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THE LARGEST CIRCULATION OF ANY NORTH CAROLINA DAILY.

## AN AWFUL TRAGEDY

THE STEAMER ELBE SUNK AND 380 OF HER PASSENGERS AND CREW DROWNED.

ONLY TWENTY PERSONS SAVED.

The Accident Occurred in the North Sea Fifty Miles from Land—The Ill-Fated Vessel was Bound from Bremen to New York, and Had on Board 408 Human Souls—The Name of the Colliding Vessel not Yet Certainly Known.

LONDON, Jan. 30.—Lloyd's agent at Lowestoft wires at 6:12 p. m. as follows: "The Elbe sunk in the north sea after coming into collision with another steamer. Twenty of her people have been landed here by a fishing smack. These include the second mate and pilot, who express fear that the loss of life is very great."

A later dispatch timed 7:45 p. m. says the Elbe sank fifty miles off Lowestoft and 380 of her passengers and crew were lost.

A still later dispatch from Lowestoft says of the 248 passengers and 160 officers and crew of the Elbe, all were lost except twenty who succeeded in getting into a boat and were picked up and brought to Lowestoft by the fishing smack Wild Flower.

Lowestoft is one of the chief fishing stations on the Suffolk coast of England. The name of the colliding vessel is as yet unknown. The Elbe sailed from Bremen on her return to New York yesterday.

### A Later Account.

LONDON, Jan. 30.—The North German Lloyd Steamship Elbe, bound from Bremen for New York, was sunk in a collision with a small steamer fifty miles off Lowestoft early this morning. She carried 387 souls. But twenty-one survivors have been landed, but a few others may still be afloat in one of the ship's small boats. At 10 o'clock this evening the number of lives lost was given out as 350.

The survivors of the wreck were landed at Lowestoft by the fishing smack Wild Flower 5:40 o'clock this evening. They are: Stollberg, third officer; Neussel, first engineer; West, paymaster; Schultheiss, Linkmeyer and Seiting, assistant paymaster; Furst, chief stoker; Vioebe, steward; Wenzel, Singer and Seibert, sailors; Drenon and Batko, ordinary seamen; Deharde, German pilot; Greenham, English pilot; Hoffmann, Lugen, Schlegel and Vevera, saloon passengers; Bolthen, a steerage passenger, and Miss Anna Buecker.

### In a Most Pitiable Condition.

Hoffman's home is in Nebraska. His wife and boy went down with the ship. All of them were in a pitiable condition. The passengers were but half clothed. Their few garments were frozen stiff, their hair was coated with ice, and anxiety and effort had exhausted them so completely that they had to be helped ashore.

The officers and sailors were fully dressed, but their clothes had been drenched and frozen, and they had been almost paralyzed with cold and fatigue. They had been ashore three hours before they had recovered sufficiently to tell the story of the wreck. Their accounts agreed upon the following points:

### Story of the Wreck.

The Elbe left Bremen on Tuesday afternoon. The few hours of the voyage before the disaster were uneventful. At 4 o'clock this morning the wind was blowing very hard and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that many vessels were nearby. The Captain, therefore, ordered that rockets should be sent up at regular intervals to warn the craft to keep out of the Elbe's course.

It was near to six o'clock and the Elbe was some fifty miles off Lowestoft coast of Suffolk, when the look out man sighted a steamer of about 1,500 tons approaching. He gave the word, and, as a precaution, the number of rockets were doubled and they were sent up at short intervals. The warning was without effect. The steamer came on with unchecked speed and before the Elbe could change her course or reduce her speed noticeably, there was the terrific crash of the collision.

### Passengers in bed.

The Elbe was hit abaft her engine room. When the small steamer wrenched away an enormous hole was left in the Elbe's side. The water poured through and down into the engine room in a cataract. The room filled almost instantly. The engine was stilled, and the big hulk began to settle. The passengers were in bed.

The bitter cold and rough sea had prevented any early rising, and none except the officers and crew on duty were on deck when the ship was struck. The shock aroused everybody. The steerage was in a panic in a moment and men, women and children half dressed, or in their night clothes, came crowding up the companion ways. They had heard the sound of rushing water as the other steamer backed off, and had felt the Elbe lurch and settle. They had grasped the fact that it was then life or death with them, and almost to a man had succumbed to their terror. They clung together in groups, facing the cold and storm and cried aloud for help, or prayed on their knees for deliverance.

