

WHERE IS THE NEED OF SUBSIDIES?

Hon. Mark Hanna says (and he probably knows) that the ship subsidy bill will receive the attention of Congress the coming session. This is one of the bills in which Mr. Hanna says he is about as much interested as he is in any. The probabilities are that it would have passed at the last session, but the leaders didn't think it would be good politics to whack on an extra \$9,000,000 a year for twenty years or more, in addition to the taxation the people have to bear for the Philippine business; but having gotten through and elected their man, and had these policies practically endorsed by the people who voted for McKinley, they have become emboldened and now feel safe in pushing the ship subsidy scheme, and almost any other scheme they may take into their heads. They doubtless had some understanding that this bill was to be permitted to rest until after the election when it would be taken up and put through.

It may be noted, too, that this scheme was never referred to by any of the Republican speakers or organs doing the recent campaign because they did not know exactly how it would take, but that there was an understanding that it would be put through in the event of Republican success there is little doubt. Whether that was the case or not it seems to be understood now that the bill will be passed, for that is the information given to some of the Republican papers, one of which is the Boston Commercial Bulletin, which, although a commercial paper, is also a Republican paper, for which we clip the following editorial:

"There is every reason for the belief that an investment of capital in ocean transportation of freight will prove a most lucrative venture during the next few years and there is also reason to hope that much more American capital than ever before sought this employment will be put into ocean going steamships. We do not intend to be competent to speak that a shipping bill will be passed at the coming session of Congress which will establish the merchant marine of the United States at once upon a firm basis, and following that event it will only be a matter of short time when, as a nation, we can no longer be reproached with the fact that only 8 per cent of our exports by sea are carried in American vessels and only 24 per cent of our traffic with Europe is carried in our own ships."

"In 1861, according to a local authority on shipping who has lately written a public letter on this subject, our tonnage in the foreign trade amounted to 2,400,000 tons, while now we have: of registered vessels about 800,000 tons, but one-half of these are adapted to the over ocean world's commerce, not one of the latest type of steamships which the foreigners are building and using in our commerce."

"The stocks of the English and foreign steamship companies that handle our carrying trade are prime investments in their home countries, paying excellent dividends and selling at considerable premiums. There is no reason why the American public should not invest its money in American ships and keep at home the profits now accruing to foreigners through their control of the merchant marine."

"To quote again from the authority noticed above, it requires 4,200,000 tons register of vessels constantly employed in our own commerce to serve ourselves. If our merchants and investors could buy abroad 1,000,000 tons register of register, and then build a like amount in this country, we should acquire in a few years 2,000,000, 3,000,000 or 4,000,000 tons register, not one of them second to Great Britain as a maritime nation, and the shipbuilding industry would be greatly enlarged."

"That there is business enough for so large a tonnage may be doubted in some quarters, but a few facts furnished by our local situation may throw some light upon the matter. There are now regularly engaged in the Boston European service steamships aggregating about 300,000 tons, capable of carrying 2,000,000 odd tons of freight annually. The United States Railroad handling this export business claim that they could bring to Boston two or three times as much business yearly if the present steamships were enough running here to take care of it. The tonnage of the port has been increased 100,000 tons since January 1, 1890, and a year ago has been at a premium nearly all the time."

understands from those who are "competent to speak" that a ship subsidy bill will be passed at the coming session of Congress and we have no doubt that he got his information straight. This article was written and published to strengthen the interest taken in that bill and to justify its passage and yet taken as a whole it is a strong and a conclusive argument against a subsidy.

One of the reasons assigned by the subsidy advocates for the decline of American shipping is that there was such a demand for capital in other channels of enterprise which paid better than there was no inducement to invest in ships. Whether there was any truth in that or not, our Boston contemporary says there is reason to believe that capital can find profitable investment in ocean transportation now, and that more capital will go into ocean steamships within the next few years than ever before. Why? Because it is thought that the investment will prove lucrative, and that our transportation business will give profitable employment to the vessels that are built, where is the necessity of a subsidy to encourage the building? Why make the ship owners a bonus of \$9,000,000 a year when they are making money out of the business without any bonus? If the object of this bonus is to encourage the establishment of an American merchant marine, and not simply to pay a premium to American shipbuilders, why not authorize American capitalists who may wish to put money into ocean traffic to buy the ships they want where they can get them the cheapest and quickest? What does it matter to our shippers whether the ship which carries their freight or their is built in this country or in some other country, provided she be owned in this country and the money spent for carrying freights or passengers be kept in this country instead of going abroad to be put into foreign coffers?

