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SUBSCRIPTION PRICE.

The subscription price of the Weekly Star is as follows: Copy 1 year, postage paid, \$1.00; 3 months, 30 cents; 6 months, 50 cents; 12 months, \$1.00.

BRITISH SHIPBUILDING.

The New York Journal of Commerce and Commercial Bulletin of Thursday last contains an interesting paper by James Boyle, our Consul at Liverpool, on British shipping activity, which presents much information and a number of suggestive points. We herewith reproduce a portion of it.

In 1888 Liverpool led all other foreign ports in the world in clearances for the United States, the number being 1,009. In addition there were 14 clearances through the American consular office for ports that had recently been transferred from the jurisdiction of Spain to that of the United States.

Another reason assigned why so few ships have been built in this country for ocean traffic is that the shipping business has been overdone and there is not profit enough in ocean carriage to tempt the investment of American capital in it.

But if there were no profit in ocean carriage how will they account for this extraordinary activity in the British ship yards and the large showing of new tonnage last year over the year before?

Our greatest commercial competitor pays wages ranking next to ours and takes good care of seamen, and hence "alien seamen have a liking for service on British ships."

GOOD FARMING.

We have from time to time reproduced from our State exchanges, in different sections of the State, illustrations of good farming on small and on large tracts.

England is not only the great ship owner and sailer but the great ship builder of the world, building not only her own ships but ships for other nations, for nearly all of them.

It is noteworthy in this connection that the Republican statesmen, Senator Hanna and Representative Payne, both of Ohio, who profess such an eager desire for the establishment of an American merchant marine, say we can't have it without bounties and subsidies.

ies, for they are doing it, building not only all the ships British trade needs, but building hundreds of them for the sea traders of other countries and American ship builders can if they will build ships for less money than they can be built in British yards.

There was a time when they could not do that, when we did not make everything required in the building of ships, and tariff duties put up the cost of many of the things needed.

There has been a remarkable increase of insanity in this country within the past generation, but in view of the craze to get rich, the speculative manias, the freaks of folly, fashion, fast living &c, this is not surprising.

Ex-Senator Mills, is getting rich in his old age, without trying. They are striking lots of oil on his lands in Texas.

The Maine Sardine trust will run about thirty factories, and they will nearly all turn out French sardines.

THE U. S. CRUISER RALEIGH

Will Sail For Wilmington May 1st From Philadelphia—Later Movements.

A special telegram from New York to the Baltimore Sun under date of April 21st says: "The cruiser Raleigh will get ready for sea to-morrow. Sunday will be a day of rest. The board of inspection will sail on Monday, and it is expected she will leave port that day or early on Tuesday."

Broom Corn Culture.

The Star has received from Mr. John T. Patrick, of Pine Bluff, Chief Industrial Agent of the Seaboard Air Line system, a unique example of the efforts being advanced by the S. A. L. for the encouragement of diversified and experimental farming along its lines.

N. C. SUPREME COURT.

A. & N. C. R. Case Argued—Raleigh to Give a Reception to Company C, of the First Regiment.

[Special Star Telegram.] RALEIGH, N. C., April 22.—The people of Morehead are making a strong effort to get the State Guard encampment there this Summer.

SQUARE BALES AND ROUND BALES.

Messrs. Sprunt Willing to Put Their Claim For the Square Bale to the Test.

To the Editor of The News and Courier—Our attention has been drawn to-day, for the first time, to Mr. Seare's statement in your paper, dated New York, April 15.

"Mr. W. L. Kivette, a farmer in Liberty township, made a remarkable yield on three-fourths of an acre of land last year. He first thoroughly prepared his land and then used an ordinary amount of fertilizer, beginning work the last of February. On March 1st he planted Irish potatoes. After digging the potatoes the land was sowed in peas and German millet.

This is at the rate of a profit of over \$100 an acre, which ought to satisfy any man of moderate desire. It is easier, of course, to cultivate a small piece of land well than it is a large, but the large piece cultivated as well will yield the same results.

At all events this shows what system, industry and good farming will do on North Carolina soil, for the land where it was done is not remarkable for richness.

A physician says people who sleep with their mouths shut live the longest. In some parts of this country people who know how and when to keep their mouths shut when awake live the longest too.

