# WILMINGTON, N. C.

FRIDAY, - - - Oetober 20, 1899.

PULL DOWN THE BARRIERS. This, though one of the greatest commercial nations in the world, is the only one which has not what might be called a merchant marine, that is a marine to do its ocean carrying. It has very fair coastwise and lake shipping but when it comes o ocean-carriers it falls way behind fourth and fifth class powers.

We made some reference recently to a statement by Mr. Frank L. Neall, of the shipbuilding firm of Wright & Son, of Philadelphia, showing the number and class of vessels owned in this country, sailing the high seas, compared or rather contrasted with other nations. This was a most carefully prepared statement giving the name, ownership, character whether steam or sail. tonnage and when built, the list showing a total of 125 vessels, steam and sail, with a total carrying capacity of 296,185 tons out of the 37,-000,000 tons carried last year, valued at \$1,800,000,000. All of this save the less than 300,000 tons was carried to or fro in foreign ships and the money paid for freightage was paid to foreigners, save perhaps when American capital may have been invested in some of them.

The insignificance of our merchant marine is generally recognized and persons who give thought to such matters realize the folly of policy which makes a country with such a commerce dependent upon other countries to do its carrying across the seas; but every movement to pull down the barriers and open the way to the speedy establishment of a merchant marine has been met and opposed by men who were thinking more of themselves than of a merchant marine. They profess to want a merchant marine, but insist that it must be a marine of ships built in American ship yards, and then declare that they can't be built in American ship yards without bounties nor operated, if built, without subsidies. They say our shipbuilding industry must be protected from the ships built in Europe. This has been the cry every time this subject has been broached in Congress and the proposition made to permit Americans to buy ships abroad and sail them under the U.S. flag. The absurdity of this assertion that our ship yards would be injured by allowing the purchase of foreign-built ships is exposed by the fact that so few ships for ocean carrying are built in this country, the total afloat now of all kinds, being but 125.

As a practical ship-builder, interested in the building of ships, and in the growth of our commerce, Mr. Neall makes some suggestions showing how we can have a merchant marine, and at the same time not seriously interfere with the shipbuilding interests of this country. Here is his plan:

"In addition to such assistance as the United States Government may see fit to extend to merchants, ship owners or ship-builders in the shape of subsidies, bounties or postal consederations, in order to encourage the building of the higher class of merchant steamers suitable, if required, to be used by the United States Government as auxiliary cruisers, transports, etc., etc., and to assist in maintaining the mail service with other countries. and without questioning the great value of the existence of such a fleet to the general Government, as well as to our maritime and commercial interest at large, let us with the greatest possible promptness have enabling acts passed by the next Congress granting to citizens of the United States

"(a) The right to purchase foreign bottoms, steam and sail, and put them under the protection of the United States flag, with such restrictive conditions as will amply protect the existing coastwise merchant marine. These conditions should include the prohibition of the foreign-built craft from ever engaging in our coastwise trade, or in trade with any foreign port within, say, five hundred (500) miles of the shores of the United States proper, as existing on January 1, 1898; and these foreign vessels, so acquired, should each have a dead weight capacity of not less than, say, five thousand (5,000) tons, if steamers, or, say, twenty five hundred (2,500) tons, if sailing vessels; further, they should be not over five (5) years old at time of purchase.

"b) Should this project for any reason not be practicable, then I would suggest the consideration by Congress of legislation, permitting our citizens to purchase and place under the United States flag the same kind of tonnage as mentioned above, and under the same charter of rigid restrictions as to employment, but with the additional provisoes that such purchases of foreignbuilt tonnage must, as an experiment, not exceed a total of, say, five hundred thousand (500,000) tons net register, and that on them must be paid, as duty to the United States Government, the sum of five dollars (\$5.00) per net registered ton, say, one dollar (\$1.00) per ton on date of admission to Ameriand one dollar (\$1.00) per ton annually thereafter until the entire five dollars (\$5.00) per ton shall have been paid.

"What seems to be especially needed, if American owned vessels are to participate to any appreciable degree in transporting between our shores and transporting between our shores and those of foreign countries the great commerce that is continually passing across both the oceans that wash our our coasts, is that our merchants should have the facility of flying our flag, not alone on high-class passenger and mail steamers, but also on the plain, economically constructed. unpretentious freighters which are called 'tramps;' for it is this latter class of vessels that travel with an average speed of eight (8) to ten (10) knots per hour, that transports by far the greater bulk of the world's ocean commerce. Some such legislation as has been indicated in general terms above would, it seems to me, be a practical step towards the attainment of that end, at absolutely no cost to our Government, and to the material profit or American citizens.