It seems to us that when it is admitted that our capitalists will find investment in the shipping business lucrative the last prop is knocked from under the subsidy scheme for the contention of its advocates has been that our ship owners would need help for some years to build ships to compete with foreign shipbuilders, and to run them in competition with foreign ship owners. If it will pay them they can both build and run ships in spite of foreign competition, and the subsidy will be nothing more nor less than a gratuity whose proper name would be steal.

WHICH IS CIVILIZED?

The Chinese Boxers have been denounced as savages for their barbarous treatment of the missionaries and other "foreign devils" who fell into their hands doing the recent uprising, and they were very properly denounced, for in their savage ferocity they acted more like demons than human beings; but with the exception of the refinement of cruelty some of the so-called Christian powers are rivaling the Boxers in brutality and savagery. The published accounts of the promiscuous slaughter of men, women and children, combatants and non-combatants, by the Russians and by the Germans are almost too horrible for belief and would not be believed if they were not well substantiated by Europeans who have been witnesses to what they tell. Think of thousands of human beings, men, women and children, shot down like wild game or driven by the thousands into the rivers to drown and form floating rafts or islands of decaying flesh and bones, as told in the press dispatch published in the STAR yesterday.

And yet Russia is a "Christian" nation, where nearly every daily act is begun and ended with a prayer, with an invocation for the blessing of God. Other nations have indulged in excesses of savagery, but none approaches Russia, which looms up in barbarity above them all. To the credit of our nation, we cannot be charged with brutal murder of the innocents, although we are not free from the charge of plundering.

When order is restored in that land of the yellow man, these "Christian" nations which have been setting the heathen such an example of brotherly love and forbearance will be sending missionaries to enlighten the heathen, and bring them into the Christian fold, and what will the heathen think when he remembers the record of blood and vengeance, of fire and slaughter some of these Christian nations have made in that heathenland?

THEY WANT 106,000 MEN.

The war managers in Washington are getting things in shape to provide themselves with the army they want, which movement will now be pushed right along since they feel that they have been endorsed by the recent election, and that a big army will be all right, as there will be need for most of it in the Philippines for some time to come. The following press dispatch to the New York Sun from Washington throws some light on the movement as it is now progressing:

"In response to requests from the War Department the general officers of the army in the Philippines have submitted estimates as to the number of men that will be required in the archipelago for the next year or so, and in each case the officer says that the force should not be reduced, as even with the guerrilla bands now forming the so-called insurgent army it will be necessary to retain a large number of men for prudential reasons. These estimates have been given the military authorities their own approval, and are being submitted to Congress at its coming session in regard to the military establishment. While Secretary Root has not determined the exact character of his recommendations, it is understood among those so situated as to have knowledge on the subject that the War Department will favor the formation of an army of about 106,000 men. The desire is to have this number in the permanent establishment and to do away with the present temporary army of 50,000 men, the provisions of the act of Congress creating it must be amended on or before June 30, 1901.

"Lieut. Gen. Miles has prepared a plan for the organization of an army on the basis of one man for each 100 population, thus providing a force of 76,000, the figures of the census taken this year being used. In order, however, to provide for a sufficient number of artillery men to permit one day relief on the coast defense fortifications, he recommends a list of an additional 3,000 men, thus making a regular force of 85,000, or thirty regiments of infantry, twelve regiments of cavalry, and corps of artillery. This plan is being used by the War Department proper, although no definite conclusion as to the size of the force to be recommended has been reached."

"Every assistance has been promised Gen. MacArthur by the Government in suppressing the Tagal insurrection, and he believes that all his present forces are necessary to suppress it, and that the army be reduced will probably be opposed strongly by the Administration. In telegraphing Gen. MacArthur in effect that 'the President expects you to bring the insurrection to a successful termination' the Secretary of War said also that no orders interfering with Gen. MacArthur's plan of campaign should be sent from Washington, and it is therefore apparent that the Executive Government will support Gen. MacArthur in his desire to retain a large force of men."

