"Of course, our whole National history has been one of expansion. Under Washington and Adams we expanded westward across the continent to the mouth of the Columbia; under Monroe we expanded into Florida, and then into Texas and California; and fi ally, largely through the instrumentality of Seward, into Alaska; while under every administration the process of expansion in the great plains and the Rockies has continued with growing rapidity. While we had a frontier the chief feature of frontier life was the endless war between the settlers and the red men. Sometimes the immediate occasion for the war to be found in the conduct of the whites and sometimes in that of the reds, but the ultimate cause was simply that we were in contact with a country held by savages and half Were we abut on Canada there is no danger of war, nor is their any danger where we abut on the well settled regions of Mexico. But elsewhere war had to continue until we expanded over the country. Then it was succeeded at once by a peace which has remained unbroken to the present day. In North America, as elsewhere throughout the entire world, the expansion of a civlized nation has invariably meant the growth of the area in which peace is normal through

out the world. "The same will be true of the Philppines. If the men who have counselled National degradation, National dishonor, by urging us to leave the Philippines and put the Aguinaldan oligarchy in control of those islands could have their way, we should merely turn them over to rapine and bloodshed until some stronger, manlier Power stepped in to do the task we had shown ourselves fearful of performing. But as it is, this country will keep the islands and will establish therein a stable and orderly government, so that one more fair spot of the world's surface shall have been snatched from | us against. the forces of darkness. Fundamentally the cause of expansion is the

"It is only the warlike power of a wilized people that can give peace to The Arab wrecked the civilization of the Mediterranean coasts: the Turk wrecked the civilization of Southeastern Europe, and the Tsr.ar desolated from China to Russia and to Persia, setting back the progress of the world for centuries; solely ecause the civilized nations opposed to them had lost the grand fighting qualities, and in becoming overpeaceful, had lost the power of ng peace with a strong hand.'

"Our whole national history has been one of expansion." but it wasn't expansion by gun and sword, but by peaceful and honorable methods, which involved no breach of faith and no butchering of people who relied upon our professions and hailed us as their deliverers. There isn't an inch of the territory acquired by the United States before the discreditable purchase of the Philippines, which was not honestly acquired, and there wasn't a foot of it that was had to fight to establish our supremacy over after the purchase. All the territory purchased was practically an unpeopled wilderness before purchase, and the best of reasons could be given for the purchase and not a mercenary one among them.

To protect the Republic and make it strong it must have room enough to grow and guard against hostile powers being established on its borders. To get supremacy on the continent it was necessary to get rid of the powers, as far as practicable, that might some day contest that supremacy and become troublesome. For such reasons these purchases were made when the opportunity presented itself, but made straight without any hypocritical pretence

chased territory. We sympathized with and gave the colonies of Spain in Central and South America our moral support when they revolted against Spanish dominion for the same reason, that is, to remove monarchical government from this hemisphere, and we followed that up with the declaration of the Monroe Doctrine, which was a re-affirmation of the intent to make and keep this hemisphere Republican in government. The espousal of the cause of the Cubans was the culmination of that policy which began in the purchase of territory belong-

ing to European monarchies. There never was a step taken in all these proceedings that the selfgovernment of the people was not kept in view, and stepping outside nery in that city.

THE WEEKLY STAR

WILMINGTON, N. C., FRIDAY, DECEMBER 29, 1899.

of our domain we gave the world to understand through the Monroe declaration that the European Monarchies must keep their hands off the young Republics which had fol-

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lowed our example. Is there any of this in the case of the Philippines? Was their possession necessary to protect and guard the Republic? Did they abut, as Gov. Roosevelt expresses it, upon our territory and make their proximity a menace? Did we get claim to them in the same straightforward, honest and unquestionable way that we got posssession of the other purchases? By what title do we hold them any way? President McKinley says by conquest and purchase. If we conquered them there was no need to purchase. But Judge Day, one of the gentlemen whom Mr. McKinley sent to negotiate peace with Spain, and who presided over the Paris Commission, says the commission made no claim on the ground of conquest, but purchased, and offered Spain such a sum of money as they had reason to believe she would accept. They did this, conceding

that Spain was still the owner, and asserting no claim by force of arms. Because it was wise to expand across this continent, to remove what might become menacing powers, thus get control of the desirable territory and be made stronger for protection and defence, should we expand on the other hemisphere from which he had nothing to fear and against which we had no need to guard, and thus make ourselves weaker instead of stronger? If we do carry out the policy of forcible expansion and plant our flag and keep it over the mixed peoples of those islands they will become our weak spot which in case of war other nations will invite at tack, and the more valuable we make them the more they will invite attack, and the more it will cost us to defend them.

