

A SOUTHERN VIEW OF IT.

Yesterday we presented some views of Northern men interested in and connected with railroads, on the recent decision in the Western railroad merger case, one of whom, Mr. Schiff, of New York, expressed the opinion that in the long run it would have a salutary effect. This is the opinion, also, of Mr. John Skelton Williams, President of the Seaboard Air Line, one of the first of the Southern railroad men to give his views of that question. He doesn't reach his conclusions from the standpoint that Mr. Schiff does, but from an altogether different standpoint. He is thus quoted in an interview a few days ago in Richmond:

"I am satisfied that when they come to study the matter carefully, the men thinking men of all classes, not only in the South but in the country generally, except those whose ambitious schemes are directly hindered, will be united in feeling that the decision is sound law, good sense, for the advantage of all legitimate interests and for the general welfare. From a legal standpoint it accords with the opinions of many of the ablest lawyers of the country, and it seems to be fortified by authority and reasoning too strong to be shaken. I have no fear that the Supreme Court will reverse or seriously modify it. Public policy, public sentiment and established principles and precedents of law combine to sustain the Circuit Court."

"From a commercial and practical railroad standpoint the soundness of the court's position is indisputable. It voices the judgment of probably nine-tenths of the most conservative business men of the country. Last November in New Orleans in an address before the trust company section of the American Bankers' Association I took the ground that there must be check to the processes of merger and combination. I found my position was heartily approved by most of my hearers and by the public generally. If I may judge from press comments, and I am satisfied the country at large will welcome the court's action."

"The independent railroad systems are by this decision assured that connecting lines with whom they interchange business cannot be bought up by some powerful and influential man or men and of such friendly connecting lines, and the holders of securities in the independent systems will be assured that their interests will not be jeopardized by the sale of majority shares to rivals whose interests may be to divert the business of the road to their own hands. The larger systems, on the other hand, are protected against the building of parallel lines which will force them to buy to protect themselves."

"The decision seems to make impossible the success of the projected Southern Securities Company. It will be recalled that in the recent hearing before the Interstate Commerce Commission in the Louisville and Nashville case Mr. Gates testified that if the Northern Securities Company were upheld Mr. Morgan proposed the organization of a Southern Securities Company to merge certain important roads in the South, plans having been discussed or arranged to await the decision, which Mr. Morgan expected to be favorable to his interest. It could not have been a healthy or safe situation. If a few men could have set in their offices in New York and controlled the railroad systems of the entire country—not safe for the stockholders of the roads themselves nor for the public."

"Speaking for the independent systems, I welcome the promise of continued fair competition. There is plenty of business to give good profit to all roads and systems properly established and wisely managed, and there will be demand for extension and for new lines to carry the steadily increasing traffic and travel. As for the general public, it is idle to talk of a political republic with a financial tyranny. There is no more safety in having commerce at the mercy of an absolute ruler than there would be in having our Government controlled by a czar who might be a benevolent or a cruel despot, a wise or a foolish one, according to his whim or abilities or the circumstances."

"Instead of disturbing our prosperity by this decision, if sustained, as I believe it will be, with the secure and protect the commercial situation. It will encourage and foster legitimate extension, growth and expansion and stimulate enterprise in industry and local effort by guaranteeing them against oppression and forced absorption."

RECORD OF THE PAST

No Stranger Evidence Can Be Produced.

Look well to their record. What they have done many times in years gone by is the best guarantee of future results. Any one with a bad back, any reader suffering from urinary troubles, from any kidney trouble, the longer you know them the better they are appreciated. I can add nothing to the statement I first made in 1896 after I procured the remedy at the Ventura Drug Co., and took a course of the treatment, which cured me. I was absolutely free from all backache for nearly three years, then I noticed a slight ache, as the result of a cold, in my back. A box of Doan's Kidney Pills disposed of it. I have recommended this remedy to many, and have never heard of one who did not endorse the claims made for it.

For sale by all dealers. Price, 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name—Doan's—and take no substitute. ap 13 lw

CLEVELAND ON THE RACE PROBLEM.