Heretofore they talked about 100,000 men; they have already got the number up to 106,000, and if they don't think that enough they will add at their pleasure.

But the interesting part of this announcement is that in reference to the Philippines, which we were assured would throw up the sponge and ask for mercy as soon as it was known that McKinley was elected. But there isn't any sponge in sight yet, nor is there any indication of any. The election of McKinley doesn't seem to have had the slightest effect in changing the views of the fighting Filipinos.

NIGHT SWEATS, loss of appetite, weak and impoverished blood, colds, grippe, general debility, and frequent recurrences of malaria. ROBERTS' TASTEFUL CHILL TONIC eliminates the malaria, purifies your blood, restores your appetite and gives you a new lease on life. Insist on getting ROBERTS' No other "as good." R. R. BELLAMY, JOS. C. SHEPARD, JR., and J. HICKS BUNTING.

Roger Bacon, the friar, who lived in the thirteenth century took an occasional peep into the future, and among other things predicted that machines would be constructed with which ships could be propelled with greater speed than with a garrison of rowers, and would be guided by one pilot, that carriages would be propelled with incredible speed without the aid of any animal, and that we would have machines, which by means of wings would enable us to soar and fly in the air like birds. The old gentleman was getting close to the steamship, railway, automobile and air ship.

Bismarck's Iron Nerve
Was the result of his splendid health. Indomitable will and tremendous energy are not found where stomach, liver, kidneys and bowels are out of order. If you want these qualities and the success which brings you Dr. King's New Life Pills. They do not ever produce a hair on your body. Only 25c at R. R. BELLAMY'S drug store.

THE COTTON SITUATION.

WILMINGTON, N. C., Nov. 14.
EDITOR STAR:—From the best information I can get the crop in this country will be 10,500,000 bales. Some of our local merchants think it will reach 11,000,000 bales. The Indian and Egyptian crops will be larger than last year. I must think cotton on our market will go to 8 cents before it goes to 10 cents; cotton at 9 to 9 1/2 cents a pound is too high to hold. We have seen it as low as 4 1/2 cents only a few years ago; and that when the crops were no larger than they are now.

We talk about Wall street speculation. Who speculates on cotton more than some of our farmers and merchants in this section? Don't try to make all yourself; let the other fellow make a little. I think we had better sell now; if not all, at least half we now have. Let well enough alone. There are good prices. If our farmers will sell now they will be in a better condition on an average than they have been in twenty years. Be satisfied. All we can use in this world is what we eat and wear, and that is about all of it. Respectfully, D. L. GORE.

WILL FINISH TO-DAY.

Hearing in Railway Tax Assessment Cases at Wilmington Nearing an End.

TWENTY WITNESSES HEARD.

They Testified as to the Usual Process of Undervaluation in Their Several Counties—Court Will Convene at 9.30 This Morning.

Twenty witnesses were examined in the railway tax assessment cases before Standing Master Shepherd's court yesterday. The hearing began promptly at 10 o'clock and continued until 6 P. M., with the exception of a recess for dinner, lasting from 2:30 to 4:15 o'clock in the afternoon. Messrs. Rountree, Price and Burton were the attorneys present for the railroads and Col. Hinsdale was in attendance for the Corporation Commission.

The witnesses for the most part were from New Hanover, Brunswick, Bladen, Carteret, Beaufort, Robeson, Columbus, Greene and Craven counties.

Mr. Charles Harding, deputy register of deeds of Beaufort county, and the first witness for the day, thought that real estate in his county was usually assessed for taxation at about two-thirds of its valuation. Being cross examined by Col. Hinsdale he admitted that his knowledge for the greater part was confined to his own township.

Mr. J. N. Buie, register of deeds of Robeson county, in his direct testimony, made practically the same statement as that on the direct examination of Mr. Harding. On cross examination he admitted that his knowledge was of about one-half of the lands in his county.

Mr. A. E. White, also of Robeson county, testified to an average valuation of lands of from one-half to two-thirds of their true value. Cross examined, he stated that he based the information furnished on the valuation of his own lands and tracts adjacent thereto.