The Attorney General of Ohio who alleges that he was offered a bribe of \$400,000 if he would stop proceedings against the Standard Oil Company, would add weight to his allegation by giving the names of the would-be bribers.

Senator Quay has declined an invitation to the Frye dinner, in New York. With the stew that Quay has been in for some time he has little hankering for fries or anything of that kind.

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FIRST DAY'S SESSION.

Inter-State Commerce Commission Convened Here at 11.30 A. M. Yesterday.

SEVERAL WITNESSES TESTIFY

Tariff Association's Complaint Filed—Edward Baxter, Esq., Counsel For Defendant Railroads Addressed the Court.

The Inter-State Commerce Commission convened in special session in the United States court room, this city, yesterday at 11.30 o'clock, Hon. Judson C. Clement, of Georgia, presiding, and Hon. James D. Yoernans, of Iowa, associate commissioner; only these two of the five members of the commission being in attendance.

Mr. M. S. Decker is secretary to the commission and Messrs. Frank Lyon and J. J. McLaughlin stenographers.

As soon as the court was convened the complaint against the railroads as made by the Tariff Association was submitted by Judge W. A. Day, the Association's counsel. It was a lengthy document, with the essential features of which STAR readers are familiar.

Edward Baxter, Esq., attorney for the Louisville and Nashville Railroad Co., who was present as general counsel for the railroad companies interested, addressed the court in a brief speech, contending that the conditions which the business men of Wilmington complain are the force of circumstances over which the local railroads have no control; that Norfolk and Richmond, being the termini for great trunk lines from the West, get freight rates which cannot be given to Wilmington.

After a session of about one and a half hours, the court took a recess until 2.30 o'clock.

Edward Baxter, Esq., left the city early in the afternoon, leaving the conduct of the case for the defense in the hands of Mr. Junius Davis, of this city. Fredell Moore, Esq., is associated with Judge Day as counsel for the Tariff Association.

The taking of testimony was commenced when the court re-convened at 2.30. The principal witnesses examined were Mr. T. M. Emerson, Traffic Manager of the roads constituting the Atlantic Coast Line system; Mr. T. C. Powell, general freight agent for the Southern Railway system, and Mr. B. G. Worth, of Worth and Worth, wholesale merchants of this city.

Mr. Emerson testified as to the termini of the roads constituting the A. C. L. system and in answer to a question put by Judge Day told in detail the methods which govern the fixing of freight rates, particularly to points out from Norfolk and Richmond on the A. C. L. lines.

Mr. Powell testified as to the terms of the roads constituting the Southern Railway Association. He explained what steps would be necessary in an effort to put Wilmington on an equal footing with Norfolk and Richmond, but declared such a thing impracticable, for the reason that the very low local proportionate rates which his roads would receive for transporting through freight from the West to Wilmington would cause his roads to lose money heavily.

In response to questions, Mr. Emerson denied that there has ever been any agreement of any kind whatever as to a division of territory so far as traffic is concerned, to Wilmington's commercial disadvantage or otherwise.

Mr. B. G. Worth testified as to the baneful effect upon the wholesale trade in Wilmington of the present freight rates, saying he has for a long while noticed a shrinkage of territory; but did not realize until recently that freight discriminations were the cause.

Mr. T. C. Powell, general freight agent for the Southern Railway system, was examined as to the freight tariffs over his system to Norfolk and Richmond from points West and the conditions governing them.

To report the testimony of the witnesses in detail would require several columns. At the conclusion of Mr. Powell's testimony a recess was taken until 9 A. M. to-day.

The court-room was crowded with interested spectators, representing the foremost business interests of the city, and every business man who can possibly do so is urged to attend the session to-day.

The testimony of several leading merchants and other business men of Wilmington was taken yesterday before the Inter-State Commerce Commission, in special session here for the purpose of investigating the charges of freight discrimination against Wilmington and in favor of Norfolk, Richmond and other Virginia cities.

Business men who testified in support of the tariff Association, the plaintiff in the suit, Mr. W. E. Worth, Mr. D. L. Gore, Mr. G. J. Boney and Mr. M. W. Jacob, the following railroad officials were also examined: Mr. C. R. Kapps, general freight agent for the S. A. L.; Mr. H. W. B. Glover, traffic manager for the S. A. L.; Mr. E. B. Hotchkiss, general freight agent for the C. & O.; Mr. Harry Walters, president of the Atlantic Coast Line.