The officers and crew were calm. For a few moments they went among the terror-stricken groups, trying to quiet

them and encouraging them to hope that the vessel might be saved. It was soon apparent, however, that the Elbe was settling steadily. The officers were convinced that she was about to founder and gave order to lower the boats.

### Three Boats Lowered.

In a short time three boats were got alongside, but the seas were breaking over the steamer with great force and the first boat was swamped before anybody could get into it. The other two boats lowered at about the same time, were filled quickly with members of the crew and some passengers, but the number was small, as the boats could hold only twenty persons each.

The boat carrying the twenty-one persons who landed at Lowestoft put off in such haste from the sinking steamer that nobody in it noticed what became of the other boat. The survivors believe, however, that she got away safely. They say that they tossed about in the heavy seas for several hours before they sighted the Wild Flower. The little smack bore down on them at once and took them aboard. They were exhausted from excitement and exposure. Several of them were in a state of collapse and had to be carried and dragged from one boat to the other.

### The Woman's Bravery.

Miss Anna Buecker, the only woman in the party, was prostrated as soon as she got clear of the Elbe. She lay in the bottom of the boat for five hours with the seas breaking over her and the water that had been shipped half covering her body. Although her physical strength was gone, she showed true pluck, however, and did not utter a word of complaint, and repeatedly urged her companions not to mind her but look after themselves. Hoffman's leg was hurt severely while he was changing boats.

The survivors cannot say too much in praise of the Wild Flower's crew, who gave them every possible attention. Upon landing, the survivors were taken in charge by B. S. Bradner, the German consul at Lowestoft, who sent some to the Sailors' Home and others to the Suffolk hotel. Miss Buecker, who took passage only to Southampton, will probably be able to go to London in a day or two.

### Probably the Colliding Steamer

ROTTERDAM, Jan. 30.—The Steamer Orathie, from Rotterdam for Aberdeen, has returned to Maasuis, her stern having been stove in by coming into collision with an unknown vessel at 5 o'clock this morning thirty miles from Hook, Holland. She is not leaking. It is supposed that the Elbe is the steamer with which the Orathie was in collision.

### List of Passengers on Board.

Following is a full list of the passengers on the Elbe when the ill-fated vessel sailed yesterday from Bremen: First class, Fritz Appel, Munich; Hugo Becker, Chemnitz; Director Baumann, Berlin; Mrs. Hermine Sauer, Falmouth; Miss Miss Anton Fischer, Washington, D. C.; John B. Vincke, St. Charles, Mo.; Charles Wix, New York; Mrs. M. C. Conners, South Dakota; Henry N. Castle, Honolulu; Dorothy Castle, Honolulu; Mrs. Klipfel, Brandenburg; Louis Thewett, Wien; Messrs. Schnell, Dueren, Ernst and Hoeren, New York; Domingo Fureter, Guatemala.

Second class—Mrs. Louise Kuhn, New York; Jake Frank, Buffalo; Kuzen Schlag-n, Fuert; Emma Schlegel, Fuert; Mrs. Sophia Rhodes, Washington; Eugene Rhodes, Washington; Carl Hoffman, Grand Island, Neb.; Mrs. Anna Hoffman, Grand Island, Neb.; Henry Hoffman, Grand Island, Neb.; Eduard Moskovic, Eperjess; Esteria Goldner, Eperjess; Mr. Lockhart, New York; August Sander, Essen; Peter Pomierski, Kasanits; Miss Clara Weingartner, Fribingen; Mrs. Andrew Briehach, Amsterdam; Mrs. Vattier Kraus, Amsterdam; Vattier Kraus, Amsterdam; Julius Rosenbaum, Berlin; Adolph Islan, New York; Ernest Maseberg, Louisiana; Kurt Kleinschmit, Helena, Mont.; Carl Nussbaum, Berlin; John Gerlicher, Winona, Minn.; Simong Schweizer, Berlin; Rudolph Nolte, Leipzig; Dr. Dietrich, Leipzig; J. H. Hahn, Leipzig; Jan Vavra, Leipzig; K-to; Mor, Leipzig; Frank Miskolez, Leipzig.

### Mr. Hoffman's Story.

LONDON, Jan. 30.—Carl Hoffman, who came ashore in the Wild Flower, said in an interview:

"My home is in Grand Island, Nebraska. I had my wife and boy of seven with me on the Elbe. I am utterly wretched, for I became separated from them and hardly dare hope that they have been saved."