Mr. C. P. Dey, of Carteret county, thought that the under valuation of lands in the town of Beaufort and adjacent territory was about one-third. He stated on cross examination that he thought there was no uniform rule of undervaluation of land; that personal property was usually assessed at very near its true value.

Mr. S. A. Edmunds, Clerk of the Superior Court of Robeson county, thought that the valuation in his territory averaged from 50 to 75 per cent. The cross examination developed about the same facts as to the extent of his knowledge as to the matter in hand.

Mr. S. A. L. Johnson, of Abbottsburg, Bladen county, thought the tax valuation of lands in Bladen was from 50 to 60 per cent, but restricted, on cross examination, his knowledge to his own lands and a few adjoining tracts which had come under his observation.

Mr. Abner Nash, of Robeson county, estimated the average valuation of lands at 50 per cent in his section, based on cross examination, his evidence upon tracts which he had investigated in his vicinity and a few in the town of Lumberton.

Mr. W. M. Webb, of Carteret county, thought the average undervaluation in his section was about 83 per cent, but on cross examination confined his statements to Morehead township.

Mr. C. E. Smith, an assessor in Columbus county for the year 1899, thought the tax valuations there about two-thirds. He was subjected to the same cross examination as to extent of his knowledge with the usual result.

Mr. J. P. Williamson, also of Columbus, testified to the same material facts.

Mr. J. P. Morton, of Carteret, thought the undervaluation was about one third but on cross examination stated that it was the usual custom to assess lands at about what they would bring at forced sale after usual advertisement.

Mr. A. S. Willis, sheriff of Carteret, testified to about the same undervaluation.

Chairman Geo. W. Suggs, of the board of county commissioners of Greene, and Register of Deeds C. A. Laester, of the same county, placed the undervaluation at the one-third, but stated that there was no uniform rule but simply an average of values.

township he made it a rule to assess at a very five per cent of actual value, but the rule was not in all cases observed.

There was testimony by a number of witnesses on the point of true valuation of personal property, and a large percentage of them were understood by State's counsel to testify in the main that there was no uniform rule of undervaluation.

The hearing this morning will be resumed at 9.30 o'clock, a little earlier than usual, in order that the work may be finished by this evening. Witnesses from New Hanover, it is learned, will occupy a greater portion of the time of the court to-day.

\$500 REWARD OFFERED

By the A. C. L. for the Capture of Erastus Tart, Who Wrecked the Passenger Train at Hope Mills.

General Manager J. R. Kenly, of the Atlantic Coast Line, who returned last evening from the scene of the fearful wreck which occurred at Hope Mills Saturday on the A. C. L., a full account of which appeared in Sunday's STAR, stated to a reporter last night that from what could be learned from people in the vicinity of Hope Mills, the crime of placing an obstruction upon the track is laid at the door of Erastus Tart, a young white man about 17 years of age, who had been working in one of the factories at Hope Mills about two weeks. Two hours after the terrible wreck had occurred, Tart went to his boarding house and told George Lovett, with whom he boarded, that he committed the crime and after the confession left immediately. Tart moved to Hope Mills from his home near Dunn.

The railroad authorities have offered a reward of \$500 for his capture and evidence to convict, and a full description of him has been sent to the sheriffs of all the counties. Mr. Kenly said that every possible effort will be used to apprehend the fiendish rascal. He also said that the authorities were unable to ascertain the man's motive to wreck the train beyond malicious devilry.

Engineer Frank McGowan, who was so badly hurt in the wreck, died of his injuries 8 o'clock Sunday morning and his remains were sent to his home at Florence. The mail clerk Sale, and the colored fireman Brockington, who also received injuries, are improving.

Our Greatest Specialists.

For twenty years Dr. J. Newton Hathaway has successfully treated chronic diseases that he is acknowledged to stand at the head of his profession in this line. His exclusive method of treatment for Yaws, Syphilis, Stricture without the aid of knife or cautery cures in 90 per cent of all cases. In the treatment of Loss of Vital Forces, Nervous Disorder, Kidney and Urinary Complaints, Paralysis, Blood Poisoning, Rheumatism, Catarrh and Diseases peculiar to women, he is equally successful. Cases pronounced hopeless by other physicians, readily yield to his treatment. Write him to-day fully about your case. He makes no charge for consultation or advice, either at his office or by mail.