"Neither would there be injustice wrought thereby to American ship vards, from which there is not to-day afloat a single ocean "tramp," and which shipyards, in all probability, could not within two years from this date build and place in commission a couple of dozen such steamers of seven thousand (7,000) tons dead weight

capacity each. "If American ownership of modern foreign built ocean freight steamers were promptly authorized by Congress, believe it would prove a safe, popular and remunerative additional source of investment for funds of American citizens, and would be widely availed of throughout the United States.'

The essential point in this is the recommendation to pull down the barriers and give American capital and enterprise the liberty to go abroad to buy ships if they can be bought to better advantage than at home, and it shows that this would not do harm or any injustice to American ship yards, which build so few ocean going vessels. If it be a fact that vessels can be built more cheaply in England, Scotland or Ireland, than they can be in this country, it is because American ship-builders want more profit than the British builders are content with, and the quickest way to bring them to time and make them lower prices, would be to permit competition between them and European builders for our ocean going vessels. When they found our capitalists going abroad to buy ships, and saw our merchant marine growing they would very soon put the prices down so that our ship buyers would have no inducement to go abroad for their ships, and then our shipyards would grow and keep pace with the growth of our merchant marine, so that while the removal of the barriers would give us ships, it would also give a stimulus to ship-building and that

would become a great industry.

HOW TRUSTS HURT. Trusts not only throw large numbers of people out of employment, but they destroy local industries, and thus destroy the places dependent upon these local industries. If the trusts get a firm footing the result will eventually be that the manufacturing plants in the industries which they control will be centered at a few points and the numerous plants at other points which they have absorbed, will be closed up and the people who lived by the labor they required be com pelled to make employment elsewhere or in some other way. Some illustrations of this are given in the following which we clip from the Harper's Weekly, which is a non partisan paper:

"A chief source of complaint against the trusts is that they purchase the plants of rivals, then close and dismantle them. Rivals of the Standard Oil Company say that at Titusville Pa., and in many other places, large and well equipped refineries have been purchased by the company the machinery taken out, the build ings torn down, and only the black ened chimneys remain as an evi dence of the ruin that the trust has wrought. Within a few months the American Steel and Company purchased a plant of a rival at Crawfordsville, Indiana. The plant was immediately closed, the men thrown out of employment. The industry had been the chief manufacturing industry of the little city. . The workmen employed there had, many of them, purchased homes, and through the agency of the building and loan associations were paying for them. They were counted among the prosperous, trustworthy citizens of Crawfordsville. The dismantling of the plant threw them out of employment, and will force many of them to surrender their homes, while the city has

lost a chief source of its prosperity. If a competitor has been active, and has succeeded in taking part of the market of the trust, a sufficient reason for the purchasing of his plant is to re move him from the field. In many cases the trust could afford to pay sum far above the cost of reproduction of the plant. With the rival removed. prices can be raised above the com petitive point, and the consumers thus taxed to pay the added cost. While most of the trusts claim the dismantling of such plants merely transfers manufacturing to another and more favorable location, it is doubtless true that in many cases competition has so stocked the market that prices cannot be kept up without a restriction of the output. Under those circum stances the dismantling of the plant means not merely a transfer of its location, but a lessening of the output and an increase of price.

The answer to this by the trust defender would probably be, that the benefit the public receives from the cheapening of the articles supplied more than offsets the harm done to those localities and the people thus deprived of employment, but even if there were a cheapening of articles it would not offset the harm done, for those local industries are the developers of the resources of a section and the educators in skilled labor, both of which are necessary to permanent prosperity. Well distributed industries keep up the equilibrium and are better developers and prosperity promoters than one center where the industries are combined. A hundred thousand people employed in these distributed industries are better for the State, and for all, than a hundred thousand crowded into one center, on the same principle that distributed wealth is better than wealth mo-

nopolized by a few localities. Some of the correspondents represent Gen. Lawton as a capacious drinker, who is able to "drink any other man under the table," but the General says he never drank a drop of liquor. Maybe he takes water in his and gets the drop on the other bibbers in that way.

There is one citizen of Illinois whose cornucopia is is pretty full this year. His corn crop is 600,000 bushels. He knows how to grow corn, for his crop averaged 100 bushels to the acre.

LOVELY BLUE AND WHITE HOME WEDDING.

Mr. LeRoy Baxter Rogers and Miss Arabella Gore Pledged Their Troth-An Auspicious and Charming Affair.

One of the most beautiful home weddings that have taken place in the hymenial annals of Wilmington occurred yesterday evening at 5 o'clock at the home of Mr. and Mrs. D. L. Gore, 604 Dock street. The bride was their daughter. Miss Arabella Gore, one of Wilmington's most popular young ladies, and the groom was Mr. LeRoy Baxter Rogers, a popular young gentleman also of this city, highly esteemed for his splendid qualities and

fine business capacity. It was a blue and white wedding. the decorations being white and blue. and the happy affair was most auspicious and charming in every respect. The parlor in which the ceremony was performed, was a scene of exquisiteness, the floral decorations consisting of royal palms, ferns, carnations and other cut flowers.

