ports in cheap-built foreign ships; the American sailor or almost unknown upon the sea, and the sixty thousand we had in our merchant marine at the beginning of the war (1861) have almost disappeared, by transference to other alliances, or relegation to shore pursuits. Our carrying trade has diminished from 75 per cent. in 1866 to a discoverable 17 per cent. in 1890, and this, which spells ruin, is emphasized as decadence."

In 1880 our carrying trade which, according to Senator Beck, had diminished from 75 per cent. of the total to 17 per cent., had in 1898, according to Secretary Gage's last report, fallen to 11 per cent., in spite of all the pampering and subsidies or bounties granted in the meantime. Mail subsidies were granted to several lines, notably to the steamers in the Brazilian trade, and to the Trans-Pacific steamers plying between the South Pacific islands and Asiatic ports, and yet instead of increasing those Pacific steamers have decreased in number, the reason assigned being that they cannot compete with the Japanese ship-owners who have the privilege of buying their ships or having them built wherever they can do it to the best advantage. And yet it is proposed, notwithstanding the failure of this experiment, to repeat it on a more general and colossal scale.

Speaking of the injustice of the bounty system and its effect on the unsubsidized ships Lieut. Kelley says:

"When Congress compensates steamship lines for running at a loss, or pays the difference between the cost of running and what the owners consider a fair profit on their investment, the subsidized lines alone are profited, and the unprotected, but restricted, ships succumb to the unequal help of the Government. For years the builders have been protected, and each year fewer ships have been built; subsidies have been tried, but commerce has still languished. Therefore, it is that many men believe that exists, first in the repeal of the Navigation laws; secondly, by the removal of those other restrictions which have helped to destroy the fairest promise of modern days."

There is no authority found in the constitution of the United States for granting bounties, any more than there is for this enormously high protective tariff, to cover both of which that "general welfare" clause is stretched unmercifully, but even if the authority did not unquestionably exist, it should not be exercised unless it was clear that the exercise of it would accomplish what was intended and thus promote the "general welfare," but when the experiments have proved to be a failure then there is no excuse or justification for imposing bounties on the many for the benefit of the few, when it is the few only who are benefitted. That is legislative robbery.

In commenting upon Lieut. Kelley's views and these bounty schemes the Ledger remarks:

"That which the Government should do, and all it should do, in this matter, is to pay, with the utmost liberality, the ship owners who carry its mails or render it any other physical service. That is business, and it is justice, but if bounties are to be given to one trade why not to all trades?"

"The Government has tried to re-establish our lost shipping trade by granting bounties, and its efforts failed. It has given our ship builders free trade, denied all other industry, for all their imported materials, and at the same time prohibited the importation of alien ships, and yet our goods are carried in foreign vessels. The foreigner is at liberty to buy ships in the best and cheapest market. The American is prohibited buying his ships in that market; he must buy in the dearest market, or go without them. Our navigation laws are examined, there will be found in their extraordinary provisions the germs of the malady which has destroyed our shipping trade. They were made for ship builders, for the protection of the ship building trade. What they have done in the way of promoting the building of ships for the European trade is to be seen in the pitifully diminutive fleet of American built steamships in that traffic. There is a very common opinion, or conviction, that a revision of our antiquated navigation laws would do much more for the restoration of our foreign shipping trade than the proposed de-

pletion of the Federal Treasury by the payment of bounties or subsidies, which are a tax upon the whole for the advantage of a few people. Why should not the experiment be tried of giving American merchants the same conditions of successful enterprise as are enjoyed by the merchants of every other country in the world? If free ships have expanded their commerce, why will they not extend ours?"

The Ledger is an independent paper which speaks for a commercial constituency and believes in moderate protection to our industries, but it distinguishes between that and legislative plundering for the benefit of favorites under the pretence of building up our industries and promoting the "general welfare." If they want to have a merchant marine that will cost the tax payers of this country nothing, and will serve the purposes of our growing commerce, they will repeal the antiquated navigation laws, remove the restrictions from American enterprise and let it buy its ships where it can buy the cheapest, which means free ships and unhampered commerce, as far as carrying goes.