In his third message to Congress Washington said that the American people might consider themselves fortunate in having the Atlantic ocean for a barrier. That is one thing that gives us little to fear from the aggressions of other nations, one reason why we had so few foreign complications, and persued our destiny of development and progress with little hindrance from other powers, because we confined ourselves to our own domain and didn't meddle with them nor get mixed up in their schemes or complications, the very thing that the Fathers of the Republic warned

They believed in expansion, honest, legitimate expansion, not expansion by knavery and force. That's the difference between their expansion and the kind that Roose velt utters his rot to defend.

"THE BLOODIEST WAR."

There has been a good deal of wild talk about the bloody fighting in South Africa. Gen. Methuen was probebly excited when ho telegraphed that the battle in which he got worsted was the " bloodiest in history." It was a pretty lively racket, considering that there were not more than 1,000 Boers, and 3,-000 British soldiers participating in it, but the small number killed in proportion to the number of men engaged, does not bear out the assertion that it was an extraordinary "bloody" affair.

The remarkable thing about all these battles, in view of the reports of the storm of shot and shell, the accuracy of the marksmanship, the destructive capacity of the guns employed, and the fearful explosives used is not that there are so many killed and wounded, but that there are so few, and that so many escape.

Senator Depew called attention a few days ago to the contrast between the casualties in this "bloodiest of wars," and the casualties in our civil war when American found American, and no such machine guns and destructive explosives were used as are now used. Alluding to the losses of the British armies in South Africa, he is quoted as saying.

"These losses thus far aggregate 1,000 killed, 3,000 wounded and 2 000 taken prisoners, Senator Depew significantly remarks that 'those of us who remember the Civil War and were more or less in it recollect 23,000 that it was done for the benefit of the people who inhabited the purwounded in the battles of the Wilder ness for seven days in succession.' But in spite of these unparalleled horrors, the country maintained its calm and business did not lose its head."

It isn't easy to excite the Englishman, but when he does become excited he gets pretty wild, and in this differs from the American who generally carries a pretty level head. But the fact is the gentlemen who precipitated this war underestimated the size of it, and the fighting capacity of the Boers, and are dazed at their blunder and the penalty Great Britain has already paid.

Paris ought to keep on good terms with American women, for they annually buy, according to a Paris journal, \$7,000,000 worth of milli-

THE SHIP SUBSIDY GRAB.

Some of the most outspoken and vigorous opponents of the proposed ship subsidy scheme are papers published in our leading shipping ports, which should be especially interested in the restoration of our merchant marine. They are interested in that, but they see through the fraud of this subsidy business, concocted for the benefit of a lot of sharpers who have combined to raid the Treasury, and therefore they expose it and oppose it. The New York Journal of Commerce and Commercial Bulletin is, as its name implies, a commercial paper, published in the greatest commercial center of the country, and one that has no partisanship and no political bias. It discusses questions of this character from a purely economic and business standpoint. Referring to the subsidy scheme, it

"Mr. Henry W. Peabody is an American shipowner of long and wide experience, but he does not seem par ticularly impressed with the advantages of the Hanna-Payne Subsidy bill. He has observed, what no one can be blind to, 'that the promoters of the measure are our shipbuilders and a few owners of steamships, most of which are now sailed under the Eng ish flag.' The interest of the shipbuild ers in a measure for the payment of the proceeds of taxation to anyone who will buy a ship of them is obvious enough, but why should other people pe quite so ready to see in such a masure a promotion of national welfare? The shipbuilders alone were unable to secure the appropriation they were af-ter, so they associated with themselves the owners of vessels built abroad, or to be built abroad before a certain date, on condition that they would also disburse a certain amount of money with the shipbuilders. When the shipowners who have pooled their interests with the builders have secured American registry and a share of the reve nues from taxation on account of their foreign built ships already in service, or ordered in anticipation of this subsidy bill, and then attempt to fulfill their part of the contract by ordering ships of the American builders, they will find, if they have the experienc of French ship owners, that the cost of ship building has been advanced in proportion to the Government subsidy. Mr. Peabody anticipates that the American owners of ships now under foreign flags 'would have, under the proposed bill, on an enlarged scale, the supremacy, if not the monopoly, of American commerce for a

series of years to come." The Brooklyn Citizen, representing a constituency closely allied to the general commercial center for which the Journal of Commerce and Commercial Bulletin speaks, presents the following object-lesson, showing that our shipowners and builders do not need subsidies and that ships can be bullt and operated without them:

"Orders to build four large freight and passenger steamships for service between New York and New Orleans have been placed with the Newport News, Va., Shipbuilding Company by he Morgan Line Steamship Company. These will make twelve vessels built

here for this company. "Ordinarily, although the new ships will involve an aggregate cost of \$2,-400,000, it might not be deemed a subject of editorial comment; but, in view of the monstrous job embodied in the bill which Hanna in the Senate and Sereno Payne in the House are striving to get through Congress to authorze a raid on the public treasury for the sole benefit of shipbuilders and owners, who do not need any assistance at all, it is worth while to take

notice of the incident. "That neither the Morgan Line owners nor the Newport News shipbuilders are in need of any public aid to carry on their business, is perfectly plain from the facts above stated. If they could not do so, the owners would not be increasing their fleet from eight to twelve, which they are doing without a subsidy, paying the builders a fair profit thereon, of course, for the sufficient reason that the new vessels are needed in their business, which is the only proper reason why new vessels should be or ever will be built, except under the unwholesome stimulus of a subsidy whereby the people would be made to pay for ves-

sels not wanted.' If the ship builders can build ships for the Morgan line for coast business, why can't they build ships for trans-oceanic business? They have built some, some very fine ones, and they would build more if these subsidy schemes were killed and it were definitely decided that there would be no tapping the Treasury to put money in their pockets.

Gen. Roberts and Gen. Kitchener. who have been called to rescue England from mess in South Africa, are both Irishmen. And Irish troops are doing some of the hardest fighting down there. Without Ireland England's right arm would be gone.

Brick Fell on His Head.

Mr. A. J. Boldue, of North Adams, Mass., who is known as the "steeple climber" and who is here repairing the steeples of various churches, met with a serious mishap while ascending the steeple of the First Presbyterian Church yesterday morning. While seated in his "sling," thirtyfive feet above the earth, some of the tackle loosened a brick twenty feet above him and it fell with terrific force on his head. He was badly stunned, but he retained enough presence of mind to have himself lowered to the ground.

Mr. C. C. Chadbourn, who was on the piazza of his father's residence. next to the church, hurried to Mr. Bolduc's assistance and took him into the house, where he was attended till Dr. T. S. Burbank called and dressed the wound. A gash an inch and a quarter long and nearly through the scalp, bled profusely. The steeple climber soon returned to work, how-

NAVIGATION AND PILOTAGE. DEATH HATH ALL

Commissioners Met Yesterday and Made Recommendations Looking to the Enforcement of Shipping Rules.

The Commissioners of Navigation and Pilotage met yesterday afternoon at the office of Geo. Harriss, Son & Co., Thomas Evans, Esq., the chair man, presiding and members present being Messrs. W. N. Harriss, the secretary, George Harriss, port warden, Samuel Northrop, S. F. Craig and J. W. Craig.

The only matter of interest that came up for the consideration of the board was the recommendation to the Board of Aldermen of the adoption of certain resolutions delegating to Capt. Edgar D. Williams, harbor master, the authority to enforce the rules adopted by the commissioners for the government of the port. It is the idea to have these rules and regulations adopted as an ordinance by the city, and for the aldermen to grant unto the harbor master arbitrary power in enforcing the same.

A petition to this effect has been before the aldermen for some time setting forth the reasons for such action and liberally signed by masters of vessels trading at this port and citizens identified with Wilmington's shipping interests.

The necessity for such a ruling by the aldermen was made apparent to the commissioners some time ago in a case which the harbor master had brought in the Superior Court against a local steamboat man for obstructing the docks and violating other provisions of the harbor master's rules. It is probable that the recommendation made yesterday afternoon will be before the aldermen at their next regular meeting.

THE TRUCKERS.

They Want Lower Rates On Vegetables to the Northern Markets-Meeting of Executive Committee Yesterday

The executive committee of the East Carolina Truck and Fruit Grower's Association held a meeting yesterday morning at The Crton, President W. L. Hill, of Warsaw, presiding.