A great throng of friends were in attendance to witness the happy union of hands and hearts, and the ceremony was beautifully and impressively performed by the Rev. Calvin S. Blackwell, Ph. D., D. D., the distinguished

pastor of the First Baptist Church. The bridal party began the procession up stairs, descending the steps to the parlor door which was entered by the bridesmaids in this order: Misses Margaret M. Ashe and Elizabeth G. Kirkham, of this city; Miss Alma Brown, of Wilmington, and Miss A. S. Herring, of Clinton, N. C.; Mr. James Woodroe, of Wilmington, best man, with Miss Lena Rodes, of Charlottesville, Va., first maid of honor; the bride leaning on the arm of the groom; Miss Lilly Vance White, of Edenton, N. C., second maid of honor. Miss White following in the wake of the couple, bore the wedding ring. As the procession entered Miss Henrie Shepard, artistically played on the piano the bridal chorus from Lohengrin, and while the ceremony was being performed by Dr. Blackwell, she rendered "Narcissus" in sweet and low notes. When the marriage had been pronounced, the inspiring strains of Mendelesohn's wedding march proclaimed the joyous event. In the midst of their relatives and friends Mr. and Mrs. Rogers were the recipients of unceasing

felicitations. The bride was attired in an exquisite gown of white taffeta silk and wore a tulle veil caught with diamonds and orange blossoms. She carried a bouquet of white carnations and maidenhair fern. The maids of honor and bridesmaids wore lovely dresses of blue organdy over white silk, and their bouquets were red carnations and maiden-hair fern.

The presents received by the couple were very numerous and included beautiful and valuable articles in great

After the wedding dainty refreshments were served, and a few minutes before 7 P. M. the bridal party took carriages and were driven to Front street station, where they boarded the 7 o'clock train on the Atlantic Coast Line for Washington, Baltimore, Philadelphia New York and other Northern cities. The bride wore a handsome tailor-made going-away gown of brown broadcloth. They expect to be gone two weeks, when they will return and visit Mr. Rogers' parents, Mr. and Mrs. G. W. Rogers, at Mullins, S. C. They will be at home, No. 114 South Sixth street, after November 1st.

Mr. Rogers came to Wilmington from Mullins six years ago and has since been a valued attache to the wholesale grocery house of Mr. D. L Gore, his father in-law. For some time he has travelled for the house and is popularly and widely known in North Carolina and South Carolina. Among those who attended the wedding were Mr. Rogers' brother, Mr. L. L. Rogers, of Mullins, his cousin, Mr. W. R. Rogers, and Mr. J. O. Gasque, of Marion, S. C.

# BRUNSWICK SUPERIOR COURT.

Two Days' Session Adjourned Yesterday. Case of Manslaughter and Larceny. Brunswick Superior Court, Judge E

W. Timberlake presiding, and Solicitor C. M. McLean prosecuting, adjourned a two day's session yesterday at noon and the judge and solicitor and visiting attorneys, among them being Hon. Jno. D. Bellamy, Hon. Franklin McNeill, and Esquires E. K. Bryan, Brooke G. Empie and W. J. Bellamy, came up on the afternoon boat. Judge Timberlake and Solicitor McLean left in the afternoon for their

Sheriff D. R. Walker also came up, bringing with him Ed Burton, colored, convicted of manslaughter and sentenced to eighteen months in the penitentiary, and Sam White, colored, convicted of the larceny of an ox and sentenced to twelve months in the State prison. He lodged them in New Hanover jail last night and will take them

to Raleigh this morning. Burton is the negro who about three months ago shot and killed another colored man on the Brunswick county road, about eight miles from the city, the particulars of which were published in the STAR at the time. Hon. Jno. D. Bellamy represented Burton. and submitted to a verdict of manslaughter. The shooting was so apparently in self defence and only technically a crime that Judge Timberlake intimated that he would immediately ask the Governor for his pardon. Bur-

ton is a negro of excellent character. The Best Prescription for Chills and fever is a bottle of GROVE'S TASTE-LESS CHILL TONIC. Never fails to cure; then why experiment with worthless imitations? Price 50 cents. Your money bach if it fails to cure.

The East Carolina Real Estate Agency, offers for sale the timber on a tract of land on North East River. It includes over one million feet of fine Cypress timber. See advertise-

The East Carolina Real Estate Agency is prepared to give prompt and efficient service to all persons wishing to sell farms or town property. Address R. G. Grady & Co., Burgaw, N. C.

ment.