Judge Day, as counsel for the Tariff Association, rested his case at 4 o'clock yesterday afternoon. At the request of defendant's counsel the further hearing of the case was postponed until May 15th in Washington, D. C.

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tory for which Wilmington is the wholesale distributing point has gradually decreased; that the reason for this is that the freight rates are more favorable to Richmond and Norfolk than for Wilmington; that Wilmington merchants can buy goods at the point of production as cheaply as Richmond or Norfolk can, the difference in freight rates to Carolina points from Norfolk and Richmond as against those given to Wilmington enabling the Virginia wholesale merchants to place their goods in North Carolina cheaper than merchants of this city can.

As an illustration Mr. Taylor testified that at one time he had a large wholesale flour trade in Maxton, N. C., but that now Maxton merchants cannot buy their flour in Wilmington for the reason that Richmond merchants can deliver their flour to Maxton cheaper than Wilmington merchants can, although Maxton is only 87 miles from this city and 247 miles from Richmond.

Mr. Taylor referred to the vast proportions of the cotton export industry in Wilmington (having the largest individual cotton exporter in the world), and contended that the development in other branches of commerce would materially increase could equally advantageous freight rates be obtained.

Mr. D. L. Gore, wholesale grocer, testified to much the same freight rate and wholesale trade conditions indicated in the evidence by Mr. Taylor.

Mr. G. J. Boney, of Boney & Harper's firm, was called upon the witness stand to testify as to the condition of the milling industry in Wilmington. His evidence was to the effect that much the same conditions prevailed in his business as testified to by the wholesale grocers. The rates, he said, on grain and mill products were so much more favorable to Norfolk and Richmond that the district in which the Wilmington mills can do business is limited to a very small territory, so much so that out of several mills in operation and doing good business in this city a few years ago all are closed except that of Boney & Harper, and even this one, the witness declared, is very much handicapped in business.

Mr. M. W. Jacob, of the Jacobi Hardware Co., was introduced to testify as to the situation among Wilmington hardware dealers in the matter of extending or maintaining the territory of the wholesale trade. His evidence was to the effect that conditions very similar to those outlined by preceding witnesses exist in that business.

Mr. W. E. Worth, president of the Wilmington Chamber of Commerce and a member of the firm of W. E. Worth & Co., was introduced, the principal feature of his testimony being the statement that the business in Wilmington amounted to between \$35,000,000 and \$40,000,000 annually.

Mr. C. R. Kapps, general freight agent, and Mr. W. H. B. Glover, general traffic manager for the Seaboard Air Line, and Mr. E. B. Hotchkiss, general freight agent for the C. & O. road, were questioned by Judge Day, counsel for the Tariff Association, with a view to showing freight discriminations against Wilmington, with what degree of success it would be hard for the uninitiated to judge. The questions and answers had to do with local and through rates for freights over the various systems, each of the witnesses affirming in connection with their testimony that it is not the purpose of their roads to discriminate against Wilmington.

Mr. Harry Walters was examined as to the earnings of the Wilmington and Weldon road and certain others of the Atlantic Coast Line system, the value of stock, the dividends paid, etc., the purpose of the plaintiff's counsel being to obtain rebuttal testimony as to the answer filed by these roads that a reduction of freight rates such as demanded by the Tariff Association would bankrupt, or at least very seriously cripple them.

It was at the conclusion of the examination of Mr. Walters that counsel for the plaintiff rested their case, and Junius Davis, Esq., as counsel for the defendants, asked the postponement of the case. Mr. Davis based his request for postponement upon the grounds that he had merely taken the case for Judge Baxter, who was obliged to leave the city for his home because of sickness, and Judge Baxter having himself prepared the case he (Mr. Davis) would not assume the entire responsibility of the defence on such short notice.

There was considerable argument pro and con by counsel, the outcome of the matter being that the commission announced a continuance of the case until May 15th.