The subject of vegetable rates was discussed, and the conclusion was reached that the trucking interests of this region demand lower traffic rates on vegetables shipped to the Northern markets.

After going over the situation, the committee waited on Mr. T. M. Emerson, traffic manager of the Atlantic Coast Line, and Mr. W. J. Crosswell, district superintendent of the Southern Express Company, and laid before them the conditions affecting the trucking industry, and submitted the propositio: that the situation requires and the truckers expect a considerable reduction in their present vegetable tariffs. The committee asked that the railroad and express authorities take action in this matter at as early a day as possible.

Traffic Manager Emerson and Superintendent Crosswell promised the committee to give the matter their prompt attention.

The executive committee is alive to the interests of the Truckers' Association and will use their best endeavors to bring shout the much desired reduction in rates for which they have

Cotton and Naval Stores.

The following weekly and part crop year receipts of cotton and naval stores at the port of Wilmington for the period ending yesterday, together with those of corresponding periods last year, were posted yesterday at the Produce Exchange:

Week Ending December 22, 1899. Cotton, 8,852 bales; spirits, 818 casks; rosin, 5,208 barrels; tar, 4,995 barrels; crude, 576 barrels. Week Ending December 22, 1898.-

Cotton, 10,324 bales; spirits, 488 casks; rosin, 2,226 barrels; tar, 4,436 barrels; crude, 667 barrels. Crop Year to December 22, 1899 .-

Cotton, 204,965 bales spirits, 26,392 casks; rosin, 113,067 barrels; tar, 50.450 barrels; crade, 9,970 barrels. Week Ending December 22, 1898. Cotton, 266,065 bales; spirits, 24,850 casks; rosin, 123,460 barrels; tar, 46, 754 barrels; crude, 9,670 barrels.

IN NASH COUNTY.

Illicit Distilleries Seized by Revenue Raiders-Mr. Robert Hester's Condition. | Special Star Correspondence.]

GOLD ROCK, N. C., Dec. 23. United States revenue officers made a raid yesterday in the gold mining section of Nash county and cut up four or five illicit distillery plants, de stroying a large quantity of beer. No arrests were made, but a small quantity of corn juice was captured.

Mr. Robert Hester, who was shot by two negroes near Rocky Mount a few days ago, is growing worse. His wounds more serious than the doctors attending him at first thought.

ANOTHER DASTARDLY DEED.

Butler's and Pritchard's Friends Continue Their Campaign Against Amendment.

Star Correspondence.

GOLD ROCK, N. C., December 21 .-Mr. Robert Hester was waylaid and shot near Rocky Mount Falls yesterday at one o'clock P. M., by two negroes-John Taylor and another. They met Mr. Hester and demanded his money. He gave them his purse and begged them not to shoot him, but both negroes fired several shots which took effect in his breast and ranged around. He will not die. The negroes were captured in Battlebore last night and taken to Raleigh this morning for safe-keeping. Feeling ran high and there was danger of lynching. It was a daring affair, in broad daylight.

SEASONS FOR ITS OWN.

Messrs. William Ulrich, J. J. Tharp and J. H. Turner, All Well Known Citizens. Passed Away Yesterday.

Sincere sorrow will be universally felt in Wilmington at the announcement of the death of Mr. William Ulrich, which occurred at 8.05 o'clock yesterday morning at his home, 502 South Front street.

During the Summer Mr. Ulrich suffered from lung trouble which de veloped into a rapid case of consump tion. He got better, however, after his first attack, but for the past two months has been steadily on the de cline. He left here in November and spent the month with his uncle, Mr. Jacob Riblin, in Pender county, with the hope that his health would be benefitted. He returned here December 1st, and feeling somewhat improved, resumed his duties as chief mailing clerk at the postoffice. After working for ten days he had to retire to his home, and for the past two weeks his decline was steady.

The deceased was born in Wilmington September 7th, 1867, and was in the 33rd year of his age. He was a son of the late Mr. and Mrs. William Ulrich, both of ago. He leaves three sisters, Mrs. H. M. Bremer, of New York, and Misses Mina and Annie Ulrich of this city. Mrs. Bremer was telegraphed the sad intelligence and she will arrive this evening.

For nearly seven years Mr. Ulrich has been chief mailing clerk in the postoffice. He was widely known in the city, and his genial disposition made him a host of friends. Among all classes of people general regret is felt at his untimely end. He was never married, and was a member of Live Oak Camp, No. 6, Woodmen of The World.