J. NEWTON HATHAWAY, M. D., 22; South Broad St., Atlanta, Ga.

DEATH OF MR. GEORGE FAISON.

Well Known and Popular Shoe Salesman of Wilmington Died at Warsaw.

Mr. George Faison, one of the best known shoe salesmen in the city and a highly esteemed young man, died Sunday night at his home in Warsaw, whither he went a little more than a month ago with hopes of recuperating from a severe attack of typhoid fever.

Mr. Faison since October 1st had been employed as salesman at the shoe store of Mr. W. C. VonGlahn on South Front street and for four years prior to that time he had been with Messrs. Mercer & Evans, the well known Princess street firm. In disposition the deceased young man was kind and obliging and was possessed of a genial and obliging nature. He has many friends in this city and section of country, who will bear with regret the news of his untimely demise.

Mr. Faison was a son of the late Prof. Solomon Faison, of Sampson county, a well known educator just after the war. The deceased was in the 23rd year of his age and is survived by two sisters and two brothers, Miss Nellie and Eliza Faison and Messrs. John and James Faison, all of Sampson county. Besides these he has a large and influential family connection all over Eastern North Carolina. The bereaved ones have the sincerest sympathy of a wide circle of friends.



Probably Drowned Himself.

Erastus Tart, to whom suspicion strongly points and circumstances positively declare as the wrecker of the Coast Line train at Hope Mills last week, has probably carried out his threat to drown himself according to an item in Tuesday's Fayetteville Observer. He has not yet been captured, and the Observer is informed, and it is believed by many that he jumped in the pond which is within a few hundred yards of the scene of the disaster. Brockington, the colored fireman who was hurt in the wreck, will recover and has been sent to his home at Florence.

NEGRO KILLED AT SPRING HOPE.

Attempted to Jump on Moving Train and Lost His Footing—Amputation. [Special Star Correspondence.]

SPRING HOPE, N. C., Nov. 12.—Ashley Woodard, colored, was killed by the shifting train here Saturday at 4.45 o'clock P. M. Both of his legs having been mashed off just below the knees. Doctors Brantley and Edwards amputated both legs about 6.30 o'clock. He attempted to jump on a box car while the train was in motion and missed his footing and fell under the trucks. He also received internal injuries.

ANEMIA

Pale, thin, weak, run-down, low spirits, no appetite. Rosy and plump, fair strength, with pleasure in work, get hungry three times a day, and like good food.

Which of these two pictures is yours?

There are ways to either condition. Skip the first, if nobody wants to be in it, if in it, the way to the second is Scott's emulsion of cod-liver oil, with proper attention to course of life.

We'll send you a little to try you like. SCOTT & BOWNE, 409 Pearl Street, New York.

THE NEWBERN FAIR.

Parade Through Principal Streets—Opening Address by Hon. F. M. Simmons. Fine Racing Events To-day.

[Special Star Telegram.]

NEWBERN, N. C., November 13.—The Newbern Fair was opened to-day with favorable conditions prevailing. A long procession of prominent visitors and citizens in carriages and fair marshals on horseback paraded some of the principal streets of the town and assembled at the fair grounds with a large crowd to hear the opening address delivered by Hon. F. M. Simmons.

He was introduced by S. M. Brinson, Esq., and made a splendid speech, near the close of which he referred to the staunch friendship shown for himself by the people of this and adjoining counties in the recent primary.

Several hundreds of his friends met him upon his arrival here last night. He is the guest of Mr. C. E. Foy.

NEWBERN, N. C., November 14.—The floral parade given here this morning by the young ladies of the city proved to be the most beautiful and gorgeous thing of the kind ever held in Newbern. The prizes were awarded as follows: First, Mrs. S. L. Dill, Jr.; second, Miss Neta Holton; third, Mrs. H. W. Simpson; fourth, Miss Rebecca Street; fifth, Miss Annie Green; sixth, Miss Jessie Hyman. The prize for the best decorated booth was given to Miss Stella Roberts. The prize for the best decorated child's chariot, drawn by a dog, was awarded to little Miss Mace.

