

ESTABLISHED 1867.

WILMINGTON, N. C., THURSDAY, OCTOBER 31, 1889.

PRICE FIVE CENT

### PISTOL-GRAPHS.

Mr. Woodrow Wilson has an article in the last *Atlantic Monthly*.

Since Wednesday night of last week 32 new subscribers have come in.

Senator Barbour persists in saying that Virginia is safe for the Democrats.

Babbitt, the soap man, is dead, and he made \$5,000,000 by his soap-boiling.

Cornelius Vanderbilt, worth \$100,000,000, gives \$100,000 to the guarantee fund for New York fair.

Wilkie Collins was exceedingly kind to young authors and often helped and encouraged them in their work.

Mahone is a heavy weight—he tips the beam at 105 pounds. His wife weighs 225 and had triplets twice.

Judge Thurman would be wise to give up public speaking. He is evidently too infirm in health for such work.

The late Rice, editor of the *North American Review*, was put down as a millionaire. It turns out he was not worth more than \$50,000.

It is the chief and only glory of the *Abe Patterson Post* to hate the Southern dead. The Pittsburg fellows are worse than birds of prey.

The venerable Kossuth, now high up in the eighties, is about to become a naturalized subject of the King of Italy, and will be nominated for the Senate.

The *Charleston News and Courier* thinks that the *Augusta Chronicle* "has no right to speak for any party in this part of the country." It is a Protection exponent.

A correspondent of the *St. Louis Globe* tells of a family of twenty-eight seven miles from Hot Springs, N. C., who all shelter under a one-room log cabin. Thick if not cleanly and decent.

A legal friend of this city thinks our quotation was wrong beginning, "The man that lays his hand, etc." We have not a copy of Tobin's "Honey Moon," in which it occurs, but upon consulting a noted English work of "Familiar Quotations," we find that we gave it correctly according to the text there produced.

The London correspondent of the *New York Times*, 28th of October, cables that there is great anxiety about the health of the Prince of Wales. The report that he has Bright's disease is repeated, and it is said that the effects of the disease is very obvious. London dailies have been asked not to publish any reports of his condition.

Judge Meares, at Charlotte, said in Court, as reported in the *Chronicle*:

"If I thought I had a duty to perform," said his Honor, "I would do it if every man in the State of North Carolina differed with me. I think one of the most pitiable sights on God's green earth is a Judge that can be influenced by public sentiment. The defendant is fined \$500."

Noble and manly words, and the Judge meant precisely what he said.

At Northville, N. Y., an awful tragedy has been enacted. Some White Caps tarred and feathered a man named Carrington, and in attempting to deal with a young man named Barclay, the latter shot and killed one of them, and it turned out to be his own brother. Young Barclay made no attempt to escape.

Mrs. Maguire, a Virginian writer, has a book out called "Diary of a Refugee." The *Richmond Times* says of it:

"Apart from this element of personal interest, the book is of great importance as an historical record, which will only grow more valuable as time passes, and as such, will appeal more and more strongly to general interest, irrespective of sections. It is written in an unassuming but attractive style."

Rev. John Jasper, whose science is at fault, is level-headed on another matter. He recently said to the *Richmond people*, after declining to sign a Mahone circular:

"The church is no place for politics, as it is the house of the living God, and I have never allowed politics to be brought in my church. When I am away some of my brethren may get up and give their views, but they don't do it when I am there."

Hurrah for the wise colored brother—

The *Columbia (S. C.) Register* takes an encouraging view of the progress of that town in the last ten years. We quote only a few lines:

"In the ten years not less than a thousand new buildings have been erected, and the work still goes on, so that there is not a mechanic out of employment to-day who wants work. Manufacturing enterprises of various sorts have come into existence, whilst old industries have been resuscitated, and all are active, prosperous and growing."

### THE BONDS TAKEN UP.

#### MR. BAIN TAKES UP THE BONDS HELD BY THE GOVERNMENT.

The University Gymnasium—Flag Presentation at the Fayetteville Centennial—The Raleigh Savings Bank—Raleigh's Social Clubs—State Fair Premiums Being Paid—The Wagon Factory.

MESENAGER BUREAU, RALEIGH, N. C., Oct. 30, 1889.

The University Gymnasium has just been equipped with the most improved apparatus and Mr. Lacey L. Little, who spent a large portion of the summer in the Y. M. C. A. Training School at Springfield, Mass., is busy instructing the students who take great interest in the same.

The next number of the University Magazine will contain the admirable address of Prof. Winston on the Life and Character of the late Professor Graves with his photograph.

The Governor will at the Fayetteville Centennial celebration present to each of the four regiments of the State Guard a magnificent national flag, of the finest silk, with the regimental number &c. embroidered thereon. This presentation will make a pretty spectacle. It is the particular desire of the Governor that the attendance of the Guard shall be as large as possible.

The Governor's Guard is now drilling with a special view to competing for the prize offered at Fayetteville.