The funeral will take place to-morrow at 10 o'clock from residence.

Mr. J. J. Tharp, a well known g cer, corner Eighth and Mulberry streets and residing at No. 307 Mac Rae street, died at fifteen minutes to four o'clock yesterday morning of diphtheria. He had been sick only since Sunday and his condition was not considered serious until Wednesday about midnight when he grew gradually worse, dying at the hour stated. Mr. Tharp was about 38 years of age and was a native of Brunswick county, being a son of M.rJames Tharp of Town Creek. He leaves a wife and one daughter to mourn their loss. He had since moving to Wilmington about five years ago beorne a very high character in the eyes of his asso-

ciates and those with whom he had business transactions and was a member of Hanover Lodge I. O. O. F., Jefferson Lodge No. 61 K. of P., and Concord Castle No. 1, Knights of the Golden Eagle. Delegations from the different orders were present at the funeral which was conducted privately by Rev. J. W. Potter, pastor of Market street M. E. Church, from the late residence at 11 o'clock yesterday morning. The interment was in Bellevue.

Mr. John Turner, No. 719 Orange street, who for more than twenty years was engineer at the plant of the Wilmington Gas Light Company and a well known citizen, died at his home at 8.15 o'clock yesterday morning at the advanced age of 87 years.

Mr. Turner had not by reason of the infirmities of age been actively engaged during the more recent years and his death yesterday morning was due more to old age than to other causes. The only surviving member of his immediate family in Wilmington is Mrs. J. P. O'Sullivan. The funeral will be conducted this afternoon at 3 o'clock from his late residence by Rev. Dr. Rebert Strange, rector of St. James Episcopal Church, of which the deceased had been a member for a number of years. The interment will be in Bellevue Cemetery.

STEAMER CATHERINE WHITING.

Part of Her Equipment Will be Sold at

Auction Here Saturday. The coasting schooner Ella Wheeler, Capt. A. A. Milliken, which arrived in port yesterday, brought as a cargo a number of articles saved from the wrecked steamer Catharine Whiting. which went ashore during the November storm near Little River, S. C. The cargo consists of a quantity of rope, blocks, compass lights, steam winch, pumps and several tons of scrap iron. The wreckage is advertised to be sold by Messrs. Brooks & Taylor on Saturday morning, December 23rd, at 10 o'clock, on the steamer Seabright's wharf. Capt. C. F. Miller, mate on the wrecked steamer, is here looking after the interests of his son. Capt. T. C. Miller, who owned the vessel. Messrs. Brooks & Taylor are agents in the matter for Mr. George Brooks, of Brunswick county. who had the contract for saving the wreckage.

The cargo of 350,000 feet of lumber on the vessel, which was also saved by Mr. Brooks, will be brought up to the city early in January and sold at auction.

Mr. J. W. Booker Dead.

Mr. J. W. Booker, for a number of years watchman at the Clyde steamship wharf, in this city, died Thursday night at the County Home, where he was being temporarily cared for preparatory to being sent to the State Insane Asylum at Raleigh. He has a son living near Charlotte and a daughter residing in Charlotte. His second wife and a little daughter reside at Newbern, where the remains of the deceased were sent yesterday for inter-

SPECIAL MEETING OF

CHAMBER OF COMMERCE.

Abuse of Magistrate System, River and Harbor Improvement, and the Question of Sewerage Discussed.

In accordance with the call of President W. E. Worth of the Chamber of Commerce, a special meeting of that body was held at 3.30 o'clock yesterday afternoon at its rooms in the Seaboard Air Line building. President Worth was in the chair

and Col. Jno. L. Cantwell, the secretary was on hand. The reading of the minutes of the last meeting was dispensed with. President Worth stated that there are

in the hands of the secretary about 2000 of the maps of the Cape Fear river and bar, and suggested that comething about the city be printed on the backs of the maps and that they be sent out as an advertisement of the city. The president announced that at the

last meeting of the Chamber the unsatisfactory magistate system was dis cussed, and it was the unanimous opinion that through abuse of the system the jail fees were entirely too excessive. The Chamber decided to make some efforts to remedy the evil, whom passed away a number of years and adjourned to take the matter up again. In the meantime a letter was addressed to W. B. McKoy, county attorney, asking for information as to the matter, and Col. Roger Moore, chairman of the Board of County Commissioners, was also invited to attend this meeting and make a state ment on the question under considera-

County Attorney McKoy and Chairman Moore were both present, as was also Mayor A. M. Waddell, who had been invited to attend, President Worth read the following

communication from County Attorney McKoy:

WILMINGTON, N. C., Dec. 21.