The military ball will be held Thursday night. The weather and attendance to day were record breaking.

Col. Waddell May Speak.

Hon. A. M. Waddell yesterday received copies of the official programme of the Southern Industrial Convention, which assembles this year at New Orleans on December 4th to 9th, inclusive. At the evening session of the opening day Col. Waddell is to be in the programme with Hon. Carter Harrison, mayor of Chicago, and Hon. Sidney Story, of New Orleans, for a discussion of "The Nicaragua Canal."

Col. Waddell is undecided yet as to whether or not he will attend. Any business men who desire to go will be appointed delegates by a conference with Col. Waddell, who has the appointments for this section. Prominent men from all parts of the convention will be in attendance, the best of speakers, including many of the finest orators of North and South. It will be strictly an industrial meeting, as its motto suggests: "The Development of the South Means the Enrichment of the Nation. Business; no Politics; no Sectionalism."

To Accommodate Those who are partial to the use of atomizers in applying liquids into the nasal passages for catarrhs of the throat, the proprietors prepare Ely's Liquid Cream Balm.

75 cents. Druggists or by mail. The liquid embodies the medicinal properties of the solid preparation. Green Balm is quickly absorbed by the membrane and does not dry up the secretions, but changes them to a natural and healthy character. Ely Brothers, 56 Warren street, New York.

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It Saved His Leg.

P. A. Danforth, of LaGrange, Ga., suffered intensely for six months with a frightful running sore on his leg, but writes that Bucklen's Arnica Salve wholly cured it in ten days. For Ulcers, Wounds, Burns, Boils, Pain or Elixir it's the best salve in the world. Cure guaranteed. Only 25c Sold by R. R. BELLAMY, druggist.

IMPRESSIVE HOME WEDDING.

Marriage of Miss Olivia A. Fitts and Mr. R. W. Wallace at the Residence of the Bride's Father.

The marriage of Miss Olivia Alice Fitts, daughter of Capt. F. M. Fitts, and Mr. Robert W. Wallace was solemnized yesterday evening at 6 o'clock at the residence of the bride's father, No. 2 Postoffice avenue, with impressiveness. It was a quiet home wedding on account of a recent and better improvement in the family, but it was impressive and attractively decorated in palms and chrysanthemums, and the soft lights reflecting their rays in the festoons throughout the apartments made the scene lovely beyond description. The ceremony was performed by Rev. J. N. Cole, of Grace Methodist Church, and pastor of the bride, in the presence of the immediate relatives and a few intimate friends of the contracting parties. The twain entered the parlor and stood before the minister, who pronounced the words that made them one.

The bride looked beautiful and wore a becoming dress of white silk with trimmings of white chiffon and satin ribbons. She carried a lovely bouquet of bride's roses and maiden hair ferns. The bride received many handsome gifts.

After receiving hearty congratulations and best wishes of their friends the bride and groom left on the A. C. L. north bound train at 7 o'clock for an extended bridal tour to New York and other Northern cities.

The bride is a very charming and beautiful young lady and has many friends in Wilmington. Mr. Wallace is one of Wilmington's most popular young business men and is the clever and energetic proprietor of The Orton. The popular couple have the best wishes of a wide circle of friends not only in Wilmington but throughout the State. Mr. and Mrs. Wallace will be at home at The Orton after December 1st.

AN IMPORTANT DIFFERENCE.

To make it apparent to thousands, who think themselves ill, that they are not afflicted with any disease, but that the system simply needs cleaning, we bring comfort home to their hearts, as a cod liver oil is easily cured by using Syrup of Figs. Manufactured by the California Fig Syrup Co. only, and sold by all druggists.

Huge Bahama Potato.

Brunswick county has long held the blue ribbon for the largest and finest sweetest potatoes in the State, but it was reserved for Mr. Samuel Bell, of Shallotte, to break the record with the largest one in the world, perhaps. He had on exhibition at the office of Messrs. Stone, Rourke & Co. yesterday a huge Bahama which weighed 7 1/2 pounds and which measured in circumference 2 1/2 inches. And one of those wags who was admiring its huge proportions yesterday was so cruel as to remark that "it wasn't a good year for sweet potatoes, either."