Yesterday we quoted some extracts from the eloquent address of Col. Watterton at the banquet of the Hamilton Club, in Chicago in which he presented the race problem in what was doubtless a new light to his audience, many of whom had been viewing it from a narrow, sectional, partisan standpoint. Some what in line with this, though somewhat different in conception and less captivating in diction, was the address of ex-President Cleveland who was the principal speaker at a meeting in New York city, Tuesday night in the interest of the Tuskegee, Ala., Colored Institute. A number of more or less prominent men were on the stage, and among them Booker T. Washington.

Mr. Cleveland was introduced by Mayor Low, and then proceeded to frankly discuss the race problem which is now attracting even more attention in the North than it is in the South, because politicians are pushing it to the front. He declared himself a believer in the education of the negro as one of the essentials for the solution of this problem, and commended the work of Booker T. Washington, who he said has met with the sympathy, encouragement and support of the best element of the white people of the South, without which, whatever the efforts of the North may be, but little can be accomplished. Speaking as "a friend of the negro," he said:

"I believe that the days of Uncle Tom's Cabin are past. I believe that neither the decree that made the slaves free nor the enactment that suddenly invested them with the rights of citizenship any more purged them of their racial and slavery imperfections and deficiencies than it changed the color of their skin. I believe that from nearly nine millions of negroes who have been intermixed with our citizenship, there is still a grievous amount of ignorance, a sad amount of viciousness and a tremendous amount of laziness and thriftlessness. I believe that these conditions inexorably present to the white people of the United States, to each in his environment and under the same rule of good citizenship, a problem that neither enlightened self-interest nor the higher motive of human sympathy will permit them to put aside. A little son of Mr. Littleton and a young man saved three children from the flames but the others perished."

FARMING AND TRUCKING LANDS.

Mr. R. A. Brand Talks Interestingly to Baltimore Sun Correspondent. [Special Star Telegram.] WASHINGTON, April 14.—Mr. R. A. Brand, of Wilmington, N. C., general freight agent of the Atlantic Coast Line, who is in this city, said last night:

"The Atlantic Coast Line beats any railroad in the world in the quantity of berries transported. Last Saturday we shipped out of Wilmington 34 refrigerated cars filled with as luscious strawberries as ever grew. As each car hold about 8,000 quarts, it will be seen that this total shipment of 272,000 quarts, which is a rather good spring crop of berries. 'This year is a fine one for the growers and the fruit is very early, fully three weeks in advance of last season. The peach crop did not promise so well, owing to the damage done by the cold snap, and the yield probably will not be over a third of a crop.' The farmers down our way are in good humor because of the good revenue they have been getting from their lands. There is the item of tobacco alone, from which many small planters derive a comfortable income. The development of tobacco growing in South Carolina, particularly in the last few years, is something remarkable. There is one small town on our line, a little place called Mullins, which handled the past season about 800,000 pounds of tobacco. The beauty of its production is that it can be made a surplus crop; that is to say, any planter can plant three or four acres without interfering with his other operations. It is every farmer who undertakes tobacco culture who makes a success of it, but where it is skillfully managed it is about the best paying crop that can be raised in the South."

GOOD ROADS CONVENTION.

Governor Appoints Delegates to St. Louis Meeting, April 27th to 30th. [Special Star Telegram.] RALEIGH, N. C., April 15.—Gov. Aycock appointed today twenty-one delegates to the Interstate Good Roads Congress, at St. Louis, April 27th-30th. D. McEachern, of Wilmington, William Dunn, of Newbern, and Geo. D. Green, of Wilson, are among the number.

BEAUTIFUL WEDDING.

Miss Bettie DeRosset and Mr. Frederick W. Dick Married Last Evening.

A VERY BRILLIANT AFFAIR.

Ceremony by the Rector and an Uncle of the Bride—Reception and Complimentary German—Leave for Bridal Tour This Morning. Historic Saint James' church was perhaps never more resplendent with the beauty and fashion of the city than on last evening at 8:30 o'clock when merrily rang the wedding bells for the marriage of Miss Bettie Ger DeRosset and Mr. Frederick William Dick, both popular young people of this city.