Mr. W. E. Worth, President Chamber Commerce, Wilmington, N C.: DEAR SIR-Your letter to hand relaive to the evils and expense of the Magistrates' courts in our county. with a view of a movement of th Chamber of Commerce to recommend change to the next Legislature. I would direct your attention to the

fact that these courts are established by the constitution and the Legislature cannot abrogate them. The Legislature may establish a new court, of equal or enlarged jurisdiction, but this will not abolish the Magistrates' courts, but only add to the expense of our county government. No system has ever been de-

vised equal to the magistrates' courts, that would prevent expensive litiga tion about small matters. The present and previous Boards of County Commissioners have reduced the expenses of the County in this line so materially that it is not now exces-

The acts of the last Legislature have aided the Commissioners very much in this matter. Chapter 634 provides, that excepting capital felonies the county shall not be taxed for more than four witnesses; in former times I have known the county to be taxed with as many as twenty witnesses in small and frivolous cases. The other act does not immediately concern the magistrates, but the Criminal Court, and in Chapter 623 and relates to the payment of special venire-men.

Though the expenses of the county were reduced by the former Board of Commissioners, I will give you a few items from the books of the county which will show what has been done by the present Board of Commissioners, and from this you may ascertain the actual cost of the present magistrate system:

lerk Criminal Court..... 219.90 olicitor Criminal Court..... 2,704.00 As to the prisoners in the jail after their conviction, they will probably not long be of any great expense to

the county, because they will be put to work on the county roads as soon as the system devised by the last Legislature can be carried out by your resent Board of Commissioners, and have no doubt that they will be asking for other convicts from the State to effectually carry on that work. It might be of advantage to enlarge

the jurisdiction of the magistrates i certain cases and in that manner les sen the number of prisoners bound over to the Criminal Court in petty cases, who frequently remain in jail from thirty days to four months, wait I think that there should be more

care paid to the selection of magistrates for the county, by our Represen tatives in the Legislature. Let me say in closing, this letter does not emanate from the Board of Commissioners, but is simply in answer to your letter personally address-

Very truly yours, W. B. McKoy.

After reading Mr. McKoy's communication, the President said that it had been suggested that the magistrate system might be supplanted by a recorder's court which should be given jurisdiction in cases that now are sent up to the Criminal Court, entailing expenses on the county on account of iail fees by reason of the imprisonment of persons who could not give Col. Roger Moore, chairman of the

Board of County Commissioners, by request of President Worth, then made a statement of facts to the meeting. He said that the present trial justice system made it entirely too expensive for the county, as the "runners" for the trial justices or magistrates, were interested in getting all the cases they could before court, and the magistrates not having jurisdiction in many trivial cases, were compelled under the law to bind them over to the Criminal Court. The result was that the county has to pay excessive jail fees. He read from a memorandum showing that the magistrates' costs in 1898 amounted to \$530.2 and in 1899 \$577.11; that the constable fees in 1898 were \$9.75 and in the fees alone being \$2.337.15.

State Library

Col. Moore said something ought to burden. In further discussing the matter, he stated that the convicts of the was adopted, were sent to the workinstitution boarded them, clothed them and physiced them, being allowed the free use of the county lands and the work of the convicts as his remugeration. Under the road law now in force, that convicts now are taken in charge by the county and are worked on the roads, the county bearing the

expense of feeding, clothing and physicing them. He stated that at present all the convicts are at work on the county roads, putting them in condition for the work of macadamizing them, which would begin in about twenty days. The matter was then discussed by Mayor Waddell, Mr. J. A. Taylor, Capt. T. D. Meares, President Worth.

Col. F. W. Kerchner and Mr. Hugh MacRae. On motion of Mr. MacRae a committee of three was appointed to investigate the matter and suggest a remedy for the magistrate abuse Capt. T. D. Meares and Messrs. J. A. Taylor and W. M. Cumming were appanted on the committee.

River Improvement.

