

were overheard expressing wonder at their treatment

Capt. Wainwright, of the Glouces ter, demanded the Spaniards from Capt. Miller, but he refused to give them up. Finally a boat came over from the Gloucester and a note ad dressed to the officers on the Wanda was handed to Capt. Miller. It ordered the Spaniards to report on the Gloucester, and was signed "Cervera. Capt. Miller then sent the Spanjards to the Gloucester, but now he wants to kick himself for not pocketing Cervera's order as a souvenir. One of the Spanish officers, after reading it, put it in his pocket.

The Gloucester had picked up Ad-miral Cervera and a large number of his men. Capt Miller says the Gloucester sank the Pluton and Furor, and, ingular to relate, Capt. Wainwright, ner commander, was executive officer on the Maine when she was blown up. He "remembered the Maine," but after capturing the Spaniards he treated them with great civility and kindness.

DECLINES TO PUBLISH.

Smithfield Herald. For several months the Herald/ has occasionally received an offer from an advertising agency relative to running an ad in our columns rom a "manufacturing concern." A condition of the proposition was that he matter should "be set in the reguar reading matter type of your paper, with headlines in the uniform style of the paper, and appear without classification or advertising mark of any kind." We declined to publish it. They increased the consideration and came at us again We declined a second time. Finally we wrote them that we absolutely refused to publish any-thing unless we should be informed of the identity of the "manufacturing concern." We/were then informed hat the same was the American Coton Company. Why this attempt to leceive the public? We assure our readers that the "manufacturing concern" has no unmarked ad in our pa-

SCHOONER CARRIE A. LANE.

Three of Her Crew Drowned in the Storm Last Monday Night.

By Telegraph to the Morning Star.

NORFOLK, VA., November 2.-The derelict schooner Carrie A. Lane, of Bath, Me., from Beaufort, N. C., to Noank. Conn., arrived to day in tow of the tug Edgar F. Luckenbach, which left Beaufort with the schooner last Sunday. On Monday the tug encountered stormy weather which developed into a hurricane that night, which washed the derelict, putting out the fire in the donkey hoiler ran the pumps. The seas which washed the decks of the schooner drowned three of the crew-Harry Kayton, of Pictou, Nova Scotia, Frank McCover, of Brunswick, Ga., and Christopher —, a relative of the owners of the tug boat Luckenbach. The remaining two of the crew survived the night. Owing to the gale the tug could render the crew of the Lane no assistance, but on Tuesday morning the survivors were taken off and arrived here to day. Kayton became wedged on the deck of the schooner and was mashed. He was drowned like a rat in a trap. His body was buried here this afternoon. After being temporarily repaired the Lane will go to Bath. Maine, for a complete overhauling.



SILK CULTURE.

industry wholly depends. "Without going very far into the subject to-day, it may be suggested for the consideration of any of our planters or farmers, who are casting about for new crops to engage their attenrivermen here. Mr. Lewis yesterday barrels salt mullets. He said it was successful employment of the very body of his uncle had not been recheap labor' of little negro children and which, even as a 'side crop,' no covered. interfering with the other work of the arm, yields an annual return of \$800 to \$8.000, according to the attention that is spared to it, is not a crop to be neglected in these hard times. Gen. McCrady explains, incidental ly, it is true, that the experimental crops which he reports were not made this year, or last year, but nearly two hundred years ago, by Governor Si Nathaniel Johnson and his near neighbors and contemporaries; but the fact remains the same-that silk culture has been thoroughly tried, and proved eminently successful and profitable, in South Carolina-in both Charleston and Abbeville counties-and the con ditions are at least as favorable to its success now as they were in 1707. It might be worth while to try it again. If silk can be successfully and profitably produced in South Carolina why can't it be in North Caro lina, where we should suppose the conditions quite as favorable ? We have already one silk manufactory in this State-at Fayetteville-with a

WILMINGTON, N. C., FRIDAY, NOVEMBER 10, 1899. NORTHERN CAPITALISTS ROUGH EXPERIENCE

and sound.

ing's storm.

EFFECT A DEAL. Wilmington Gaslight Company to Change Hands and be Reorganized - New Methods and Improvements.