THESE TWO AGREE.

There is a good deal of kicking by Northern negroes because Southern negroes are not accorded equal political rights and privileges with the white man, while, as a matter of fact, they are not accorded these privileges in the Northern States, where they might be accorded without a tenth part of the embarrassment or serious consequences that would follow it in any Southern State.

While they are thus kicking it is interesting to note how this question is viewed by others, white and black, and how they would solve the race problem, politically speaking. In his recent tour through Georgia and Alabama, Mr. McKinley spoke very plainly on this question with our people, and he especially in view, but his language was so plain that no one of ordinary intelligence could misunderstand it.

The Secretary of Agriculture, Wilson, is a Republican of the strictest type. He accompanied the President on his Southern tour, and was much interested in the farm and other agricultural features of the Tuskegee school, where he talked to the boys about farming, and the opportunities it presented to them of getting on in the world. In speaking of this to a correspondent of the Washington Star he said, after referring to the advantages the South presented for diversified farming:

"I am one man who believes that the Southern farmer understands the negro better than the men of the North. When I talked to the colored boys down here the last time I advised them to keep out of politics. 'Now, boys,' I said, 'get out your pens and paper. In one column put down the salaries of every politician holding office in this (your) county. In a parallel column put down the value of the eggs laid in the county during the year. The farmer who makes more money every day than the politicians. Therefore, raise more chickens, raise your meats, and learn to make your farms pay and produce a livelihood. Keep out of politics. This is really the salvation of the negro. Education and scientific farming will bring him wealth and independence.'"

There isn't much politics in this, but every one who knows the negro knows it was good hard sense to talk to him, and that it is one of the practical ways to solve the race problem, as far as politics is concerned.

As illustrative of that we quote the following from the Washington Post, showing how a level-headed North Carolina negro, following on the lines suggested by Mr. Wilson, solved it for himself:

"I have a brother down in North Carolina," said Henry Hardy, a well-known and intelligent colored man, who was sitting to see a member of Congress at the Ebbitt, "that has solved the race question, so far as he is individually concerned. He owns two good mules, and he keeps a large number of hives. He has a good farm. All this property he earned by steady attention to business. He takes no interest in politics. The best white people of the county are his friends, and his note for a considerable sum is as good at the bank as any man's."

"My own observation is that the better class of whites and the respectable portion of black people who mind their own business and have no time to loaf about, get on well together in the South. A certain class of white men, generally the sort we call poor trash, are responsible for all the cruelties that have been inflicted on innocent negroes, and I must admit, also, that there are a good many worthless negroes who commit vile deeds and bring reproach on the whole race."

A WORLD'S DAY.

Every nation has an anniversary of some kind which it celebrates either with military, civic or religious ceremony, sometimes with all three, but there is only one day that the world celebrates, for there is no land under the sun that the Christian has not entered, and where the Christian is there Christmas comes with glad and reverent greeting. Then the Christian family draws closer together than it does any other day in the year and then the heart beats more generously and more warmly than it does any other day in the year.

To the old it comes with the fond recollection of younger and perhaps brighter and happier days.

To the young it comes with glad anticipations of the good things in store and the joy it will bring.

To the poor it comes as a day in which they are more kindly remembered than on any other day of the year.

And to the rich it comes as a day when they can indulge in something more than ordinary benevolence, and help to make the world brighter and more obsequy.

The large hearted man grows larger hearted and even the penurious become more liberal, untie their purse-strings and ungrudgingly part with some of the hoarded treasure. Doesn't all this make the world better while it makes it brighter, merrier and happier?

Isn't it good that there is at least one day in which the Christian family is drawn more closely together, on which thought and affection fly the world over to find and remember the loved and absent, on which the rich think more kindly of the poor and the poor look more gratefully to the rich?

It is well that there is one such day, and a pity there is not more of them, one day on which the Christian family draws closer together, with a more fraternal feeling, and shows a disposition to add to the joys or lighten the burdens or lessen the sorrows of others.