Hilton Lumber Co.'s Case. As soon as disposition was made of the Tariff Association's suit, that of the Hilton Lumber Co., vs. the Wilmington and Weldon road was called. Claudius B. Northrop, Esq., of Charleston, appeared as counsel for the Lumber Co., and Junius Davis, Esq., represented the railroad. The reading of the complaint was dispensed with, counsel for the plaintiff stating briefly that the complaint alleged unjust discrimination in freight rates on lumber from Wilmington to Boston, New York, Philadelphia and other Northern markets, as compared with rates given to Norfolk, the rate being 16 cents from Norfolk to Boston and 26 cents from Wilmington. The court and counsel agreed before proceeding with the taking of evidence that only a portion of the testimony for the plaintiff should be taken and the case continued until May 15th, the date for the Tariff Association case.

Only four witnesses were examined. They were Mr. T. M. Emerson, traffic manager of the Atlantic Coast Line

roads, Mr. C. R. Kapps, general freight agent, and Mr. H. W. B. Glover, traffic manager of the Seaboard Air Line and Mr. J. A. Arringdale, of the Cape Fear Lumber Co. Thereafter the court adjourned.

HEARING RESUMED IN BELLAMY-DOCKERY CASE.

Evidence in Rebuttal Submitted by Contestant Yesterday—Protest Filed by Counsel for Contestee.

Three witnesses were examined for the contestant in the Bellamy-Dockery investigation yesterday.

The court met yesterday morning at 10 o'clock in the U. S. District Attorney's office in the Postoffice building, Notaries Wallace and Fowler presiding. Messrs. Shrier and Strauthers were stenographers and the following attorneys were present: Oscar J. Spears, Esq., for Col. Dockery, and Messrs. McNeill, McClammy, McKoy and Strange for Mr. Bellamy.

Upon mutual agreement of counsel, the hearing was postponed until 3 o'clock P. M.

At the outset of the hearing in the afternoon, counsel for Mr. Bellamy filed a notice with the court that objection was made to the taking of testimony of the witnesses summoned upon the grounds that no notice whatsoever was served upon contestee or any of his counsel for the hearing about to begin and that the said contestee was then in Raleigh and his attorneys who represented him before are in various parts of the district, attending similar courts; that Sec. 108 of the Revised Statutes had not been complied with by the failure of contestant to give proper notice.

Mr. Spears, counsel for contestant, contended that the filing of the objection was evidence that contestee had sufficient notice, and the presence of attorneys, who moved the association of Notary Fowler with Notary Wallace, was a virtual acquiescence to the notice as not contrary to law.

Master Willis Strauss, clerk for Mr. Bellamy, was introduced by Mr. Spears to prove that the formal protest was prepared at the instance of Mr. Bellamy, but much to his surprise and seeming consternation, witness testified that the protest was prepared only a short while before and at the dictation of Herbert McClammy, Esq. The commissioners ruled that a hearing would be had as a "general appearance," but not as a "special."

Albert H. Lamb, colored, the first witness examined, testified that he had lived in Wilmington nine years; was a drayman; was judge of election in the fifth division of First ward; the election passed off very quietly during the day, but at night when the count was being made a crowd gathered and the lamps were overturned and he "got out" but did not know whether they were Republicans or Democrats; the precinct was generally regarded as Republican; he left the polls before the count was finished; did not sign election returns; he "got scared" was his reason for so doing. Being asked if he was afraid of losing his life or of sustaining bodily harm, witness replied: "I did not know what would happen." Further questioned as to whether or not he was "afraid to freely testify in this case as a witness now," he replied: "I would not like to do it, sir." As the examination proceeded he said that he did not know whether or not the colored Republicans apprehended serious trouble at that election or whether or not they were afraid to register and vote at the election referred to. He "dismembered" what the crowd said when they came into the polling place on the night in question; there were about one hundred and fifty of them. He left four election officers at the polls; one had left previous to his departure. Testified that he was a Republican.

Testified that he was a Republican; was present during the riot; knew of no white men or Democrats killed; knew of no Republicans from his own knowledge. The cross examination was by Herbert McClammy and Franklin McNeill, Esq. Being asked if it was not customary for crowds to congregate around the polls to hear results while counting was going on, witness replied that he never saw a crowd on such an occasion before.