The civil and betrothal portion of the beautiful service was read by the rector, Rev. Richard W. Hogue. The religious and choral portion was read by the Rev. Fred C. DeRosset, of Springfield, Ill., who came long distance to unite his niece in marriage to Mr. Dick. The church edifice was densely crowded but as attendance was by card all were comfortable seated by the ushers, Messrs. Swift Boatwright and Aubrey Parsley. Promptly at the hour appointed the organist, Mr. James Charles Craft, began the wedding march from Tannhauser and the expectant eyes of the audience soon beheld advancing slowly along the main border aisle toward the altar two pretty flower girls, little Misses Delamar Burbank and Bessie Conolly, charmingly dressed. Next came the ushers and the groomsmen, followed by eight bridesmaids, Miss May Ella Rankins, Miss Sue McQueen, Miss Mary O'Leary, Miss Emma West, Miss Alice Boatwright, Miss Anita DeRosset, Miss Ida Randolph and Miss M. W. Widdowson. Other changes took place in the order of the confederation. Capt. Sanders was personally aboard and first pulled a small yacht from almost under the very bow of the burning boat. The tug Blanche, tied up just south of the Compton, was also taken to safe anchorage and Capt. Sanders then began to play a stream of water on the Compton from the pumps aboard. The firemen, by laying 3,000 feet of hose, managed to get two streams on the burning property, and this was followed by other streams from the Marion, which was lying at the Sprunt wharf and soon followed to the rescue. The Compton is an iron hull vessel, and as soon as practicable she was towed out into the middle of the stream by the Sanders and towed down the river. The Marion assisted. The scow was soon moored to the wharf at the north end of the yards and the firemen under personal direction of Mr. Skinner and Chief Schlichter, soon had the flames extinguished. The pile-driving apparatus belonging to the scow was tied alongside the Compton, but was saved after some damage. The tug Blanche was scorched some as were also the Franklin Pierce and schooner Argyle, belonging to J. W. Brooks and Brooks & Taylor. The two last named were on the ways, the apparatus of which was not injured.

Accurate estimates of the losses and insurance cannot be made at this hour. The burned steamer Compton was built at Wilmington, Del. in 1889 and was formerly used by the old C. F. & Y. V. railroad as a ferry boat in this city. She was 53 tons net register, 85 feet long, 24 feet breadth and was 8 feet depth of hold. She was formerly used on the Wilmington and Little River line and Messrs. Stone & Co., of this city, are her agents here. Mr. M. J. Corbett is president of the company which owns her. She had been undergoing extensive repairs since the completion of the steamer Sanders by the same company about two months ago. Capt. Sanders of the steamer Sanders, which was first to reach the scene, is confident that the fire started in the hoisting scow, which was lying outside the Compton to the west. Several others who reached the scene early are of the same opinion. The wreck of the Compton was towed to the company's wharf, near foot of Market street, this morning.

FUNERAL OF CAPTAIN KENAN.

Services at 11 O'clock This Morning from the First Presbyterian Church—The Military Will Attend. The remains of the late Capt. William Rand Kenan, whose sad death has been announced, reached Wilmington from Baltimore on a special train at 6:30 o'clock yesterday morning and were taken directly to the family residence on Nun, between Front and Second streets. A number of friends and relatives were at the station to receive the party, notwithstanding the early hour. Accompanying the remains were all members of Capt. Kenan's family, including Mr. and Mrs. E. M. Flagler who joined the funeral party en route. Other relatives came during the day including Col. Thos. S. Kenan, of Raleigh, who met the remains in Washington. Mr. Thomas S. Kenan, Jr., of Atlanta, also arrived during the day. Mr. Charles B. Dabee and Dr. V. E. Turner, of Raleigh, friends of Capt. Kenan, arrived last evening to attend the funeral.

The services will be conducted at 11 o'clock this morning from the First Presbyterian church by the pastor, the Rev. J. M. Wells, Ph. D., and the remains will be laid to rest in Oakdale. Camp Fear Camp has been called officially to assemble in uniform at 10:30 o'clock this morning at the W. L. I. armory to attend the services, and the Wilmington Light Infantry has been called to assemble at 10 A. M. for that same purpose. Members of the Reserve Corps of the company are also requested to be in attendance.