Let us be thankful for such a day, and while we are thankful, if we are among the favored on whose pathway the genial sunshine falls, let us wish that it may be a glad and happy day to all.

This is the wish and the greeting of the STAR, which would, if it could, fill the world with gladness.

Here are some singular coincidences. There is a Mary Washington hospital at Fredericksburg, Va. George Washington Smith drew the plan of the building, and George Washington superintended the building, and both were born on Washington's birthday, the 22d of February.

A poultry journal is authority for the statement that "buckwheat is a good egg-producer." We are not up in poultry lore but we will risk the opinion that as an egg-producer buckwheat can't hold a candle to the regulation hen.

DEATH OF MRS. F. W. ORTMANN.

Occurred at Half-Past Ten O'clock Yesterday Morning at Her Home.

Many friends in this city will hear with much regret of the death of Mrs. Caroline Ortmann, which occurred at her residence, No. 104 North Fifth street, yesterday morning at 10:30 o'clock. Mrs. Ortmann had been in ill health for more than a year, and had borne with Christian fortitude a long period of suffering until death summoned her yesterday morning.

She was born in Lubeck, Germany, in the year 1842, and later moved to this country. She was married twice, the last time to Mr. F. W. Ortmann, one of Wilmington's best German citizens. Mrs. Ortmann and Mrs. G. J. McMillan, all of whom reside in this city.

For a number of years she was a consistent and valuable member of St. Paul's Lutheran church and was fifty-six years of age at the time of her death.

The funeral will be conducted this afternoon at 3 o'clock, thence to St. Paul's church and to Oakdale cemetery, where the interment will be made.

IT WAS PROMPT ACTION.

Quick Work of the Authorities in Isolating a Negro Believed to Have Small Pox.

A ripple of excitement was created in medical circles here yesterday afternoon by a report from Dr. C. P. Wertenbaker, of the Marine Hospital, that he had found a case of small pox. It seems that William Barnett, a negro carpenter, was sent to the Hospital by Lewis Guger, colored, to do a job of carpentering. While there Dr. Wertenbaker noticed that he was badly broken out, and after an examination pronounced it small pox, so reporting it to Dr. McMillan, superintendent of health.

The Board of Health was hurriedly called together with Mayor Waddell, City Engineer McRee and Doctors Russell, McMillan, Wertenbaker and Harper present, and arrangements were made for immediate quarantine to prevent the spread of the disease.

Hart's vineyard, owned by Mr. E. P. Bailey, was entered as a pest house. It is about 3 miles below the city.

Barnett, the negro believed to have the small pox, was sent to the pest house, and Charles Jacobs installed as cook and Tony Swann as nurse. Capt. Bob Green, as chief quarantine inspector, has the matter in hand, and is using all diligence to see it were, nip any possible germs in the bud.

Those associated with William Barnett in work say that he has had this affection for quite a while, the result of a serious chronic blood disease. Dr. Wertenbaker is an expert in small pox cases, and the Board of Health is to be commended for their remarkable promptness in taking every step needful to prevent contagion.

ESTEEMED AND VENERABLE GERMAN CITIZEN DEAD.

Mr. Peter Blomme Died Last Night. Funeral This Afternoon from His Late Residence.

Mr. Peter Blomme, one of Wilmington's oldest German citizens, died last night, at 9 o'clock, at his late residence, corner Fifth and Campbell streets, after a brief illness.

The deceased was in the 60th year of his age and has been a resident of this city since the civil war. He was born in Ghent, Belgium, in 1839, and during the war between the States ran on a blockade vessel between Wilmington and Nassau, of the Bahama islands.

At the close of the war Mr. Blomme opened a baker's shop on the corner of Fourth and Red Cross streets. Subsequently he moved to the corner of Fifth and Campbell streets, where at the time of his death he was conducting a prosperous bakery.

An aged wife, two sons and two daughters survive him. The sons are Messrs. Chas. and J. W. Blomme, both of this city, the latter having an interest in the bakery business, on Fifth and Campbell streets. The daughters are Mesdames J. B. J. Sandlin and W. H. Howe, both of this city.