Upon conclusion of this testimony, the court took a recess until 8.30 o'clock P. M. Upon re-assembling, Abraham Fulton, colored, testified. He was an election officer in the same precinct as Lamb and his testimony was substantially the same. He knew of the riot, destruction of Manly's printing office and intimidation of voters by hearsay, but had "reliable information that such was the case." He was cross-examined by W. B. McKoy, Esq., and testified that he discharged his duty and signed the election returns a few days after election, at the instance of Mr. Oldham when he went to draw his money for services rendered as registrar.

Mr. J. F. Benton, 610 North Tenth street, was the last witness before the adjournment for the night, which was taken at 11 o'clock. He keeps a grocery store, and was an election officer in the Fifth precinct of First ward, with Lamb and Fulton. At no time while the count was being made was the room darkened; the lamps were overturned, but the oil caught on the floor and before this was extinguished candles were lighted; he voted for Democrats and Populists in last election. Populist and Republican policemen to the number of about ten, were appointed by Mayor Wright, were around the polls all day, and two of the same were in the crowd spoken of by preceding witnesses, when the lamps were overturned.

The questions were proposed to the witness in a very sarcastic manner by Mr. Spears, counsel for Dockery, but despite insinuations from his manner of conducting the examination, the witness testified in a straightforward manner and his statements were not shaken.

The court, upon the conclusion of this testimony, adjourned until 9 o'clock this morning.

FOR STRAWBERRY SHIPMENT

W. & W. Railroad Company Has Announced Schedule of Extra Trains for the Movement of Truck Crops.

Officials of the Wilmington and Weldon railroad have announced a very convenient and what is thought to be a highly satisfactory schedule of extra trains for the handling of the berry and early vegetable crops along its line.

Three trains have been arranged for, leaving Wilmington at 7.30, 9.45 and 11.30 o'clock A. M., respectively, and leaving South Rocky Mount at 7.05, 5.25 and 10.40 P. M., respectively.

The following towns are given in the official schedule: Wilmington, Castle Hayne, Rocky Point, Burgaw, South Washington, Wallace, Rose Hill, Magnolia, Warsaw, Faison, Mt. Olive, Dudley, Goldsboro, Pikeville, Fremont and South Rocky Mount.

The early morning train from Wilmington is especially for the benefit of shippers at flag and intermediate stations that cannot get the benefit of the solid car train No. 80, which leaves Wilmington at 9.45 o'clock A. M. Shipments for this train must be delivered at stations before the time the train is scheduled to arrive.

Train No. 80, leaving Wilmington at 9.45 A. M., and South Rocky Mount 5.25 P. M., will handle solid cars only; that is cars containing not less than 300 crates for one destination, to be loaded and sealed by time train is scheduled to arrive.

Train No. 18, leaving Wilmington at 11.30 A. M., and South Rocky Mount 10.40 P. M., will take shipments in any quantity for all points when loaded in ordinary cars and in refrigerator cars when cars contain not less than 100 crates of berries for Washington, Baltimore, Philadelphia, New York, Boston, Providence, Worcester, Hartford, New Haven and Springfield, and not less than 200 crates of berries for Buffalo, Rochester, Syracuse, Albany, Jonestown, Binghamton and Canadian points. To all other points not less than 150 crates.

The season for shipments of consequence will open next week and the new schedule is expected to go in effect within a few days.

All requisitions for cars must be made on Mr. E. Borden, Superintendent Transportation, Wilmington, N. C.

NO DEPOSITIONS AT LILESVILLE.

Dockery's Notary and Clerk Who Violated Quarantine Laws Forced to Retire.

A. J. Marshall, Esq., returned yesterday from Lilesville, Anson county, where he went Tuesday to represent Hon. Jno. D. Bellamy, at the hearing of testimony for the contestant in the congressional contest case. The hearing, however, did not take place as was appointed.

Notary Public J. W. Steen, of Monroe, before whom the hearing was set, and his clerk, Mr. Adams, of the same town, were arrested and fined \$25 by Mayor Cox, of Lilesville, for a violation of the quarantine being maintained by the health officers there against Monroe, Pee Dee station and other near by towns, where small pox is reported.

In addition to the fine, the Mayor ordered that they leave town at once, which they did, going via Wadesboro, where they were again confronted by strict quarantine regulations forcing them to take the night train for Monroe.

Colonel M. Lewis Clarke, of Louisville, prominent infirmary circles throughout the United States, killed himself by shooting yesterday in his room at the Gaston hotel, Memphis.