Pretty Marriage at Delgado.

At Delgado village last evening at 8 o'clock, in the presence of a large number of friends, Miss Attie Bowman, daughter of Mr. and Mrs. Samuel Bowman, was happily married to Mr. Herbert King, son of Mr. and Mrs. E. J. King, of Topsail, N. C. Rev. E. J. Edwards, of Delgado, performed the ceremony and the bride received many handsome presents, including a beautiful China tea set.

To Cure a Cold in One Day.

Take Laxative Purgative Tablets. All prominent druggists have them. Price 10c. W. Grove's signature is on each box. 50c.

FIRE THIS MORNING.

The Steamer Compton Burned at the Wharf of Skinners' Ship Yard Early To-day.

LOSS IS FULLY ONE-HALF.

Hoisting and Pile Driving Apparatus of Mr. L. H. Skinner Badly Damaged. Quick Work of the Steamer Sanders—Estimates, Etc. The freight and passenger steamer Compton, belonging to the Wilmington and Little River Transportation Co. of this city, was almost completely destroyed by fire this morning at 1 o'clock, at Skinner's marine railway, in the southern section of the city, where she had just undergone extensive repairs and was tied up at the railway wharf. The steamer is valued at \$120,000 to \$130,000, and was insured for only \$10,000. The damage is fully one half, and may be more.

A hoisting scow, machinery and pile driver belonging to Mr. Louis H. Skinner and also tied up at the wharf was damaged to the extent of about \$300. The loss is partially covered by insurance. Other boats tied up in the vicinity were towed away with only slight, if any, damage. The origin of the fire is unknown. An old colored watchman on the yards said the fire originated in the Compton and it was a light breeze when he discovered it. Alarms of fire were sent in from box 41, Water and Market streets, and box 45, Front and Castle streets. The two alarms confused the firemen greatly and the fire was exceedingly hard to get to. The steamer Sanders, belonging to the same company as the Compton, was steaming up, however, to leave at 10 o'clock for Little River, S. C. and immediately put to the scene of the conflagration. Capt. Sanders was personally aboard and first pulled a small yacht from almost under the very bow of the burning boat. The tug Blanche, tied up just south of the Compton, was also taken to safe anchorage and Capt. Sanders then began to play a stream of water on the Compton from the pumps aboard. The firemen, by laying 3,000 feet of hose, managed to get two streams on the burning property, and this was followed by other streams from the Marion, which was lying at the Sprunt wharf and soon followed to the rescue.

PRETTY AFTERNOON WEDDING.

Miss Bertha Colwell Swinson Became the Attractive Young Bride of Mr. Archibald Bule McNair—Ceremony. At the pretty home of the bride's parents, Mr. and Mrs. John H. Swinson, No. 211 Grace street, yesterday afternoon at 3:15 o'clock a beautiful home wedding was celebrated which joined in marriage Miss Bertha Colwell Swinson and Mr. Archibald Bule McNair, both popular young people of this city, the groom being a son of Mrs. Flora C. McNair, of Hartsville, S. C., but a resident of Wilmington for a number of years. The parlors of the home were most handsomely decorated with palms, ferns and a profusion of cut flowers which, with the brilliancy of the other environment, made the scene a lovely one indeed.

The bride was attended by Miss Mary Swinson, her sister, and Miss Sallie Murphy, the first named as maid of honor and Miss Murphy as bridesmaid. They were charmingly gowned in white French lawn trimmed with white ribbon and lace and carried shower bouquets of pink carnations, La France roses, and maiden hair ferns, caught with pink ribbon. The bride wore a becoming navy blue traveling suit of broadcloth with gloves and hat to match and carried a beautiful bouquet of bride's roses, lilies of the valley and maiden hair ferns, deftly tied with white tulle. The bride and groom were preceded from the rear parlor by the bride's attendants and at a beautiful improvised altar banked with palms and ferns the latter gracefully gave way and the popular young couple to the marriage vow stood before the Rev. Dr. Calvin S. Blackwell, who made them man and wife in a beautiful ceremony, the ring service having been used.