Mr. Blomme was a member of the Lutheran Church and also of Germania Lodge No. 4, Knights of Pythias. The members of the lodge will attend the funeral in a body. The service will be conducted from the late residence at 8:30 o'clock this afternoon and the interment will be in Oakdale cemetery.

THE LATE THOS. B. LIPPITT.

Funeral Conducted Yesterday Afternoon from St. James' Episcopal Church by Dr. Robert Strange.

The funeral of the late Thomas B. Lippitt, the announcement of whose death was received with many expressions of regret by numerous friends in the city and country, was held yesterday afternoon at 4 o'clock from St. James' Episcopal Church. The services were conducted by Dr. Robert Strange, rector of St. James' Church, in the presence of a large assemblage of his friends and relatives.

Cape Fear Camp No. 254, United Confederate Veterans, of which he was a loyal and valued member, attended the services in a body.

After the services at the church the remains, accompanied by the camp of Confederate veterans and many friends, were taken to Oakdale cemetery, where the interment was made.

Many beautiful floral tributes were laid upon the grave by friends of the deceased and family.

The pall-bearers who were present and acted on the sad occasion were: Honorary—Col. J. W. Atkinson, Capt. Wilkes Morris, Dr. W. W. Harris and Col. T. C. McElhenny. Active—Messrs. E. S. Martin, A. A. Brown, J. Alvis Walker, J. H. Boatwright, H. C. McQueen, R. N. Sweet, L. S. Belden and Col. Roger Moore.

IT IS SEEKING TO FIX THE PRICE OF A CROP OF 2,600,000 BUSHELS.

The last official estimate of the peanut crop in the United States placed it at 2,600,000 bushels.

The arms of the octopus are reaching out to control the price, and to extend the blessings of the American peanut to the colonies of the United States and to the peoples of foreign lands.

Upon the face of it there appears nothing sinister in this latest trust, and the usual tale is told by its promoters of how the control of this immense market will be of benefit to the producer and the consumer alike. But that remains to be seen.

If the trust seeks to place the sale of the peanut in a few hands, to quell the competition of small vendors, to centralize the distribution, thousands will be hurled into idleness and all its concomitants of devility.

Most of the peanuts are raised in the Carolina and Georgia is a great producer of them also.

The deal has been conducted by former Governor Cameron, of Ohio, and a Mr. Weatherly, of New York, who dispenses to the Journal, say, have just completed a tour of the South and made arrangements with peanut cleaning establishments for handling their outputs. They have got the most of the cleaning factories into the trust, and think that the combination will be completed within two weeks.

CAPE FEAR AND YADKIN.

Some Guesses As to Buyers—A New Rumor About the Seaboard Air Line.

The Cape Fear and Yadkin Valley Railroad will be sold next Thursday—just one week from to-day.

The Seaboard Air Line will not buy it as is commonly supposed. If it gets it at all will lease it. The lessor will be the Baltimore committee, headed by Col. Blackford, former governor of Maryland.

The lease is already drawn and will probably finally be executed, but it is by no means a certainty that it will be. Within the last few days the Southern Railway has been manifesting much interest in the road, and last night it was stated by an official who is on the inside of things that the Southern is backed by the New York committee and will certainly be a strong bidder.

"The Southern," my informant went on to say, "wants the road to prevent competition with the Seaboard at Greensboro and farther west."

"And this for a similar reason brings in the Baltimore committee, who own the line—the Atlantic Coast Line. It does not want the Seaboard invading its territory in the southern part of the State, or the Southern either, for that matter."

"Then, of course, there are benefits to come to either of these systems from the ownership of this important line through the State. Run in connection with either one of the three systems above named it would be valuable property."

As the stockholders represented by the Baltimore part of the first lien bonds, it is probable that they will be willing to bid more than any one else and thereby the Seaboard will acquire the property. The lease for it, which has already been drawn in anticipation of such an outcome of the sale, conveys the property to the Seaboard Air Line system for a term of years at an annual rental of 4 per cent. on \$3,000,000.

The minimum bid that will be accepted at the sale will be \$2,000,000.

HIGHWAY ROBBERY AT ROCKY MOUNT.