THE CLAM INDUSTRY.

Season Opened October 14th-Good Ship ments Are Being Made-Yearly Business Aggregates \$50,000.

Next in importance probably to the oyster industry along the lower Cape Fear coast during the Fall and Winter months, is the gathering and shipping of the ordinary clam to the Northern markets, where this species of the bivalve finds ready sale, sometimes at very handsome prices.

The season proper for gathering and shipping begins about October 15th, and a STAR representative had a very interesting talk regarding the industry few days since with Capt. W. A. Sanders, who is the largest shipper from this point. He has already shipped upwards of 1,200 bushels from here, a goodly part of this amount having been sent away yesterday, Prices thus far have been very low on account of the warm weather, but Capt. Sanders thinks that the prospects are very bright for a successful season this year.

The principal points from which the clams are gathered are Wrights ville, from whence they are brought up on the Seacoast railroad, Lockwood's Folly, Meares' Inlet, Shallotte, Tubbs', Calabash, in Brunswick county, and Little River, S. C. From these latter places a number of sharpies and little river sail boats find steady employment for several months in the year bringing them to the "clam docks" of the A. C. L. and S. A. L. just above the Champion Compress wharves, where they are washed, sacked and loaded into the ordinary reight cars.

During a part of the Winter months has been a custom with a number of the New York commission houses to send representatives here to look

after their interests. Capt. Sanders says the yearly average shipment from this port aggregate 30,000 bags or 50,000 bushels. Placing these at the low average price of \$1.00 per bushel it will be seen that about \$50,000 is brought to the city from the North every year in this one little industry alone.

#### DERELICT CARRIE A. LANE.

Blanche Towed Her Into Lookout Bight Yesterday-Capt. Craig There.

Capt. S. F. Craig, secretary of the Cape Fear Pilot's Association, left on the Newbern train yesterday afternoon for Beaufort, whence he will go on a sharpie to Brown's Inlet on the North Carolina coast near which place the derelict schooner Carrie A. Lane is anchored in charge of a party of fishermen. He was accompanied on the return by Capt. Albert Bloodgood, one of the party of fishermen, who claims to have boarded the abandoned schooner first, and who came over to consult Mr. W. N. Harriss as to the best methods of proving his priority of claim over that of another party of fishermen, who also maintain that they have first right.

Capt. Bloodgood says the schooner is in good condition. She is largely owned by Arthur Sewall, late candidate for the vice presidency, and the salvage, which will accrue to the fishermen is estimated at \$25,000. The masts are all gone and a great part of the cabin is burned, having been set on fire by the captain when he was

taken off by the steamer Rhodesia. The Blanche, Capt. L. G. Pepper, late yesterday afternoon, according to private telegram, towed the derelict temporarily into Lookout bight whence she will probably be towed into Southport and sold here at auc-

## Spirits Still Advancing.

Spirits turpentine scored another advance on the local market yesterday. closing firm at 501/2051 cents with sales at these figures. During the earlier part of the day purchasers offered only 50@501/2 cents and sellers refused to dispose of their stock on these quotations, afterwards selling at the closing advance. There is a diversity of opinion as to whether the top notch has been reached. Some contend that it has; others say there will be still further advances. Receipts continued light.

## Civil Service Examination.

Mr. J. D. Doscher, Jr., registry clerk at the postoffice and secretary of the local board of civil service examiners, conducted an examination in the United States court room yesterday for applicants for positions in the Weather Bureau and Indian service. There were only four applicants, all white, as follows:

Weather Bureau Service-Eddie A Moise, of Darlington, S. C.; W. L. Bell, of Carolla, N. C.

Indian Service-For physician, Dr. Russell D. Holt, of Smithfield, N. C. for farmer, Albert M. Cathey, or Davidson.

# The Fertilizer Case.

The STAR has received a copy of the brief of Judge Legh R. Watts in the case in the U. S. Circuit Court of Virginia B. Matthews against the Board of Corporation Commissioners and others. Judge Watts is a lawyer of high standing and he argues the case of his client with his usual ability. The suit is brought to test the validity mission fixing the minimum can load of fertilizers at ten tons instead of fourteen tons, the former mini-mum. The brief of Judge Watts covers forty-one octavo pages.

# Carrie A. Lane.

A telegram was received in the city yesterday morning announcing that Capt. L. G. Pepper, of the tug Blanche. had safely towed the derelict Carrie A. Lane into Cape Lookout bight and that after pumping her out she would be brought to Southport. The Lane was towed in by contract.

Why were 25,000 BOTTLES OF ROB-ERTS' TASTELESS 25c. CHILL TONIC sold the first year of its birth? Answer: Because it is the BEST AT ANY PRICE, guaranteed to cure, money refunded if it fails, pleasant to take, 25c per bottle. It is sold and guaranteed by

ROBERT R. BELLAMY. mar 241y Wholesale and Retail Druggist.