The wedding march was artistically rendered by Mrs. J. D. Edwards. A wedding march from Lohengrin was played as the party entered, and while the ceremony was in progress "O Promise Me" was rendered softly and with beautiful effect. Mendelssohn's wedding march was played as the party retired from the altar. Immediately after the ceremony Mr. and Mrs. McNair received hurried congratulations from a host of friends who were present to witness the happy event and at 5:45 P. M. they left for Hartsville, S. C., the groom's old home, where an elegant reception was given last evening. Many of the wedding guests accompanied the young couple to the train and they were showered with rice in token of their good wishes and happy congratulations.

Many and exceedingly beautiful presents were received by the bride, who is one of Wilmington's most beautiful young ladies, much loved and admired in a wide circle of friends. The groom is a nephew of Mr. S. P. McNair, a leading wholesale merchant and citizen of Wilmington, and young Mr. McNair occupies a responsible position in his uncle's office. Mr. and Mrs. McNair will return to Wilmington Wednesday and will be at home at No. 211 Grace street. Among the guests from a distance to attend the wedding were Mr. Alfred McNair, a brother of the groom, of Hartsville, S. C., Mr. G. W. Swinson, of Columbia, S. C., an uncle of the bride; Mr. Ernest Herring and Miss Jessie Herring, of Tomahawk, N. C.; Mr. R. W. Herring, of Chapel Hill, N. C.; and Miss Bert Caldwell, of Wallace, relatives of the bride.

"Fifty-four years ago yesterday," we are reminded by an old inhabitant, "there was six inches of snow on the ground in Wilmington."

HAIL DAMAGED TRUCK

Severe Storm Passed Over Part of Strawberry Belt Tuesday Afternoon.

EARLY REPORTS RECEIVED.

At Grate, on W. C. A. Railroad, It Was Heavy, But at Garland, Sampson County, It Was Most Destructive—Some Crops Rained. News reached the city Tuesday afternoon of a terrific hail storm that passed over a portion of the trucking belt in this section about noon. At Grate on the W. C. A. railroad, much damage was done to strawberries and Whiteville and Chadbourn also suffered to some extent. The most discouraging report, perhaps, comes from Garland, Sampson county, and other sections doubtless suffered also. It will require a day or two to determine exactly the extent of the injury. The following reports were received by the STAR in reference to the storm:

CHADBOURN, N. C., April 14.—No damage by hail storm at Chadbourn today but at Cerro Gordo, it was reported quite heavy. WHITEVILLE, N. C., April 14.—The damage done by a heavy fall of hail in this section to-day is small. The heavy storm passed north and east of this place and thereby missed the great berry section. The principal damage done so far as we are able to learn is to the fruit and early gardens. GARLAND, N. C., April 14.—This section was visited by a terrific hail storm about noon to-day. It lasted for more than half an hour, the trees are stripped of their leaves and branches and the strawberry crop looks like a total loss. Just what the damage is cannot be ascertained as yet. Lots of hail stones the size of goose eggs could be seen after the storm was over. The window lights in all the buildings are badly shattered.

MANN CASE CONTINUED.

Owing to Absence of Prosecuting Attorney It Was Set for Next Tuesday. Owing to the absence of Marsden Bellamy, Esq., whom it is understood has been employed to prosecute the defendant, the case of Samuel L. Mann, charged with stabbing Rodolph McRea on the night of April 1st, was continued in the police court yesterday at noon until Tuesday, 21st inst. Mr. Bellamy is engaged in the trial of the Kirven case in the Superior Court and could not be present. Mann's bond was continued with the same securities. Herbert McClammy, Esq., and A. J. Marshall, Esq., were present yesterday as counsel for Mann. Makes a Clean Sweep. There's nothing like doing a thing thoroughly. Of all the Salves you ever heard of Bucklen's Arnica Salve is the best. It sweeps away and cures Burns, Sores, Bruises, Cuts, Boils, Ulcers, Skin Eruptions and Piles. It is only 25 cents, and guaranteed to give satisfaction by R. R. BELLAMY, Druggist.