Mr. R. H. Armfield, a Prominent Planter, Held Up and Robbed of \$520 in Cash. No Clue to the Gaily Parties.

News was received here yesterday of a highway robbery which occurred Thursday night near Rocky Mount. Mr. R. H. Armfield, a well known and extensive planter, who resides about four miles from Rocky Mount, was held up about three miles out from the town and robbed of \$520. There were three highwaymen, well masked.

After taking Mr. Armfield's money they made him get out of his buggy and the three men got in and drove off at a high speed, leaving Mr. Armfield to walk home. Afterwards the men abandoned the conveyance and the horse was found at Mr. Armfield's gate yesterday morning.

No arrests have yet been made and there is as yet no clue to the guilty parties. This is said to be the third robbery of this kind which has occurred about Rocky Mount within the past few weeks.

MURDER IN RALEIGH.

Alex. Allen, Colored, Charged with Killing His Wife.

RALEIGH, N. C., December 24.—Alex. Allen, colored, this morning reported that when he woke he found his wife dead in bed. An examination by the neighbors showed that she had been choked with a rope and blood had been running from both ears. The coroner summoned a jury and an inquest was begun. When Allen was called, as the first witness, he broke and ran. The coroner and the jury pursued, firing, and Allen received a flesh wound. He was captured and immediately sent to jail without bail.

For Sergeant-at-Arms.

Capt. Jas. B. Smith, ex-Sheriff of Cumberland county, and one of the best known and most popular Democrats in the State, is a candidate for Sergeant-at-Arms of the State Senate. In addition to his undoubted qualifications for the place, he has a record as a faithful, working Democrat that entitles him to most favorable consideration. "Jim" is going to be a hard man to beat.

APPAIRS IN MAXTON.

Death of Capt. Aydlott—Rev. Mr. Bradshaw—An Aged Colored Woman.

[Star Correspondence.]

MAXTON, N. C., Dec. 22.

Capt. M. J. Aydlott, aged 69 years, who was in charge of a trestle force on the Carolina Central railway for the past thirty years, died Tuesday night, after a brief illness of three days. The funeral services were held in the Methodist church this evening, and the remains interred in Oak Hill cemetery. Deceased was held in high esteem by his neighbors and numerous friends. He leaves a widow and six children, all of whom are grown.

Rev. Mr. Bradshaw, one of the best preachers in the State, has been returned to Maxton, to the delight of all our people. He arrived from Norfolk Wednesday in time to officiate at the funeral of Capt. Aydlott. He will fill his pulpit Sunday morning.

Anni Lin, colored, one of the first residents of Maxton, and who must have been at least one hundred years old, died here last week. She had been blind for several years.

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RALEIGH, N. C., December 24.—Alex. Allen, colored, this morning reported that when he woke he found his wife dead in bed. An examination by the neighbors showed that she had been choked with a rope and blood had been running from both ears. The coroner summoned a jury and an inquest was begun. When Allen was called, as the first witness, he broke and ran. The coroner and the jury pursued, firing, and Allen received a flesh wound. He was captured and immediately sent to jail without bail.

For Sergeant-at-Arms.

Capt. Jas. B. Smith, ex-Sheriff of Cumberland county, and one of the best known and most popular Democrats in the State, is a candidate for Sergeant-at-Arms of the State Senate. In addition to his undoubted qualifications for the place, he has a record as a faithful, working Democrat that entitles him to most favorable consideration. "Jim" is going to be a hard man to beat.

A HANDSOME GIFT.

Presented to Mayor A. M. Waddell By Former Citizens of Wilmington.

CITY ALDERMEN IN SESSION.

Last Night—Presentation Speech by Alderman W. H. Sprunt—It Was Expressive of Appreciation For His Course.

Mayor Waddell was last night the recipient of a very handsome gold mounted ivory gavel, presented by a number of former Wilmingtonians in recognition of his patriotic services rendered in common with many other citizens during and after the recent disturbance in Wilmington.