"I am abroad to visit relatives in Germany, and during the last four months was accompanied by my wife and boy. We left Bremen for home on Tuesday. I was asleep in our state room when a noise like a gun shot awoke me. I jumped out of bed and spoke to my wife, who had been aroused as suddenly. I asked her what she thought the trouble was, but she seemed to pay little attention to it. I was not greatly alarmed, although I heard scuffling feet and hoarse shouts on deck. I hurried into a few of my clothes, however, and went to the upper deck. I saw only too clearly then what had happened. I rushed below and helped my wife and boy throw on a few clothes and we went on deck together. The excitement and confusion cannot be described. I never saw anything like it. Everybody seemed to have lost their wits. The scene was distressing beyond anything else I ever saw. Men, women and children were running about madly the women screaming with terror and every man getting in the other's way. The darkness increased the confusion and fright."

"Suddenly I heard shrill, de-pairing cries from the women. There are no more

(CONTINUED ON FIFTH PAGE)

## ALL ABOUT NOTHING

A SIMPLE ORDER OF BUSINESS CAUSES A HOT DEBATE IN THE HOUSE.

### PACIFIC RAILROAD FUNDING BILL.

Mr. Holman Begins the row by Saying that the Democratic Party had Always Frowned on Every Attempt to Settle the Matter—Mr. Catchings Declares the Statement Untrue—Others Take up the Colloquy and a Scene of Tumult Follows—The Bill Read.

WASHINGTON, D. C., Jan. 30.—At the earliest moment after the opening of the session of the House Mr. Catchings reported from the committee on rules a resolution for the consideration of the Reilly Pacific railroad funding bill. It provides for general debate on the adoption of the resolution until 3 o'clock, Thursday's session to begin at 11 o'clock; debate on the five-minute rule to continue until 4:30, when the vote shall be taken on the bill and pending amendments. The order giving Thursday to the committee on the District of Columbia was abrogated and Friday set apart for business from that committee.

### A Hot Debate.

A remarkably acrimonious debate followed. The resolution and the committee on rules were violently attacked for unduly restricting debate, by Boatner, of Louisiana; Maguire, of California; Bryan, of Nebraska, and Cooper, (Rep.), Wisconsin, and defended by Catchings, of Mississippi, and Reilly, (Dem.), of Pennsylvania.

The attitude of the Democratic party toward the question involved in the bill was introduced by Mr. Holman, who asserted that the party had always frowned upon every attempt to settle the matter. This was vigorously denied by Mr. Catchings, who criticised Mr. Holman's "previousness" and asserted that the statement was untrue.

Mr. McMillan, (Dem.), of Tennessee, joined in the colloquy, which was conducted with much gesticulation and denunciation, and pounding of the Speaker's gavel, which was finally ended only by the effort of the Sergeant at Arms.

The demand for the previous question on the passage of the resolution was seconded by a vote of 133 yeas to 121 nays, and then, before the desired vote was taken upon the passage of the resolution, a modification was accepted by Mr. Catchings, and it was agreed to by unanimous consent.

### Provisions of the Resolution.

As adopted, the resolution provides for general debate up to adjournment of tomorrow's session, which shall begin at 11 o'clock, and in whatever time the committee of the District of Columbia shall not occupy of Friday's session. Saturday's session also, beginning at 11 o'clock, shall be devoted to the consideration of the bill under the five-minute rule until 4:30 o'clock, when the vote shall be taken on its passage.

The debate from the beginning had proceeded amidst much confusion the members crowding about the speakers and throwing the area in front of the desk, but all that was nothing to the noise that accompanied Mr. Catchings' effort to close. He said the rule did not commit the House to any settlement of the question; the only question involved was as to whether or not the House would proceed to consider the bill and he could not understand why so much excitement should be occasioned over a simple order of business.

Diverting to the merits of the case, Mr. Catchings said he understood there were members on the floor who would not be sorry if the government's rights and interests were sacrificed, and the practical question facing the House was, should an effort be made to get the money due the government? He believed that the House would be recreant to every trust if it failed to make every effort in that direction. The gentleman from Indiana (Mr. Holman) said Mr. Catchings had asserted what was not true; that the Democratic party had frowned upon every attempt to settle or compromise the debt.

