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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.

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

Of all these, 1,023 clearances, only 3 of the ships carried the American flag—2 of them being sailing vessels. There were 275 of the clearances in ballast. But few of the ships which cleared here for United States ports took out full cargoes. Yet the year's business for the shipping companies was undoubtedly a paying one, speaking generally. It is manifest, therefore, that most of the profitable work was done eastward.

The launching of the Oceanic in January, restoring Liverpool to its former position of being the home port of the largest ship in the world. It is generally understood that the shipping companies here are drawing so largely on this country for them that supplying them has become "a permanent trade."

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, and this in the face of the known fact that millions of dollars of American capital are invested in ships which sail under the flag of other countries.

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? There must be money in it when so many new ships are built, and when iron ships are being discarded and their places supplied with the better kind of steel ships, thus throwing away the large showing of new tonnage last year over the year before?

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Another alleged reason is that American seamen are scarce and American wages so high as to prevent American ship owners from competing with European ship owners. But Consul Boyle, quoting from a review of the ship building boom in the London Times, tells us that:

"It is generally conceded that, next to seamen of the United States, British seamen get higher wages and better fare and more comfortable conditions of employment than do seamen of any other country. It naturally follows that alien seamen, as a rule, have a liking for service on British ships."

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." How long would it be, if we had ships, before, with our higher wages and better accommodations, &c., alien seamen would be "liking service" on American ships? There would then be an end to the talk about scarcity of seamen and the necessity of subsidies to offset the higher wages.

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, because they show the capacity of North Carolina soil, what system and industry will do and that where these are farming will pay in North Carolina as well as anywhere and better than it will in a good many States.

The following, showing what was done on a small piece of land, we clip from the Asheville Courier:

"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. After making this crop, he planted another crop of Irish potatoes. The crop cost him \$69.50 and Mr. Kivette realized \$191.70, making a clear profit of \$129.20."

This is at the rate of a profit of over \$160 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. Many a fellow has taken a sudden departure by opening his mouth at the wrong time.

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 Fry dinner, in New York. With the story that Quay has been in for some time he has little hankering for fries or anything of that kind.

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 mania, 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.

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 Fowler and Wallace, 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 were from Liverpool, that there were 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 papers presented were true copies of the MORNING STAR. He replied: "Not being the editor of the paper I cannot swear that these are copies of the MORNING STAR. On cross examination, he stated that the election was fair and quiet.

Hamilton Hargrove, colored, was the last witness before the adjournment of the night, which was taken at 11 o'clock. He was employed at North's mill, Mr. Northrop brought a list to the mill and asked if twenty or thirty colored men had registered; did not say anything about discharging them if they voted.

On cross examination, he testified that he registered and voted in the late election; was not prepared to say that his fellow laborers did not vote. On redirect examination he said that he thought a part of them did not vote.

Lenon Diversions: "Strictly Rectory." "My dear, I am astonished to hear that you went to the theatre during Lent." "Young Lady—" "It isn't wicked to talk during Lent, is it?" "Of course not, but you went to a play." "I went with a theatre party, and we paid no attention to the play."

Many Like Him: "What kind of a tenant is he?" asked the prospective landlord.

"Well, he's the landlord, who knew him of old. 'If the house is a new one, he will be alright for the first year, but the next he will want it entirely rebuilt.'—Chicago Evening Post.

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 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 beaten.

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 defence 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 terms of the roads constituting the A. C. L. system and in answer to questions 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., which, he said, done through the Southern Freight 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.

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 28 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.

To-day's Programme. This morning at 10 o'clock the members of the commission, in company with quite a party of business men, railroad officials, members of the State Corporation Commission, and others, will make a trip down the Cape Fear on board the *Navassa*, to Southport. It is purely a pleasure trip and the commission will have an opportunity incidentally to see Wilmington's splendid harbor advantages.

It will be of interest to note in this connection that Corporation Commissioners McNeill, Beddingfield and Rogers have had three attended the sittings of the Inter-State Commission and listened closely to the testimony. The Interstate Commerce Commissioners, Hon. Judson C. Clement and Hon. James D. Yoernas, clerk, M. S. Decker and stenographers Frank Lyon and J. J. McLaughlin, will leave on the 7 P. M. train to-day for Washington, as will also Judge Day.

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, Faisons, 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 in our circles through 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 Dr. Williams' Pink Pills for Pale People, 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.

MOTHER'S FRIEND

THE BRADFIELD REGULATORY CO. ATLANTA, GA.

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