The gavel was formally presented through Alderman Sprunt at a special meeting of the Board of Aldermen, held last night. It bears the following inscription: "Colonel A. M. Waddell. Amicus Humani Generis. Ipse dicit, sit par, et par erit. November 10th, 1898."

Accompanying the gavel was a letter dated Brunswick, Ga., December 21st, and signed by Messrs. Alfred V. Wood, Adam G. Latta, Jno. J. Conoley, Robert B. Wood, Ed. S. Nash, James W. Conoley and Albert C. Barnes.

As may well be inferred the letter commends in glowing times the course pursued by the people of Wilmington under Col. Waddell's leadership during the recent revolution. The gavel is characterized as "an emblem of order" and assurance is given in the letter that the heart of every true North Carolinian both in and out of the State heartily sympathized with the people of this city and thoroughly approved their course.

Col. Waddell, in responding to Alderman Sprunt's remarks in presenting the gavel, said that the beautiful token was a very agreeable surprise to him and would be ever prized, especially for the loyal sentiment which actuated the donors in presenting it. He declared that during those trying days he was merely an instrument in the hands of the people, and that he had done no more than hundreds of his constituents.

Alderman Sprunt addressed the Board again at the conclusion of Mayor Waddell's speech of acceptance and referred in very complimentary terms to the Mayor's administration, saying that he was gratified to see with what measure he had meted out justice to poor and rich, affording the same protection to all classes, white and black alike.

Aldermen in attendance upon meeting last night were: Messrs. W. H. Sprunt, J. Allen Taylor, F. A. Montgomery, C. L. Spencer and Capt. Jno. H. Hanby.

Before taking their seats as members of the Board, the oath of office was administered to Messrs. Montgomery, Spencer and Hanby, newly elected Aldermen, by Justice Martin Newnam.

Through Alderman Taylor, Mr. James Sprunt presented to the city a volume of Statistics of the city of Glasgow, which is said to be the best governed city in the world.

Before the Board adjourned Mayor Waddell stated that a meeting was not contemplated before time for the regular session in January, but in case of an exigency, could be called together at any time.

CAPE FEAR AND YADKIN.

Now Said the Reading, Pa. System Will Be a Strong Bidder For the Property.

[Reading Post.]

The foreclosure sale of the Cape Fear and Yadkin Valley Railway is expected to cause a lively fight, in which it is expected that the Seaboard Air Line, the Atlantic Coast Line and the Southern Railway will engage. All three of these systems desire the property. It is believed that the Philadelphia and Reading system will be the dark horse in the transaction. The price will probably be away up, as a result of sharp bidding.

The Reading is one of the most important trunk lines running through Pennsylvania, and by purchasing the Cape Fear and Yadkin Valley would have a through line from Wilmington to Philadelphia, as it owns or controls the connecting lines made by the Norfolk and Western Railroad and the Beanoke and Southern, which has a junction with the Cape Fear and Yadkin Valley at Walnut Cove.

PRISONER RELEASED.

Archie Kinsauls Taken from Clinton Jail by Masked Men.

Tuesday night an armed and masked mob assaulted the jail of Sampson county, which is located at Clinton, N. C., and, after forcing the keys from the jailor, took into their custody Archie Kinsauls, who had been committed to the jail for murder. Nothing has been heard from the mob or their prisoner and the supposition is that the murderer was rescued by his friends.

Governor Russell was notified of the occurrence. The sheriff wired that he had no clue to the mob and cannot tell whether they were enemies or friends of Kinsauls.

Kinsauls is a white man, charged with the murder of John Herring, also white, in an affray at Beaman's Cross Roads, during the late political campaign.

Another Negro Dead in the Woods.

Dr. R. J. Price, the new county coroner, was called to Cape Fear township yesterday evening to view the body of an aged negro man who was found in the woods, killed by a gunshot. Details could not be ascertained last night. It is understood that the negro went out alone with his gun and is believed to have shot himself, probably accidentally. Dr. Price carried Geo. H. Howell, Esq., with him and up to a late hour last night had not returned.

The condition of Samer Sagsatta, the Spanish premier, was somewhat better yesterday and the attending and the attending doctors are now hopeful of his recovery.