### A Scene of Tumult.

As this Mr. Holman was on his feet, shouting and gesticulating violently, and half a hundred members crowded about the Speaker, whose voices were drowned by the tumult, to which the Speaker protested. (Mr. Harrison of Tennessee) added by a vigorous rapping of the gavel.

Mr. Catchings asserted that the journals of the 48th and 49th Congresses would show that two committees, one of them presided over by his colleague, Mr. Outwaite, had reported bills for the settlement of the question.

Mr. Holman: "They won't show anything of the kind."

Mr. Catchings: "They will show it, and I know what I am talking about. If we had had rules to force consideration the bills would have passed, but they could not be reached."

Mr. McMillan and Mr. Outwaite were now on their feet and shouting their views. Mr. McMillan said the House had refused to pass the bills.

Mr. Catchings: "The House did not refuse to pass the bills; they were not considered."

Order Restored and the Bill Read.

Finally, by appealing to members to restore order and directing the Sergeant at Arms to request them to take their seats, the speaker temporarily succeeded in restoring something like order, and Mr. Catchings concluded, with a new expression of opinion that two days were all sufficient for an elucidation of every

proposition that could properly arise in the consideration of the measure.

The proceedings to the modification of the rule as above indicated followed with less excitement and then the House resolved itself into committee of the whole to consider the Reilly bill. The bill was read in full to empty benches.

The debate was begun by Mr. Reilly in favor of the bill, and by Mr. Harris, (Democrat) Kansas, in opposition, and their speeches exhausted the day's session.

Mr. Hatch reported the agricultural appropriation bill for the year ending June 30, 1896, and it was placed on the calendar.

The House adjourned at 5:15 p. m.

### AN EXTRA SESSION.

One Will be Called Unless the Democrats Pass a Financial Measure. Special to News and Observer.

WASHINGTON, D. C., Jan. 30.

There will be an extra session of Congress.

Every one now seems certain it will be held, since the President's message. A bill embodying his recommendations may pass the House, but that is doubtful. Even if it should pass the House, it will die in the Senate. The Democrats here will not support the bond issue, though nearly all the Republicans favor it. Mr. Sherman and his followers are understood to be in favor of it and the strongest supporters it has are Republicans. It is not believed that any Southern Senator will support it, though the Louisiana and Maryland men may.

Senator Voorhees and other silver men, while anxious to pass a financial measure, will not vote for the bond issue unless the bill provides also for some recognition of silver. The Republicans, a few Democrats and the President are averse to anything but a straight bond bill. With them it is bonds, bonds, bonds—all the time bonds, and nothing but bonds.

"Why don't the Democrats get together?" is often asked. The answer is simple: Three-fourths of them are honestly in favor of silver legislation, or some other plan that provides for an increase in the circulation. They have convictions upon this matter, and will not sacrifice them. On the other hand, the President and one-fourth of the party believes that any silver legislation at this time would be dangerous and ruinous, and nothing will do but to replenish the stock of gold in the Treasury by selling gold bonds.

Can any difference be wider? The Republicans stand off and refuse to help pass any proposition that is not selling bonds for gold. Except a few in the South and West, they are all in favor of the bond issue. Senators Teller, Dubois and other Westerners are as much opposed to the gold business as North Carolina Democrats, and will fight it. The bill may, as I said, pass the House, but it will die in the Senate unless all signs fail.

What then? An extra session of Congress. The Democrats will be "out on first base," and the Republicans will go "to the bat." What will they do? One of two things:

1. Authorize the issue of bonds for gold, or

2. Be unable to do anything, through the same radical difference of opinion that has checked Democratic action.

My opinion is that they will do something. Outside of Teller and Dubois, they can control their silver minority, and even they can be induced to keep quiet in certain contingencies. Besides, it is very easy for a party that is built up on the idea that the government ought to help individuals, and give special privileges to special classes to "get together." The classes that are helped are small and they have a common end. But a party that opposes all special privileges, like the Democratic party cannot so easily control its members and make them bury life-time convictions. A few of them will betray their principles, but most of them will die in the ditch before surrendering.

Gold bonds might make temporary relief, but the withdrawal of five hundred million dollars in Treasury notes cannot bring permanent help anywhere except to the money centers.

Not a few Democrats hope there will be an extra session. They think it would hurt the Republican party more than it would help them, by showing that they are owned body and soul by the money power.

The Republicans will organize the Senate. Butler is said to have promised to help, if he is given certain patronage and a big chairmanship.