President Worth announced tha the second matter for consideration was the improvement of the Cape Fear river and harb r. The Chamber was mistaken in supposing there was a vacancy on the river and harbor committee of Congress, and that the effort to have Congressman Small appointed on the committee had consequently failed. He was satisfied, however, that the efforts made would result in good.

In this connection, President Worth said it had been suggested that one of the needs of the harbor is the dredging of a basin wide enough for vessels drawing from 20 to 22 feet to swing in the stream. Another matter was the recent communication of the Favetteville Chamber, of Commerce asking the cooperation of this body tion to improve the navigation of the river between Fayetteville and Wilmington. He stated that Capt. Chas. Humphreys, of the United States' engineer corps, informed him that \$142,-000 had been expended on the upper Cape Fear, and it was the opinion of the engineers that too radical an improvement of the river by dredging and removing logs would result in running all the water out in a channel that would be too shallow for

On motion, the president was authorized to send a letter to the Fayetteville Chamber of Commerce explaining the conditions and enclosing the written opinion of the engineers

on the question. As to the dredging of a basin in the harbor in which vessels can swing at anchor, Col. F. W. Kerchner moved that the river and harbor committee of the Chamber be instructed to urge an appropraition for this work.

Sewerage System.

President Worth announced that another question for consideration was a sewerage system for the city. He said this was the most important question for this city now, and he would even rather have a good sewerage system then to see the river and harbor improved.

The necessity of a sewerage system was discussed by Messrs. M.W. Jacobi, Col. J. L Cantwell, Mr. Hugh Mac-Rae, Mr. D. L. Gore and Mayor Waddell. All agreed on the ques-

Mr. MacRae said the sentiment of the citizens was unanimously in favor of a sewerage system, but the ways and means of securing it was the stumbling block. He stated that the matter was under consideration by the Board of Aldermen, of which he is a member, and the matter had been referred to a committee of which Alsubmit a plan for sewerage. Mr. Mac-Rae and Mayor Waddell said the limit | Henry Weil. to which the city debt could be raised had been reached and bonds could not be issued, but a proposition had been made to have a sewerage system constructed by a corporation and leased to the city at a fair percentage on the investment, with the privilege that the city can purchase the system in a given number of years. This is understood to be the plan upon which the Board of Aldermen is to act. On motion of Mr. M. W. Jacobi, a

special meeting of the Chamber is soon to be called to consider the sewerage question in detail.

Liberal Offer.

The following substantial message of sympathy was wired by the Atlantic Coast Line Company of South Carolina to their agent at Florence, S. C., upon the occasion of the recent fire in that city:

Atlantic Coast Line, Traffic Department, Wilmington, N. C., Dec. 19, 1899 .- To A. H. Shepard, agent, Florence, S. C.: I regret exceedingly to hear of the disastrous fire in Florence, Please notify proper parties that the Atlantic Coast Line Railroad of South Carolina will contribute 25 per cent. of the freight money for transporta-tion of building material used in rebuilding the burned district; shipments moving prior to June 1, 1900. H. M. EMERSON,

General Freight Agent.

Lumberton Telephone Co.

The Lumberton Telephone Company has filed articles of incorporation with the Secretary of State. The incorporators, each of whom takes ten shares of stock, are Caldwell & Carlyle, A. E. White, Q. T. Williams, E. K. Proctor, Jr., and A. W. McLean, 1899, \$119.53; and the jail expenses in of Lumberton, and E. G. Johnson, of ment. Deceased was a member of the 1898 were \$2,704 and in 1899,\$3,028.89, St. Pauls. The capital stock of the company is \$3,000.

N. C. SUPREME COURT.

New Trial for Jefferson, Alleged Murderer of Capt. Barnes, of Wilson-Other Opinions Handed Down.

[Special Star Telegram.] RALEIGH, N. C., Dec. 22.-Accordding to a decision of the Supreme Court, handed down to day, John Jefferson, of Wilson county, gets a new trial on the charge of killing be done to relieve the county of this | Capt. Barnes, near Wilson, on August 20th, 1899. Jefferson, it will be recalled, was brought here to prevent county before the present road law being lynched by citizens of Wilson county. He was tried first in the house and the superintendent of that | Eastern District Criminal Court, and was convicted. His counsel appealed to the Superior Court, where Judge Hoke ordered a new trial because of the admission of the dying declaration of Capt. Barnes that he believed he had been shot by Jefferson. From Judge Hoke's ruling counsel appealed to the Supreme Court, which sustains Judge Hoke.