THE WEEKLY

Northern capitalists have consummated the deal, heretofore alluded to, by which they secure an option on the plant of the Wilmington Gaslight Company. It is understood that only the details of the purchase remain to be arranged and that the property is soon to be transferred to the The Wilmington Gaslight Company | the tide up the river by J. E

is a corporation composed mostly of Howard, janitor at the Custom stockholders who reside in this city, and it operates both a gas and electric plant. The representative of the new purchase was here the past week to consummate the trade and it is understood that he has gone back North to close up the transaction.

It is said that when the new purchasers get control the company will be reorganized and the plant operated on a scale that will revolutionize things. New methods and the latest improvements are to be inaugurated by the new purchasers.

Drowning of Capt. T. G. Dixon.

Capt. T. G. Dixon, master of steam tug Sue, of Jacksonville, N. C., who was drowned during the storm Tuesday morning, reference to which was made in yesterday's STAR, was an uncle of Mr. E. F. Lewis, of this city. Capt. Dixon with his mate was attempting to go in a small boat to the steamer, which had been left by him Monday afternoon near the fork of New River about four miles below

The boat was capsized by the breakers Federal Point. and the captain drowned. His mate latter drifted ashore in the row boat and was saved. Capt. Dixon lived at Newbern and was well known by

ON ZEKE'S ISLAND. The Catherine Whiting Destroyed Captain Brock of a Crew of Fishermen Tells of a Night of Horror Durby the Hurricane Last Tuesing the Storm. Capt. J. W. Brock, who with his

MIRACULOUS ESCAPE OF CREW party of fishermen consisting of three other men, were thought to have been lost during the recent storm on Zeke's The Vessel and Cargo of Lumber a Total Island, arrived in the city yesterday Loss-No Insurance On Either-The afternoon from Federal Point all safe Rescued Captain Saw Admiral Villamil Die. It will be remembered that on Tues-

day his trunk was found floating with The American steamer Catharine Whiting, Capt. F. C Miller, of New York, was wrecked during the hurri-House, and this gave rise to cane last Tuesday morning at Goss apprehensions for his safety. The beach, Brunswick county, about forty trunk was restored to him upon his miles below Southport and twenty arrival yesterday and this with a small miles south of Fryingpan Shoals lightboat in which he and party escaped to ship. She was bound from Satilla Federal Point, constitute all his earth River, Georgia. for New York, with a ly possessions, the waves having decargo of 350,000 feet of lumber. The molished his houses on the island and vessel and cargo are a total loss. The swept all his household goods, fishing crew of the ship, consisting of eightackle and other property up the river. teen men, were saved in a miraculous on the occasion of last Tuesday morn manner. The vessel was owned by Capt. Mil-

day Morning.

On the island were two cottages in er, and was valued at \$20,000. There which he and companions lived. The was no insurance on her. She was a tide began rising at 8 o'clock Monday rooden hull ship, and was built at night, he said, and reached a climax Malden, New York, in 1868. She was at 4 o'clock Tuesday morning, when 890 tons burthen, 190 feet length, 32 the entire island was covered and the feet beam, and drew 16 feet water. breakers were rolling high over their The cargo was valued at \$8,000, and heads. He and companions managed to was not insured. hold a boat between them by steadying The steamer Seabright, Capt. W

themselves with a few bushes, which A. Sanders, of this city, which left were above water. They were then here Wednesday for Calabash, picked standing in water waist deep and reup the Catharine Whiting's crew at mained so until Tuesday afternoon, Little River, S. C., and brought them when they managed to bail the water to the city yesterday afternoon at 4 from the canoe. clear it of sand, and o'clock. In the party were Captain by desperate effort reach the land at Miller and his father, Capt. C. F. Miller, who was mate of the vessel

Besides houses and household be and who is 84 years of age-a hale longings, Capt. Brock lost two fishing and hearty man, however, for one of smacks, five nets, and a large interest his age. Captain Miller and his father in between twenty and twenty-five are guests of Captain Sanders at his

out on the sand, without the loss of STEAMER WRECKED. one of the eighteen. Our deliverance was miraculous." Captain Miller says the men lost everything they bad, except the clothes