THE STRAWBERRY MARKET.

Sixty Refrigerator Cars and 2,000 Crates by Express Went Forward Tuesday. The Storm in New York. Sixty refrigerator cars of 300 crates each and 2,004 crates of strawberries by Southern Express were shipped through South Rocky Mount Tuesday. Eighteen cars went to New York, where the price ruled from 7 to 18 cents, 15 cars went to Boston; 11 to Pittsburg; 5 to Buffalo, two each to Newark, N. J., and Cleveland, Ohio, and one each to Philadelphia, Providence, Worcester, Hartford, Elmira, Columbus and Montreal. The bulk of the Express shipments went to New York, Philadelphia, Baltimore, Washington and Boston. The shipments to New York, however reached a bad market as the following special telegram received by the STAR last night will show:

NEW YORK, April 15.—No berries were delivered by freight to-day, a bad wind and rain storm affecting the market considerably. Express shipments sold from ten to fifteen cents. Asparagus prices are fifty cents higher. Peas are bringing \$3; cabbage \$1.75; lettuce \$1.50 to \$2.50. J. G. LIPPMAN, Wholesale Produce Commission Merchants. MANN CASE CONTINUED. Owing to Absence of Prosecuting Attorney It Was Set for Next Tuesday. Owing to the absence of Marsden Bellamy, Esq., whom it is understood has been employed to prosecute the defendant, the case of Samuel L. Mann, charged with stabbing Rodolph McRea on the night of April 1st, was continued in the police court yesterday at noon until Tuesday, 21st inst. Mr. Bellamy is engaged in the trial of the Kirven case in the Superior Court and could not be present. Mann's bond was continued with the same securities. Herbert McClammy, Esq., and A. J. Marshall, Esq., were present yesterday as counsel for Mann.

FOUR FREE FRIENDS FOR FARMERS.

Our money winning books, written by men who know, tell you all about Potash. They are needed by every man who owns a field and a plow, and who desires to get the most out of them. They are free. Send postal card. GERMANN KALI WORKS 98 Nassau Street, New York.

There's nothing like doing a thing thoroughly. Of all the Salves you ever heard of Bucklen's Arnica Salve is the best. It sweeps away and cures Burns, Sores, Bruises, Cuts, Boils, Ulcers, Skin Eruptions and Piles. It is only 25 cents, and guaranteed to give satisfaction by R. R. BELLAMY, Druggist.

PUZZLE PICTURE.

PICTORIAL PUZZLE. FIND THREE HIDDEN FAIRIES.



WINCHESTER "NEW RIVAL" FACTORY LOADED SHOTGUN SHELLS.

Give these shells a thorough trial, and you will find them to be as nearly perfect as experience, ingenuity, brains and equipment can make them. They are made with the Winchester patent corrugated head, which has made Winchester "Leader" and "Repeater" Smokeless Powder Shells so popular and satisfactory. Winchester Factory-Loaded "New Rival" Shells are thoroughly waterproof, and are loaded by exact machinery with the standard brands of powder, shot and wadding which makes them uniform and reliable.

STATEMENT OF THE Wilmington Savings & Trust Co. At close of business April 9th, 1903, (condensed from report to Corporation Commission.)

Table with columns for ASSETS and LIABILITIES. Assets include Real Estate, Cash on hand, Loans and Discounts, Total. Liabilities include Capital, Deposits, Accrued Interest due Depositors, Total.

FURNITURE When you are looking for anything in this line SEE US. We Cannot Be Undersold. Agents for Wheeler & Wilson No. 9 Sewing Machine. THE SNEED CO., Corner Second and Market streets.

DR. MOFFETT'S TEETHINA (TEETHING POWDERS) Cures Cholera Infantum, Diarrhoea, Dysentery and the Bowel Troubles of Children of 2 to 6 Years. Aids Digestion, Relieves the Stomach, Clears the Throat, and prevents Worms. Cures Eruptions and Sores, Cuts, Piles and Thrush. Removes Sulphur from the Skin. Counteracts and Overcomes the Effects of all small 25 cents to C. J. MOFFETT, M. D., St. Louis, Mo.