DESPERATE ENCOUNTER WITH AN UNRULY NEGRO.

Policeman Guy Had An Experience That He'll Not Soon Forget - Displayed Commendable Pluck in Arrest.

Policeman M. E. Guy had a terible encounter with a drunken and unruly negro about 2 o'clock yesterlay afternoon, whom he arrested at Thirteenth and Market streets for promiscuously firing a pistol along the highway, cursing and swearing in a oud and boisterous voice and rendering himself generally obnoxious to the community through which he passed. As a result of his struggle with the ruffian, Officer Guy sustained an ugly gash under the left cheek dangerously near the jugular vein and a slight cut on the left leg just above the knee joint.

Acting under orders of Lieutenant Skipper, Policeman Guy left his beat on Market street and went to Tenth and Mulberry streets, in a disreputable locality known as "Bull Neck," where a telephone message reported that a negro row was in progress. He arrived on the scene in time to find that a negro woman, Emiline Brown, had been shot in the thigh and painfully but not seriously wounded by the promiscuous firing of negro named Jim Morgan, alias 'Stick." and that he with two pals had gone up the Seacoast railroad toward Market street. Officer Guy, who was on his bicycle, immediately set out in pursuit and by their general disorder easily traced them up Market to Thirteenth street where he overhauled them coming out of a saloon. He placed Morgan under arrest and secured his right hand with his nippers. He made a hasty search of the negro's person for weapons but finding nothing, he started to the station house with his prisoner. The negro was disposed to resist all along, but on reaching Tenth street, with his left hand he secured from his pocket a knife with a sharp two and one half inch blade and began to slash at Officer Guy right and left. The policeman was forced by his fierce attack to relinquish his hold and set upon the negro with his club, which he did, finally beating him over the head into insensibility, but not before receiving the severe wounds already mentioned.

Officer Guy had his vest and coat near the heart slashed to the under clothing and a large puff tie which he wore was cut almost entirely in twain. His coat sleeves were also in several places and upon the whole it was a narrow escape. The officer's pluck was fully tested and it is proved conclusively that Officer Guy is made

of the "right stuff." Immediately after Morgan's arrest, the second of the group of disorderly negroes, Lewis Clinton, who had followed the officer with his prisoner, came up from behind and made some threatening remark, whereupon Mr. W. F. Brittain, driver of the Wilmington Steam Laundry's delivery wagon, came to Mr. Guy's assistance, placed him under arrest and the prisoners were loaded into a city cart and brought to the station house, where they are now incarcerated awaiting a hearing before the Mayor. The third of the group, who is known to the

police, was not arrested. Morgan was beat about the head very severely by Officer Guy, but Dr. Richard J. Price, who made an examination of the wounds after the negro was placed in the guard house, said that he did not think they were serious. Officer Guy would have used his pistol but the hammer in withdrawing the weapon from his pocket, stuck through the cloth and he did

not have time to loose it. Dr. Price also dressed the officer's injuries which, while they will incapacitate him for duty for several days, will not confine him to his room.

The negro woman who was shot in the negro fracas, was sent to the City Hospital, but after her wounds were dressed she was sent to her home.

The experience of Policeman Guy in this instance greatly emphasizes the need by the police department of a patrol wagon and it is hoped the proper authorities will take hold of the matter and act at once. It was merely the courage and bravery of the officer that saved his life.

## Government Dredge Ajax.

The government dredge Ajax, which has been at work dredging Wilmington shoal, opposite the Champion Compress, for the past two weeks, finished up its work there yesterday morning and will resume operations in Town Creek. In order to enable boats to pass up this stream without going around Big Island, the North and South cuts will be cut out to a navigable depth.

The work on the Wilmington shoals consisted of deepening and widening the channel to such an extent that the big cotton steamers will in the future be able to turn round without danger of being "stuck" at low water and having to wait for high tide. The improvements made are valuable to the port in no little degree.

## The Maxton Herald.

Mr. C. A. Brown, a newspaper man with thirty years experience, has bought the Scottish Chief and changed the name to the Maxton Herald. His first issue, although gotten out under lifficulties, gives evidence of the fact that Mr. Brown will publish a paper that will be a credit to the thriving town of Maxton, His advertising columns should be liberally patronized by the business men of the town. Among the needs of Maxton a firstclass newspaper stands at the head of the list.

## For Over Fifty Years

MRS. WINSLOW'S SOOTHING SYRUP has been used for over fifty years by millions of mothers for their children while teething with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhœa. It will relieve the poor little sufferer im-mediately. Sold by druggists in every part of the world. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other.