NO. 3

they had on their backs. They were wet and cold and as soon as they got on the beach they ran up and down to keep warm. They were not only cold, but were desperately hungry, having eaten nothing for 48 hours, as the ship had such a rough experience it was impossible to cook any thing. He says it was about daylight when they got ashore and when the inhabitants found them in distress they came to their relief. He was loud in his praise of the hospitality of Mr. George Brooks of Seaside, and the peo ple of the neighborhood. The crew of the Whiting fell into good hands when they were picked np by Capt. Sanders, of the Seabright

While he was asleep in his cabin yesterday morning he was awakened by Capt. Miller who told him of their plight, saying there were eighteen hungry men in the party; that they didn't have a cent and wanted to come to Wilmington. Capt. Sanders told them to come right aboard and that if there was any mortal thing he could do for them it would be done. Capt. Sanders called up his cook and told

him to go to work and cook till he fed every one of the shipwrecked men. Capt. Miller's cook joined in and they soon had enough for all hands. Capt. Miller says Capt. Sanders entertained

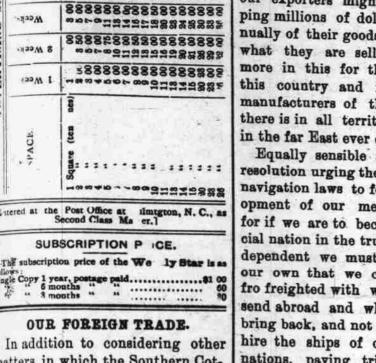
him and his men with the most open handed heartiness and hospitality, and he could not find words to give him the thanks and credit due him for what he so nobly did for them. He and his crew expect to leave for New

York as early as possible. Saw Cervera's Fleet Destroyed

During the war between the United States and Spain Captain Miller witnessed the destruction of Admiral Cervera's fleet in the great naval battle at Santiago, Cuba, on Sunday, July 3d, 1898. He was in command of the

send abroad and what we want to bring back, and not be compelled to hire the ships of other and rival nations, paying tribute to their foreign owners, to whom we have. already paid enough to build as fine

a merchant marine as this or any country would ever need. . As our trade expands and our interests grow in other countries we must, of course, have a navy sufficiently formidable to command respect, and to enforce respect where that might not be willingly accorded, and this emphasizes the force



A short while ago we wrote someeffort te secure possession of the 3338222222222282828°° Philippines that waterway would have been opened before this and our exporters might now be shipping millions of dollars worth annually of their goods in addition to what they are selling. There is more in this for the commerce of this country and for the cotton

enterprise that has been ex-

pended in the purchase and

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there is in all territorial expansion in the far East ever dreamed of. Equally sensible as this is, the resolution urging the revision of the navigation laws to foster the development of our merchant marine,

cial nation in the true sense and independent we must have ships of our own that we can send to and fro freighted with what we have to

OUR FOREIGN TRADE.

The Weekly Star.

VILMINGTON. N. C.

1.00 A YEAR. IN ADVANCE

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matters in which the Southern Cotton Spinners are interested they. at their meeting in Charlotte Thursday, expressed their views as to what policies the government should pursue to foster, extend and secure permanence for our trade with other countries, but especially with the

densely peopled East, for dominance in the trade of which European nations are planning and working. These views are expressed in the following resolutions:

"Resolved. That we urge upon the President of the United States and our Senators and Representatives in Congress, the following measures: 1. The preservation of the integrity of the Chinese Empire, of all our treaty rights with that Empire and the main needed, and the ships in one ocean tenance of an open door policy in China with the commerce of all nawould not be forced to sail fourtions 2 Vigorous prosecution of teen thousand miles of sea to coasts the Philippine war to a conclusion and the restoration of order in that where they may be needed. truction, without delay of an isthmian ship canal. 4. Construction of a cable from the Pacific coast to Hawaii. Japan, China, and Philippines and that canal. other Oriental points. "Resolved, That we consider that a large degree of the importance of the ast three items lies in the value of hose measures in accomplishing the irst item and in protecting our trade n China and other Eastern countries "Resolved, That we recommend, i it be necessary, co operation of our Government with England and Japan to preserve and protect a common trade interest and treaty rights for unre-stricted commerce in China and other Eastern countries. Resolved. That we recommend to Congress such revision of our navigation laws as will follow the develop ment of our merchant marine service to an extent to handle our expanding commerce. "Resolved, That we recommend to Congress such increase in our navy as will make it fully adequate to protect our commerce in all seas and in all parts of the world." There is no politics in these; they are all business, and while they were presented by a man who believes in expansion-territorial expansion they refrain from expressing any opinion on that subject. Item one is all right. This Government should do all it can for the preservation of the integrity of the Chinese empire, with a view to preventing it from being dismembered and appropriated by other nations, which will close the doors upon us and monopolize its trade themselves, as Russia, Germany and France are planning and working to do. No nation which happens to have power enough to intimidate the timid Chinese should be permitted to exercise that power to the detriment of other nations, which do not resort to such methods to secure a foothold for their trade. If trade ever be worth fighting for then to prevent this, the nations that are interested in not being crowded out would be justified in combining to prevent by force if necessary what friendly remonstrance or energetic protest failed to accomplish. The doors of China should stand open, and the nations which seek trade without land grabbing should insist upon that. Item two is right, for if war is to be waged in the Philippines it should be vigorously waged. The more vigorously waged the sooner it will be over and the sooner and easier law and order and stable government can be established, and the better it will be for all concerned. But it should not be taken for granted that vigorous war is the only way to accomplish this until other methods have been tried and failed beyond question. Vigorous war is not inconsistent with such generous

The key to the expansion of our commerce in the East and its permanence lies in the construction of

WHAT EXPANSION COSTS.

The following summary of the report of Adjutant General Corbin, will give some idea of what forcible expansion cests, and we are not through with the business yet by a good deal. We clip from the New York Sun:

"Of the regular army there is a total of 64,586 officers and enlisted men, consisting of 10 regiments of cavalry, regiments of artillery, 25 regiments of infantry and nearly 2,000 Indian scouts and recruits. The volunteer army, including the 24 regiments of

infantry, 1 of cavalry and the Porto Rico battalion, has 34,574 officers and men. This makes a grand total of 99 160 officers and men in the service. Of this number 34 229 are in the United States, 3 363 in Porto Rico, 11,187 in Cuba, 32,315 in the Philippine Islands, 17 099 on the way to Manila, 499 in

Alaska and 466 in Hawaii. It is ex pected that by Dec. 1 next all the in fantry regiments of volunteers now in the United States will have sailed for Manila. Gen. Corbin says that these, with the troops now there, will give a total strength of 2,117 officers, and 63,-

608 enlisted men, an aggregate of 65, "General Corbin gives a statement showing the monthly losses from all causes in the regular army between May 1, 1898, and June 30, 1899. It shows 24 officers killed in action. 7 died of wounds, 51 of disease, 15 resigned, 1 dismissed and 4 from casual-ties. Of the enlisted men, 8,887 were discharged by reason of expiration of service, 2 102 discharged for disability, 270 killed in action, 114 died of wounds, 1.524 of disease, 72 of accidents, 48 were drowned, 32 committed suicide. 3.036 deserted and 109 officers and 1.-586 men were wounded. The average strength of the army during this time was 60,000. A similar statement of the volunteer army shows 17 officers killed in action, 114-died of disease, casualties, 1 suicide and 3 of wounds. Of the enlisted men 188 were killed in action, 78 died of wounds, 3,820 of disease, 177 of casualties, 20 of suicide, 88 officers and 1,178 men were

wounded. Of a total of 62,175 men, exclusive of the Hospital corps, enlisted during the past fiscal year, 53,024 were na tive born, 9,151 foreign birth; 56,154 were white, 6,001 colored and 20 Indians; 43,780 were new enlistments and 18,395 reenlistments; 147, 669 applicants were rejected; 3,177 were re jected as aliens and 5,174 for illiteracy. Gen. Corbin recommends an increase

of 331 per cent in the pay of all officers below the grade of Brigadier General while on duty outside the United States; the retirement of all enlisted men on their own application after a service of twenty five years instead of thirty years; the extension of the jurisdiction of garrison and regimental courts; the granting of increased rank and pay of officers while serving abroad as military attaches and in pay for non-commissioned He says that the necessity creased officers. for fully equipped camp grounds, one each for the North, South, East and West, is very great. He recommende that a special appropriation for this purpose be made at an early day.

prospect of others, and this should be an inducement for our farmers to give some attention to silk culture, because it will give them a home market for what they produce. The experiment is, as the News and Courier remarks, worth trying.