Some Women Doubt

Many women think the bearing of children is a necessary period of great pain and distress. They doubt whether any medicine can relieve their sufferings. Well may they hesitate about taking those injurious internal mixtures so widely sold. But they may place implicit faith in the medicine which is a softening, relaxing and soothing liniment for external use. Doubting women should get a bottle at the drug store for \$1, and test it. There is no possibility of its doing harm, and there is every likelihood of its saving them many hours of pain.

DEPOSITIONS FOR DOCKERY FINISHED LAST NIGHT.

Hearing in Contest Case Concluded Before Notaries Wallace and Fowler—Four Witnesses Examined.

Hearing in the Bellamy-Dockery case was concluded last night before Notaries Wallace and Fowler, the time having expired, according to the law, for the taking of testimony in rebuttal.

The same attorneys were in attendance upon the hearing yesterday as on the day before, with the exception of Jno. F. Musselwhite, Esq., of Elizabethtown, for contestant, and E. K. Bryan and Geo. L. Peschau, Esqs., for contestee.

Vigorous objections were entered to parts of the testimony at certain points and noted in the evidence.

At the convening of the court in the grand jury's room in the Federal court building, in the morning at 10.15 o'clock, counsel for Mr. Bellamy filed an objection to the taking of further depositions on the ground that the ninety days allowed by law for taking depositions in the case had expired. The court, however, ruled that the taking of depositions should proceed until 12 o'clock at night.

George R. Bate, the first witness, testified as to having been a registrar in the Fifth precinct of the First Ward, at which place the negro witnesses examined Thursday testified that a crowd came in while the count was being made and overturned the lamps; he was a Republican and voted that ticket last election. During the day, voters came and cast their ballots without molestation. At the count that night a crowd of twenty-five or thirty came in and the lamps were overturned, but no time was the room in total darkness as oil on the floor ignited and burned until candles were lighted; there were about 150 persons on the outside of the building. He knew of intimidation of voters only by hearsay; knew of destruction of Manly's printing press, but nothing of change in city government by means of an "armed revolution," he heard that the Wright administration was asked to resign.

Geo. Lockamy was the first witness examined at the convening of the court in the afternoon. He testified that he was a policeman during the election and on the day of the so-called riot was on duty on Fourth street in "Brooklyn" where trouble occurred; was requested by citizens to disperse two crowds of negroes standing on corners; one of the crowds obeyed his orders and dispersed, the others told him they "shouldn't move and shouldn't go anywhere." Witness testified that he went to a crowd of white men and told them the negroes told him (Lockamy) to "go to h—l." He went on his way and later heard shooting, the first he had heard that day. Witness could not say that the beginning "of the killing that day." Of his own knowledge, witness testified that there were two persons killed that day; they were colored; the coroner reported seven killed, but he thought there were fifteen killed; armed white men requested him to disperse the crowd of negroes referred to.

On cross examination he said that it was colored persons who gave him insulting answers when they were asked to disperse; he was appointed a policeman by the Republican Board of Aldermen and he was unable to disperse the crowd of negroes.

Lieut. C. H. White, the next witness, testified that he assisted in operating a rapid fire gun purchased by the white people of Wilmington previous to the late election. The gun in question is a Colt's automatic rapid-fire and discharges 430 shots a minute. Prior to the election the gun was only in use down the river and was never fired in Wilmington. During the riot it was carried to a house known as "Manhattan Park," in which a crowd of negroes were gathered, firing at white people across the street; negroes evacuated on arrival of rapid-fire gun and one was fired on by the military. He was not in the military service at the time, but was acting as a citizen for protection of life and property.

Cross examined witness testified that he had been a resident of Wilmington all his life, with exception of a few years in South Carolina; the election was as quiet as he ever saw and he saw no intimidation. The character of John R. Melton, late Chief of Police, was bad; could not believe him on oath in a matter of consequence involving himself. He was not instructed neither would he have used the rapid fire gun in question for political purposes under any consideration.

Upon conclusion of Mr. White's testimony at 6.30 o'clock P. M., an adjournment was taken until 7.30 P. M., at which time the court re-assembled and Mr. Jno. P. Quelch was examined. He was asked to certify as to whether or not several