If you wish to sell a farm or city

DISTRESSING OCCURRENCE YESTERDAY AFTERNOON.

Miss Katie Stanton Gause, a Highly Esteemed Lady, Drowned in Greenfield Pond-Body Recovered.

Another of those dreadful tragedies which always cast a gloom upon the community in which they occur and which call forth almost universal regret and sympathy, occurred yesterday afternoon about 6 o'clock, when Miss Katie Stanton Gause, a highly esteemed lady of Wilmington and youngest daughter of the late S. P Gause, was drowned in Greenfield mill pond, about one-half mile south of the city.

Miss Gause, with a party of children, among whom were Masters Louis and Fred Poisson, none of them over thirteen years of age, left Miss Gause's residence about 4 o'clock yesterday afternoon for a stroll to the country and turned their footsteps toward the pond in which the oldest member of the party was soon to meet an untimely and an especially sad death. After reaching the pond, the party strolled leisurely along the water's edge, stopping along the way to amuse themselves and to make observations of the scenery around. When the mill was reached Miss Gause excused herself from the children, saying that she was going to retrace her steps for a short way to re cover a purse, which had been left on the bank.

The children waited patiently for s short while, when they were startled by a cry and a splashing in the water a short distance from where they were left. Hurrying to the scene from which the cry emanated, they were horrified to find Miss Gause struggling in the last agonies of death in the water below, which at that point is estimated at being from ten to fifteen feet in depth. On account of their age, the boys were of course powerless to render assistance and her cries were soon hushed in death.

A boy, who happened to be passing in a cart, was notified of the awful occurrence and a little later, the family, who reside at No. 313 South Second street, had the sad news broken to them by the boys, who hurried back to the city immediately after the awful tragedy.

Just how the unfortunate occurence transpired will probably never be known, as Miss Gause was alone at the time, and there are no indications on the bank as to how an accident could have occurred.

A search was immediately made for the body by friends of the deceased and family, among them being Messrs. George Parsley, W. A. McGowan and W. M. Cumming, who hurried to the scene immediately after the news of the drowning was received. The first attempt with a line by Mr. Parsley was successful, and about 8 o'clock the body was brought to the surface. Dr. Richard J. Price, who had been summoned, exhausted every effort at resuscitation without avail, and after the body had been removed to the residence at 9 o'clock like attempts were also unsuccessful.

Miss Gause had until lately in a very efficient way held the position of stenographer at the large wholesale house of the N. Jacobi Hardware Company. Saturday she resigned the position, stating to her employers that she was in failing health and thought a vacation, with a trip to some health resort, would be beneficial to her. She was very popular and by her pleasant manners and affectionate disposition had endeared herself to all with whom she came in contact. Her death is sadly deplored by a host of friends, many of whom called at the residence last night to tender heartfelt sympa-

Miss Gause is survived by three sisters, the only remaining members of the immediate family. They are Mrs. Preston Cumming, with whom they all reside on Second street; Mrs. M. A. Young and Miss Anna Gause.

The funeral will be from the residence this afternoon at 4 o'clock by Rev. Milton A. Barber, rector of St. Paul's Episcopal Church.

Dr. Price, as coroner, has summoned the following jury of inquest, which will meet this morning at 11 o'clock in the grand jury room of the Court House to inquire into the circumstances of the death: Dr. J. E. Matthews, Messrs. W. A. McGowan, W. E. Yopp, R. F. Hamme, R. O. Grant and M. W. Jacobi.

## County School Property.

Capt. Ed. Wilson Manning is now engaged in finishing up the improvements to the various school buildings in the county which were begun during the holidays. For the past several days he has visited, in company with Contractor C. D. Morrill, a number of the buildings, and has given orders for their repair, wherever needed. The principal work now being done is in having all the pumps put in order and in making arrangements thereby for a pure water supply. Some of the wells are being driven to a greater depth and the valves in the pumps are being generally repaired. Mr. W. F. Roberts, of this city, and an expert in this line, has charge of the work. The well at Wrightsville school house has been dug to a depth of 51 feet.

## Boats for Engineer's Corps.

Major E. W. Van Court Luca, charge of the U.S. Engineer's office here, on a recent visit to New York purchased the steamboat Evelyn, a substantial steel launch of 28 tons net, for an inspection supply and survey boat to be used by the Cape Fear improvement office. She is expected to arrive within a few days.

Major Lucas is authorized by the government to also purchase a steel tug of 85 feet length, to replace the James D. Easton, which is growing too old for the service.

#### THAT JOYFUL FEELING With the exhilarating sense of re-

newed health and strength and internal cleanliness, which follows the use of Syrup of Figs is unknown to the few who have not progressed beyond the old-time medicines and the cheap substitutes sometimes offered but never property place it in the hands of the Last Carolina Real Estate Agency.