Miss Frank, of Benson, Minnesota, on her way to church, thought she would save time by hopping over the bumpers of a freight train which was standing on the track across the street. About the time she got up the train started and Miss Frank took a thirty-mile ride on the bumpers, free, gratis and for nothing. She missed church but had an exhilarating ride.

Among the youthful adventures of Uncle Paul Kruger was the strangling of a wolf and the rescue of his little sister, who had been attacked by the wolf, and whipping a a lion in a stand up fight. The old chap is making it hot for the British

lion now. Mr. Markham is now accused of cribbing "The Man with a Hoe." and from a woman, too-Miss Cora E. Chase, who published it in a

California magazine in 1893.

NEW WHOLESALE HOUSE.

Messrs. Cooper & Cooper, of Mullins, S. C. Will Open Grocery Business.

Messrs. Cooper & Cooper, a firm of two enterprising young business men who have successfully controlled a large retail mercantile supply house at Mullins, S. C., for a number of years, have decided to close their store in the last named place, and will at a very early date open up a wholesale business here. They have already rented

received news from Newbern that the the roughest experience of his life and he had given up hope at one time of escaping alive.

Capt. Brock says that the jetties

The other fishermen on the island

Schooner William F. Green. The schooner William F. Green,

which has been detained in port on channel are cut in twain in nearly a account of the hurricane, sailed yesdozen places. Zeke's Island is now terday at noon in tow of the tug Jones. a sand bar, not enough soil being left, Mr. A. J. Flanner, of this city, was a as a member of the crew expressed it, passenger and in his honor Capt. Jonssen had his American flag flying tation grew upon the land and garat the mizzen-peak. In the rear of dens were cultivated by fishermen. the office of George Harriss, Son & Co, several friends, including the two daughters of Capt. Jonssen, bade to have been no loss of life at this adieu amid the waving of flags and point. echoes through megaphones. Capt. Jonssen is a regular trader to this port and is contemplating locating here and building a residence. His two daughters, one of which was thought to have been lost with her father aboard the Green on its last voyage, will spend the winter here.

The Local Cotton Market.

In sympathy with the New York and Liverpool quotations the local cotton market yesterday experienced an advance of one-eighth and the tone was firm. With the advance in prices comes increased receipts, 2,835 bales having been reported at the Produce Exchange yesterday against 3,988 bales on the corresponding day in 1898. The

quotations last year on November 4th were on a basis of only 4% cents for middling-a difference in favor of the producer of two and three-eighths cents per pound.

The British steamship Slingsby, of 2,094 tons burthen, Capt. Morck, was cleared last night by Mr. J. H. Sloan for Bremen, Germany, with a cargo of 10,094 bales of cotton, 5,022,941 pounds, valued at \$376,720.

Buoys Shifted.

Capt. Edgar D. Williams, who came up last evening from Southport said last night that the storm of Monday night and Tuesday morning had considerably demoralized the location of the buoys off the bar at Southport. The bell buoy and the two outer buoys were shifted by the heavy seas incident to the storm, to the extreme west side of the channel. Other minor damage is also reported to the buoys on the lower Cape Fear. Frying Pan lightship is known to be all

Fire at Greenville Sound.

safe.

The residence and kitchen of Mr. James T. Canady on Greenville Sound, seven miles from the city, was totally destroyed by fire yesterday morning about 6 o'clock. The origin of the fire is unknown.

The house was one-story and was insured with Messrs. Walker Taylor & Metts, Underwriters agency, for \$350. Mr. Canady's furniture was also destroyed, but there was no insurance on it.

home. No. 415 Grace street, while the crew of the vessel were taken care of elsewhere.