Clement Manly, E. q., of Winston, is here on professional business.

### An Appeal will be Taken.

WASHINGTON, Jan. 30.—Commissioner of Pensions Loehren to-day said that he would appeal the case of Judge Long to the Court of Appeals of the District of Columbia as soon as judgment was entered. Speaking of Judge Bradley's decision, he said there was no basis either in law or logic for it.

The sorrowful and grizzly features of Capt. Cook Kitchin made a depressing background to the House yesterday. He didn't take much part in the merriment and stood as one a'ar off. It was hard to tell whether he was sorry that he had forgotten to vote last November, or whether he was inwardly pleased to see Jim Young and Gizzard French leading the "Reform" movement.

## TO ANNUL ITS CHARTER

HEARING OF CASE OF STRIKERS AGAINST BROOKLYN STREET CAR COMPANY.

### THE COMPANY ASKS FOR TIME.

The Affidavit Sets Forth That the Company has Forfeited its Charter by Failing to Properly Operate its Lines During the Strike, Employing Unskilled Labor and Overworking its Employees—Attorney General Grants the Company Till Monday to Answer.

ALBANY, N. Y., Jan. 30.—The hearing before Attorney General Hancock this morning upon the application of John Giblin, master workman of District Assembly 75, K. of L., to commence an action against the Brooklyn Heights Railroad, was set for 10 o'clock this morning. Giblin and Best were present, attended by Congressman-elect William Sulzer and James A. Dennison. Raphael J. Moses was also present in the interest of the strikers. Editor Grabal, of the Mercury, John H. Fife, of New York city, and Thomas McGuire, of Amsterdam, general of the executive board K. of L., were present as spectators.

The Brooklyn Heights Company was represented by Thomas S. Moore, of Brooklyn, and William C. Trull, of New York city.

The application asks the Attorney-General to begin an action to annul the charter of the company for failure to properly operate its lines during the strike. Mr. Moses addressed the Attorney-General saying he did not appear as the petitioner, but he decided to be present, being interested in the case as the counsel obtaining the mandamus issued to compel the companies to run its cars.

### The Company's Answer.

Mr. Moore asked an opportunity to put in answering affidavits for the company. This would take two or three days. President Lewis was so busy and counsel so tied up with legal proceedings that nothing could be arranged in the way of a reply on the short notice given.

Col. Dennison answered that the company was only seeking delay. The charges now laid were identical with those made before the State Board of Arbitration and before Judge Gaynor and the counsel had had three distinct opportunities to answer. Every day's delay meant hundreds of thousands of dollars lost to the public and a tremendous inconvenience. It also involved big losses to merchants. The counsel were notified at the earliest hour Tuesday morning and the company's officials certainly had time to make a denial.

Col. Dennison said he would make his case largely on President Lewis' admissions.

Attorney General Hancock announced that he would hear the arguments and if it became necessary to get additional papers an adjournment then could be taken.

### Col. Dennison's Argument.

Col. Dennison then began his argument, which he said was on behalf of the general public and not merely for the strikers. He asked no assistance of the Attorney-General in the effort to settle a question of wages or anything of that sort. The theory he brought the action upon was to stop the enormous inconvenience and loss to the general public.

The ground upon which the Attorney-General was asked to interfere was found under section 1,798 of the Code. The company had been guilty of acts specific under this section which made it possible to annul its charter. The situation showed that the company, which originally had three-quarters of a mile of track, had leases of other roads which gave it about 300 miles of track and he understood it claimed a capital of \$15,000,000. The company had been annually making agreements with its employees, but this year the negotiations begun in September had not been carried through. One of the main reasons for disagreement was the failure of the company to agree to a promise not to employ their men more than ten hours a day in violation of State laws.

### Effect of too Long Hours.

Col. Dennison at this point read the article presented to the officers of the company, bearing on the subject, and showed that the paper had been marked to show that the company rejected the section. The men, aside from the laws, need their full faculties to discharge their duties with safety to the public and could not have them and work long hours. The company had wilfully put themselves in a position so that they could not operate their road. This was done by discharging skillful electrical employees who had refused, in the event of a strike, to take motormen's places. The action of the company had made it dangerous for the motormen to continue at work and had precipitated the strike.