R. G. Grady & Co., Burgaw, N. C. + California Fig Syrup Co. accepted by the well-informed. Buy

SENT TO CRIMINAL COURT.

Negro Who Assaulted Policeman Guy Before the Mayor Yesterday-Other Charges Against Him.

James Morgan, alias "Stick." the negro who gave Policeman Guy such an exciting experience Monday afternoon on Market street, was bound over to the Criminal Court by the Mayor yesterday morning in the sum of \$200 justified bond, failing to give which and awaiting the investigation of further charges against him, he was recommitted to the guard house. The other charge against him will be that of shooting the Brown woman, and it will not be heard until Friday, as she will not be able by reason of her wound to appear before that time to prosecute him. The shooting of the woman from all accounts was accidental, but from the promiscuous firing indulged in and the serious consequences resulting, it will be an

easy task to prove the charge against the unruly negro. Lewis Clinton, one of Morgan's oals arrested with him Monday afterloon, was given twenty days on the streets for disorderly conduct. It appears that it was Clinton's pistol, with which Morgan did all the shooting, but this was wrested from him by his mother at Tenth and Mulberry streets. Alex. Merrick, the third negro in the fracas, who was not captured Monday, was arrested yesterday morning. He was only a companion of the two bad negroes and was let off with the costsmand \$5 fine.

The reason Lieutenant Skipper did not detail more men to make the arrest, was that the telephone message only stated that there was a negro firing a pistol on the street. When the gravity of the offences became known, Lieutenant Skipper and a number of the hall officers went to Officer Guy's assistance, but arrived too late to render him assistance.

Morgan's wounds about the head were dressed yesterday afternoon by Dr. McMillan. They are not serious. The Brown woman's injuries are also not serious.

Policeman Guy, while not on regular duty yesterday, was able to be up and do special work.

#### CALLED MEETING OF WILMINGTON PRESBYTERY

Rev. Edward E. Lane Ordained As Evangelist of Wilmington Presbytery-Installation of Rev. D. P. McGeachy.

Wilmington Presbytery met in called session at Immanuel Presbyterian Church, this city, last night at 8 o'clock for the purpose of ordaining Rev. Edward E. Lane, pastor in charge of that church, as an evangelist of the Presbytery.

The following ministers and elders were noted in attendance: Rev. A. D. McClure and Elder J. H. Thomas, of St. Andrews' Church; Rev. D. P. Mc-Geachy, of the Burgaw group of churches; Rev. R. Murphy Williams, of the Wallace Presbyterian Church. and Elders B. G. Worth and W. S. Warrock, of the First Presbyterian Church, this city.

Rev. A. D. McClure was chosen moderator, and Rev. R. Murphy Wil-

iams clerk.

Rev. Mr. Lane was formally received into the Wilmington Presbytery from that of East Hanover, Va., he having expressed a desire to begin the evangelization work as pastor of Immanuel Church.

The Presbytery then heard the trial sermon of Mr. Lane, which was a clear and logical presentation of Bible truth from Romans, x: 14-15, which, with other branches of the examination, was approved and Mr. Lane duly ordained. The ordination sermon was preached by Rev. R. Murphy Williams and the ordination prayer was fervently offered by Rev. A. D. McClure. The matter of the installation of Rev. D. P. McGeachy, as pastor of the Pike, Hopewell and Mt. Williams Presbyterian churches, was taken up and the following dates for the ser-

conduct the same, were appointed: Pike church-Second Sunday in November; Rev. A. D. McClure and Elder Sidbury. Hopewell church—Third Sunday in November; Rev. Edward E. Lane and

vices, with ministers and elders to

Elder Murray. Mt. Williams church-Fourth Sunday in November; Rev. R. Murphy Williams and Elder Bannerman.

After the benediction was pronounced, Rev. A. D. McClure, the officers and quite a number of the members of the First Presbyterian church. under the care of which Immanuel chapel is sustained, went forward and extended the right hand of fellowship. The Presbytery adjourned to meet, unless previously called together, at Faison Presbyterian church in regular annual session

## Deafness Cannot be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafless, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rum-bling sound or imperfect hearing, and when it is entirely closed deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever: nine cases out of ten are caused by catarrh, which is nothing but an inflamed con dition of the mucous surfaces. We will give One Hundred Dollars

for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free. F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 25c. Halls Family Pills are the best.

## Pointer to Wilmington Capitalists.

Newbern Journal: Stock was subscribed yesterday for a new canning industry for Newbern, the authorized amount being \$30,000, which was taken by E. B. Hackburn, J. H. Potter, W. G. Willett, G. D. Potter and William Dunn. The location of the plant will be at Riverside, on the Neuse river, and the daily capacity 10,000 cans, giving employment to 150 to 400 hands, depending upon the goods to be canned.