The Wreck of the Whiting.

built from the island to Federal Point Captain Miller last evening gave a to throw the current in Cape Fear STAR reporter the following account of the loss of his ship:

"We left Satilla River at 2 P. M ast Saturday with a cargo of lumber, shipped by the Hilton-Dodge Lumber "to raise a row on." Formerly vege Company. We had good weather till Sunday, when a gale struck us off Cape Romain, on the coast of South Carolina, near Charleston. The wind are reported safe and there is known was blowing steadily from the northeast at the rate of 20 miles an hour. The ship, however, made good headway, but the gale increased steadily and the sea got so rough we hauled in under land twenty miles north of Cape Romain. We finally

anchored for harbor in six fathoms of water thirty miles below Southport. The gale was blowing from the northeast, and under land the ship had very good harbor. All day Monday the wind kept increasing in velocity and the barometer steadily went down till it registered 29.90. The wind increased from the northeast and was blowing at the rate of 50 or 60 miles an hour. We still had comparatively smooth water under the lee of the

shifted to southeast and caused the ocean to sweep right in towards shore. During Monday night the sea got so

rough that both chains were parted and we lost both anchors. We attempted to steam off shore but could make no headway against the force of the hurricane and the rough sea coming in from the same direction. The ship began to drift rapidly towards tho land which was some two or three miles away, as we judged only from soundings, as the heavy rain squalls

About 4 A. M. Tuesday the ship got in the breakers and struck bottom with a heavy thump, in four fathoms of water. She began to pound heavily and began at once to go to pieces in a tremendous surf. The stem of the ship was the first to be hammered to pieces. Quickly the mainmast, the smokestack and the foremast came down in the order named. Timber was crashing in all directions, and it is a wonder that many of the crew were not killed. The second officer, Frank Johnson, was struck by a piece of timber and was knocked from the bridge to the

yacht Wanda, which was one of the Associated Press dispatch boats, carrying dispatches from the blockading fleet to Kingston, Jamaica. The Wanda was the flagship of Col. Chas. H. Diehl, New York manager of the Associated Press, who was in charge of the war dispatch service. Saw Cervera Coming Out.

Last night Captain Miller talked in

terestingly of his experience at San tiago. It had been customary for the Wanda to land a correspondent dur ing the night and take him back on board next morning after he had exploited on shore for news. One of

the newspaper men had gone ashore Saturday night, July 2d, and Sunday morning about 9 o'clock the Wanda went in towards the entrance to the harbor to take him off. When Cap tain Miller was waiting along the shore for the newspaper man, he looked up the harbor and saw Cervera's fleet coming out. The news gatherer was where he could not see and had told Capt. Miller he would stay ashore a while longer. When Capt. Miller saw the Spanish coming out he velled to the correspondent and he hastened on board. Before the Wanda could get away the Spanish fleet came around and the great naval battle began. The little yacht was in the firing

> boats Pluton and Furor were blown up she was within four ships' lengths from them. While the Pluton was sinking, Capt. Miller was sitting on his cabin with a camera taking a photograph of her, but a shell from some of the Spanish or the American ships shot away the Wanda's foretopmast, causing the captain to lose his camera and his picture of the sinking Spaniard. How Admiral Villamil Died.

Capt. Miller says the Wanda and the converted yacht Gloucester were the only American ships that rescued the Spaniards from the water. The Wanda picked up twelve officers and men of the Pluton and Furror, including the executive officer of the Pluton, the chief engineer of the Furor, the torpedero (or head torpedo man) of the Pluton, and two quartermasters. Af ter their ships went down, the Wanda launched her boats and picked up the Spaniards while they were swimming in the sea.

The Spanish prisoners told Captain Miller that Admiral Villamil, who was in command of the torpedo boats. had been wounded and was ashore. They requested him to send a boat for him. Capt. Miller took one of the Spanish officers and with two boats went ashore for the admiral. He took a sedan chair on which to carry the wounded admiral and the Spaniard went along to identify him. They found Admiral Villamil, and Capt. Miller says he had almost bled to death from his wounds. They placed him in the chair and started down to

FINANCIAL STATUS.

Planters Compress Company. Topics of the Week.