Other opinions were handed down

as follows: State vs. Mallett, from

Edgecombe; motion of defendant denied and former opinion of the court affirmed. Robeson vs. McDowell, from Bladen; motions of both plain iff and defendant refused. Garrett vs. Reeves, from Haywood; new trial. Micny vs. Foster, from Macon; affirmed. Consier vs. Penland, from Macon; reversed. Bank vs. Warlick, from Lincoln; affirmed. Asbury vs. Electric Railway Co., from Mecklenburg; no error. Wilson vs. Wilson, from Rutherford; affirmed, Pants Co. vs. Smith, from Polk; reversed Adams vs. Railroad, from Gaston; reversed. State ys. Bost, from Mecklenburg; reversed. Butner vs. Blevins, from Surry; affirmed. White vs. Fox from Alexander; affirmed. State vs. Brown, from Iredell; reversed. Waters vs. Waters, from Sampson: new trial. Crews vs. Cantwell, from Wilson; new trial. Daniel vs. Massenburg, from Franklin; error. White vs. Tripp, from Pitt; affirmed. King vs. Stokes, from Pitt; reversed. Morriss vs. House, from McDowell; reversed. Bernard vs. Hewlett, from New Hanover; per curiam, reversed. High vs. Pannill, from Vance, per curiam, affirmed.

The decision in the case of Cansler vs. Penland establishes a new precedent in this State. Cansler, who was sheriff of Mason county, contracted with Penland to collect taxes on a commission of 21/2 per cent. A diffi culty arose over an account of \$93.02. Cansler set up the claim that the contract was contrary to the statute forbidding a sheriff to "farm out" the collection of taxes in his county. The court so holds, declaring that it is contrary to public policy. This establishes the fact that a sheriff cannot have his taxes collected on commission by an-

LAID TO REST.

Funeral of Mr. William Ulrich Yesterday Morning-Wilmington Light Infantry and Reserve Corps Attend.

The obsequies of the lamented Mr. William Ulrich, who departed this life on Thursday morning, took place yesterday morning at 10 o'clock at the residence on the southwest corner of Front and Church streets. There was a large attendance, including a delegation from Live Oak Camp No. 6, Woodmen of the World, of which the deceased was a member, and the Wilmington Light Infaniry and the W. L. I. Reserved Corps, in a body, to which Mr. Ulrich belonged. The deceased's sister, Mrs. H. M. Bremer, cf New York, was here to attend the fu-

The Rev. A. G. Voigt, pastor of St. Paul's Evangelical Lutheran Church, conducted the services in an impressive manner after which a large cor tege bore the remains to Oakdale Cem. etery for interment. The cortege was headed by the Reserved Corps, with the Light Infantry, in full uniform, following them. The Woodmen of the

World came next in a carriage. After the final service at the grave t was overlaid with many beautiful floral designs. The pall bearers were as follows: Honorary, Dr. Charles T. Harper and Dr. Thomas S. Burbank; active, Col. Walker Taylor and Messrs. derman C. W. Worth is chairman, to J. E. Hall, August Zoeller, D. D. Cameron, Charles Schnibben and

N. C SUPREME COURT.

Adjourned to Meet Again in February. More Opinious-Cases Undecided. [Special Star Telegram.]

RALEIGH. N. C., December 23 .-The Supreme Court adjourned to-day and will meet again at the regular session on the first Monday in February. 1900. Certificates of judgments and opinions will be sent to courts below on the first Monday in January, under the Act of 1887, Chapter 41, at which time execution will be issued.

Opinions were handed down by the court to day as follews: State vs. Gentry, from Madison; no error. Barker vs. Railroad, from Hederson; new trial. State vs. Shines, from Pender; no error. About forty cases that were argued are left undecided. Among these is the case to settle the question of salary of Theophilus White, fhell-fish commissioner.

A Wanderer Comes Home.

Mr. J. Bryan Russell, formerly of Wilmington, now a resident of Texas, arrived in the city yesterday afternoon to spend a while with relatives

and friends. Mr. Russell left Wilmington about five years ago to seek employment in New York city. Since then he has travelled extensively, residing for a while in England and France.

through energy and enterprise achieved marked success. - The Atlantic National Bank

He finally settled in Texas, and ha

and the Wilmington Savings and Trust Company have both declared semi-annual dividends of three per cent., payable on demand.