Died at Old Age.

Mr. J. H. Boyett died early yesterday morning at his boarding house, No. 211 Davis street, at the advanced age of 76 years. His death was caused from rheumatism. The remains were sent yesterday afternoon to Abbottsburg, Bladen county, on the Carolina Central Railroad, where they will be interred in the old family burying ground.

Death of a Veteran.

Mr. J. W. Ketchum, an old Confederate veteran, aged 67 years, died Sunday night at 9.30 o'clock at the residence of Mr. E. J. Littleton, 312 Queen street. His remains were taken to Jacksonville yesterday afternoon, and the funeral will be held this morning.

—Mr. R. E. Lee, one of the most prominent business men of Laurinburg, was in the city yesterday. Mr. Lee is here purchasing building material for the Glenn Hotel, an elegant building which he is erecting in Laurinburg.

Fayetteville Observer: Erastus Tart, the young man wanted for wrecking the Atlantic Coast Line train near Hope Mills, S. C., is believed to have been captured, and is now in the hands of the authorities.

—The death of Engineer McGowan, has not yet been captured, and it is believed by many that he has carried out his threat to drown himself in the pond which is within a few hundred yards of the scene of the disaster. Brockington, the colored fireman, was sent to his home in Florence yesterday afternoon. He will recover.

POSTOFFICE DEPARTMENT.

Estimates for Appropriation Aggregate About \$121,000,000.

By Telegram to the Morning Star. WASHINGTON, November 14.—Postmaster General Emory Smith has framed his estimates to be submitted to Congress, and will ask an aggregate of about \$121,000,000 as the appropriation for the entire service for the fiscal year ending June 30, 1902. This includes an estimate of \$3,500,000 for the rural free delivery service. By the close of the fiscal year 3,300 rural free delivery routes throughout the United States will have been established, and the general extension contemplated for next year will involve about 4,500 additional routes.

The population of the State of Ohio is 4,187,545, as against 3,672,316 in 1890. This is an increase of 486,229, or 13 1/2 per cent.

LOOK! A STITCH IN TIME.

Saves time. Hughes' Tonic never improved, taste pleasant taken in early spring and Fall preventions. Beware of cheap imitations on the liver, tones up the system. Better than any other remedy. Try it. Druggists, 50c and \$1.00 bottles.

What Pleases the Children

pleases the old folk. If only to witness the delight in "Henry Books" for the boys (nicely bound in cloth). Unsurpassed for all disorders of the stomach and liver, and for all weakening complaints of men, women and children.

Games--

We have a large assortment of Games--check, croquet, Archery, etc. Our Crown Combination Board--(36 games in one) is the most popular on the market.

C. W. Yates & Co.

GOOD HEALTH by the Quart.

Every bottle you take of Johnston's Sarsaparilla means better health, and every bottle contains a full quart. It makes better blood-purifier, it makes better blood-purifier, it makes better blood-purifier.

Johnston's Sarsaparilla

builds up the system, tones the nerves, and strengthens the muscles more promptly and effectually than any other remedy known. The pale of the cheek disappears, energy takes the place of languor, and the rich color of health flows to the cheeks. Unsurpassed for all disorders of the stomach and liver, and for all weakening complaints of men, women and children.

Sold everywhere. Price, \$1.00 per full quart bottle. MICHIGAN DRUG CO., Detroit, Mich. For sale by HERBERT L. FENTRESS, Wilmington, N. C.

PRESBYTERIAN SYNOD

Met in Raleigh Last Night—Officers Were Elected—The Supremo Court—Walsler Elected Reporter.

[Special Star Telegram.]

RALEIGH, N. C., November 13.—The eighty-seventh Presbyterian Synod of North Carolina met here to-night. After hearing an able sermon by Rev. Wm. Blake, synodical evangelist, the synod organized by electing Rev. W. D. Morton, of Rocky Mount, as moderator; Rev. F. H. Johnson, of Tarboro, as recording secretary and Elder J. M. McIver, of Gulf, as reading clerk. The synod will be in session till Saturday.

The Supremo Court this afternoon elected Attorney General Zeb Vance Walsler as reporter