This was a different situation from a mere failure to operate the road. The company had enforced unlawful exactions which disregarded the public's interests in the running of the cars at a high rate of speed. In two years the trolleys had caused 95 deaths and over 300 accidents. The men might work for ten cents a day if they chose. The disregard of lives and property had resulted in drawing out 10,000 troops. In view of the wilful violations of the law it was the duty of the Attorney-General to take such steps as were necessary in the public's behalf. The company had

violated a section of railroad law of 1893, which says the company could employ any inhabitant of the State. In order to operate its cars the company had established agencies in many of the large cities of the country to get the men needed to take the place of the former employees. This was a violation of the public policy of the State and of its charter. Judge Gaynor intimated that there were matters for the Attorney-General to consider in the situation.

### The Company Asks Time.

When Mr. Dennison had concluded, Attorney Moore wanted time to put in answering affidavits. He would like to have until Monday and might have something to say also to the Attorney-General.

Mr. Moses objected to delay. He said the counsel had had a month's time to prepare for all the great questions which have arisen.

Mr. Trull, for the company, declared that the laws furnished no ground for action by the Attorney-General against the company. There had been no single act of violence committed during the strike for which the strikers were not responsible. They had assaulted and carried away American citizens desiring to work and the answering affidavits would show it.

Attorney General Hancock said he would adjourn the hearing instead of answering affidavits until Monday at 2 p. m. counsel for the petitioners to be served Saturday.

### OUR TRADE WITH SPAIN.

The Modus Vivendi will go into Effect at Once.

WASHINGTON, D. C., Jan. 30.—The Senate to-day confirmed the nominations of Peter B. Arnot, to be collector of customs at St. Mary's Ga., and George W. Wright, postmaster at Marion, Va.

Secretary Gresham says that the modus vivendi between Spain and the United States at Madrid yesterday will go into effect immediately. The text of the bill proposed by the Spanish government as published officially in Madrid, is as follows:

"The government is authorized to apply to the products and manufactures of the United States, which, coming from the ports of the United States, are admitted into the ports of Cuba and Porto Rico, the second column of customs duties in force in Cuba and Porto Rico, in return for the United States applying their lowest duties to the products of the soil and industry of Cuba and Porto Rico.

"This modus vivendi will remain in force until a definite treaty is concluded between the two countries interested, or until one of them announces, three months in advance, the day on which it wishes to put an end to it."

(Signed) ALEJANDRO GROIZARD, Minister of State.

This action of Spain in restoring the lowest rates of duty to American products is a complete surrender to the contention of the United States that as long as we discriminate against Cuba or Porto Rico, we were entitled under the favored nation clause, to the rates existing heretofore.

### HEAVY GOLD WITHDRAWALS.

Many Rumors as to the Probable Action of the Administration.

WASHINGTON, D. C., Jan. 30.—The Treasury gold reserve was reduced to-day by withdrawals at several sub-treasuries to \$44,551,322. The withdrawals were as follows: At New York, \$3,775,000; at Baltimore, \$131,740; at Boston, \$45,000. Total for the day, \$3,951,740.

Rumors as to what the President and Secretary Carlisle intended to do were plentiful but no official announcement was given out. No provisions are being made for a bond issue and none will be made until the President is convinced that Congress will not respond to his appeal for financial aid.

Unless Congress responds promptly to the President's suggestion, he will, in the exercise of his discretion under the resumption act, direct the issue of \$100,000,000 bonds. Under this act there are three kinds of bonds he may issue, viz. Five per cent bonds, which run ten years; four and a half per cent bonds, which run fifteen years, and four per cent bonds which run thirty years.

As the President in his recent message favored the fifty year bonds, the general belief in official circles is that, if bonds are issued, under the resumption act, they will be four per cent bonds to run thirty years.

Everything is contingent on the condition of the gold reserve and if the gold withdrawals diminish or cease altogether the President may not consider another bond issue necessary at this time as the general condition of the Treasury, with \$15,000,000 available for expenses, and the constant improvement, daily showing in the receipts, is better now than it has been for the past two years.

### Union Superior Court

Special to the News and Observer. MONROE, N. C., Jan. 30. Union Superior Court is now in session, his honor Judge Robinson, on the bench and Solicitor Webb prosecuting. The Judge's charge to the grand jury is pronounced very creditable by all who heard it. He transacts business with dispatch. The docket is neither large nor interesting.

Yesterday the ladies of the Baptist Church gave a dinner and supper for the benefit of the parsonage fund, and had in connection therewith, a baby show. They realized about \$95 for their work.