Read the advertisement of the East Carolina Real Estate Agency in this issue of the STAR. It offers for sale some very valuable farms.

THE JURY OF INQUEST INVESTIGATED DROWNING

Rendered Verdict in the Case of Miss Katie S. Gause-Sad Puneral Yesterday Afternoon.

The coroner's jury empanelled to in. quire into the circumstances of the mysterious drowning of Miss Katie Gause, the story of which was told in yesterday's STAR, after hearing the testimony of several witnesses yester. day morning, rendered the following verdict:

"The deceased came to her death by drowning in McIlhenny's (Greenfield mill pond either accidentally or while laboring under temporary mental

Mr. R. F. Hamme was foreman of the jury, Mr. W. A. McGowan secre tary, and the members were the same as those published yesterday with the exception of Mr. J. E Gause, who was summoned in place of Mr. W F

Yopp. The testimony differed in no ma terial points from the sad particulars published in yesterday's STAR, with the exception of the fact that she was accompanied only by Master Louis Poisson, aged not over 13 years. They were joined by the other children Masters Fred Poisson, younger brother of Louis, and Fred and Leonard Hamme after they had started home at a branch this side of the pond.

Louis Poisson testified that after

reaching the pond Miss Gause gave

him a string to which was attached a

stone and that at her request he

measured the depth of the water on

both the north and south sides of the

mill house. They both then went to a bridge some distance away and sat down for about fifteen minutes. After leaving the bridge they started home and had gone some distance when the children were met. She remarked to them that she had lost "something" and must return. She told Louis that she had lost her purse. Louis replied: "Miss Katie, I beg your pardon, you had no purse; you gave me some money but you had it in your hand" She replied "I had one in my belt" They then walked to the forks of the road and Louis was requested to run around the mill and see if he could find the missing article. He did so, and Miss Gause was left waiting for him at the forks of the road. After crossing to the other side of the mill, which, on account of a swamp, he had to go about 200 yards, he heard a cry and splash, and running up to a view of the scene he found Miss Gause in the pond scarcely able to keep her head above the water and looking upwards. He cried to her to try to swim and threw her a small pine pole, which apparently she did not see or make any effort to catch, although it came in easy reach of her. He then went by the circuitous route to the bank from whence Miss Gause had fallen; called the other children and reached this side of the mill, where the water was

up again and sink for the last time. The only other witness was Mr. An drew Sellers, who was passing at the time and came to the scene just as Miss Gause went down for the last time. He started to dive for her but was hindered by John Lanier, who said it was then too late.

deepest, in time to see Miss Gause put

her hand to her mouth, go down, come

The Funeral. The sad funeral of the deceased lady was conducted from the residence, No. 313 South Second street yesterday af-

ternoon at 4 o'clock by Rev. Milton A. Barber, pastor of St. Paul's Episcopal Church and the interment was at Oakdale cemetery. The service was an especially impressive one by reason of the sad inci-

dents of the death and there was a large concourse of friends present. The hymns were beautifully rendered by a special choir consisting of Mr. C. H. Cooper, Mr. H. K. Holden, Miss Annie Adrian and Miss Beery. The pall bearers were: Messrs. W.

M. Cumming, M. W. Jacobi, J. H. Boatwright, Mike Cronly, A. J. Howell, Jr., and A. H. Weston.

## CAPE LOOKOUT

HARBOR OF REFUGE. Meeting of the Board of Engineers in Wilmington Yesterday to Report On Plans

for a Great Breakwater.

A meeting of the board of engineers in charge of river and harbor works, appointed to report on the plan for making Cape Lookout, N. C., a harbor of refuge, met in the engineer's office in this city yesterday. The members of the board in attendance are as follows: Major E. H. Ruffner, in charge of river and harbor improvements at Charleston, S. C.; Major T. L. Casey, in charge of the engineer corps at Norfolk, and Capt. E. W. VanC. Lucas, in charge of the river and harbor improvements at Wilmington.

Congress some time ago authorized a survey to be made at Cape Lookout with the purpose of formulating plans to make a harbor of refuge for vessels during stormy weather on the coast of North Carolina. The plans contemplate the construction of a great breakwater and the cost will be up in the millions.

The survey for the comtemplated work at Cape Lookout was made some time ago and the object of the meeting of the board of engineers yesterday was to examine the maps of the survey and report on the feasiability of the plan and the probable cost of the work. together with other data of importance

in connection therewith, The board finished up the work for which it met and will make its final report to the chief engineer at Wash ington. The recommendations of the board, of course, could not be given out for publication until it goes to headquarters.

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