"Planters Compress has been one of the weakest stocks in the Boston market for several weeks. Last April this stock was selling at 185. The capital stock at the time was \$7,500,000, but it was shortly afterwards increased to \$15,000,000, holders of one share in the old corporation receiving two shares in the new. A fair quotation for the new stock on the basis of the old therefore, at the same time would have been 921/2. The par value of the hares was and is 100. I remarked at that time that these figures were pretty high for stock which had been only recently exploited, which had not yet paid a dividend, and which was not likely to pay a dividend for some time to come

That this view was a correct one has een proved this week by the fact that the stock has sold at 20. It has been sliding downward for a long time, involving some very heavy losses, which have not tended to foster a very kindly feeling towards the management, from whose glowing representations the public was led to infer that, with the business in sight, the company could easily distribute 6 per

cent. on a capitalization of \$15,000,-000. They (conservatively) estimated They (conservatively) estimated that the company, or rather the subcompanies, would bale 1,750,000 bales of cotton during the following or current cotton year, which would mean \$1,750,000 gross receipts. And as 38 per cent. of the gross receipts went to the parent company, and 51 per cent. of the dividends paid on the shares of the sub-companies, the income for the Planters Compress Company was conservatively estimated at \$977,885, all of which would be practically applicable to dividends on the stock of the Planters Compress, as the latter had no indebtedness of any

kind, and no expenses except office rent, a few salaries and incidentals. I remarked at the time that all this looked very well on paper, but a business as profitable as this would surely invite competition, and as the machine was one which could doubtless be improved upon and was not a difficult one to make, other contrivances would be sure to be invented. Since then another one has come to the front with a capital stock of only \$100,000 at the start, The Ginners, as it is called, to manufacture under the Besonnette patents. The anticipated competition from the new company and the present very active competition from the American Cotton Company, whose system is preferred by many well known practical mill men, the soldiers fired into the party, endanger- to materialize to the extent which

either.

SCHOONER GOLD LEAF WENT DOWN IN STORM. She Was About to be Driven Out to Sea and Was Abandoned by the Crew. All Hands Were Saved. Mr. R. R. Stone, of this city, who

with Mr. Jesse Wilson, of Supply, owns the two-masted schooner Gold Leaf, which has been engaged in the coasting trade between Wilmington and points on the Brunswick county coast, received information yesterday that the schooner was lost in the hurricane last Monday.

The Gold Leaf left here last Thursday for Calabash with a cargo of dry goods and groceries for merchants at that place, and was struck by the storm near Little River. She labored heavily and ship-

ped great seas, and, realizing that the vessel was being driven out to sea in the terrible storm despite their efforts, the crew took to a boat and succeeded in reaching shore, which was in sight. Her crew consisted of Capt. A. D. Bessent and two men. and Mr.

prietors, was a passenger. After being abandoned the vessel

was driven out to sea by the storm and no doubt foundered. The Gold Leaf was valued at \$800 and the cargo at \$1,000. There was no insurance on

Mr. Stone received information yeserday that the two-masted schooner Bertha M. T., owned by Stone, Rourk & Co., of this city, rode out the storm safely about Point Lookout.

Mr. Stone says there is not the least hope that the schooner Stonewall weathered the storm. The STAR yesterday morning stated that she was driven to sea from Shallotte river and the probability is that she went down

with her crew, consisting of Capt. Wm. Williamson and two men. SCHOONER STELLA LEE LOST.

Two Masted Vessel Belonging to Mr. J. W.

Brooks Destroyed by Storm. Mr. J. W. Brooks, of the firm of Brooks & Taylor, left yesterday for Southport to look after his interest in

L. H. Wilson, son of one of the pro-

prevented us from seeing the shore.

deck, a distance of twelve feet. It was a wonder he was not killed, but he the boat, but a number of Cuban failure of the business of the Company

land and thought we were safe. line and when the Spanish torpedo Awful Experience. "About 12 o'clock on Monday" Capi Miller, continued, "there was a dead calm for fifteen minutes, and then the wind shifted to the east, coming directly from the ocean. Then I real ized that instead of a northeast gale, we had a hurricane on hand to deal with. It began to blow with equal. if not increased severity, as when the wind was northeast. The wind then