There are 2,000 county and sub-alliances of the Farmer's Alliance in North Carolina at this date. This shows a remarkable growth. Of the sixty-six counties all save four have county organizations. By the end of the year all will be in line. There are 90,000 members of the Alliance in the State.

The commissioner of Agriculture left for Edenton last night to attend the fair. He was accompanied by Professors Massey and Chamberlain, of the Agricultural College, and they will hold a farmer's institute on a large scale.

The savings bank here has now 1,500 depositors, who have fully \$80,000 in its keeping. The bank's business amounts to over \$100,000. It is gratifying to know from Cashier Pullen that there are many colored people who have deposits in the bank, and that their deposits amount to a large sum.

The Capital Club and the Monogram Club, both strong social organizations, have joined forces. The club occupies the famous old Haywood mansion near the Capital square. On the upper floor of this is a big room, the size of the building, in which the club will have its dances. This room is susceptible of very artistic decoration and no doubt the taste of the club will run in that direction.

The consolidation strengthens both clubs, and gives an aggregate membership of some 150. The Capital Club entertains very handsomely and the Monogram Club is always assiduous in its attentions to visitors here, as dancing people know.

Governor Fowle left for Weldon at noon to-day, accompanied by Misses Helen Fowle, Jessie Kenan and Ella Monteiro, and Private Secretary Telfair. They will attend the fair and will return Friday or Saturday.

State Treasurer Donald W. Bain came back to-day from a trip to Washington and New York. He took up the 147,000 bonds of the North Carolina railroad (known as construction bonds) which the Indian department has had in trust for the noblest men. So that transaction is completed. He took up those 147 bonds with 113 of the new sixes and with some money which he induced Receiver Samuel F. Phillips to pay. The entire transaction has been ably conducted and very satisfactorily to the State.

A distinguished Democrat said to-day that he had always had grave fears that Mahone would carry Virginia in this election. He remarked that he did not think the Democrats had paid enough attention to the campaign. The devil has to be fought with fire, and Mahone is a political devil.

The payment of the premiums awarded at the State fair has begun. In a fortnight all will be paid.

There are signs of a boom here for another State exposition. The right sort of men are becoming interested in the scheme.

Eight convicts were brought to the penitentiary.

Quite a number of people left for the Weldon fair to-day. The racing particularly attracts them.

The stockholders of the wagon factory met last evening. The reports made were very satisfactory. Thus far 100 wagons have been turned out. There is a good demand for them.

The agricultural and mechanical college was connected with the city by telephone to-day.

The Raleigh Baptist Association meets to-morrow in this county at Whitestone Church.

The weather is much cooler. A weather-wise man said to-day that snow would fall in ten days.

The "kick" against the entry of Geromino and his "tigerish," Apaches into North Carolina gets bigger all the while. The argument that these Indians will prove to be another "Irregular" in western North Carolina doesn't set at all well on the public stomach.

Ravages of Hog Cholera.

INDIANAPOLIS, Oct. 30.—The State Board of Agriculture has advised from many of the Northern and Northwestern counties saying that hog cholera is epidemic and that hundreds of hogs are dying daily and the disease is steadily increasing. In Steuben county it has assumed such proportions that some farmers have lost every hog on their farms and there are but few who have not lost from fifty to seventy-five per cent. of their stock. It is especially fatal in hogs that have been put up for fattening. No remedies appear to have any effect and all attempts to stop the spread of the disease have failed.

### WASHINGTON NOTES.

The Salem Girls in Washington—They will Call on the President—North Carolinians in the City.

WASHINGTON, Oct. 30.—[SPECIAL.]—Last night the Virginia Midland train was three hours late, but at about 10:30 it came in, bringing President and Mrs. Clewell with twenty-five young ladies composing the senior class of the well known Salem Academy. The party was in charge of Capt. Robert A. Jenkins, the Southern passenger agent of the Baltimore and Ohio Railroad.

President Clewell said they owed much to the tact and energy of Capt. Jenkins and that his efforts in their behalf had done much to secure the success of the educational tour of the senior class. The party is stopping at the Metropolitan Hotel, and this morning a bright, pretty group enlivened the suite of parlors in that popular Southern hostelry. Several North Carolina ladies and gentlemen in this city were at the depot to meet them, and were also at the hotel this morning to escort them to places of interest.

To-day they are taking in the Capitol and Corcoran Art Gallery. President Clewell tells me that the girls have studied more geography since this tour was proposed than they ever did before, and with more zest. He says they know the dimensions of the buildings and the history of every point of interest in the various cities they propose to visit.

These cities are Washington, Baltimore, Philadelphia and New York. The "educational tour" is a good idea, and I am glad to see our Southern schools adopting it. They have been in vogue at the North for years. Col. Henry G. Williams, Mr. Archie Davis, Major Gurlick and others were doing the honors at the Capitol this morning and the girls were busy with their note books taking it all in. They are delighted so far with what they have seen. To-morrow Hon. H. G. Ewart, who arrived last night, will escort the party to the White House, where they have been accorded a special interview by President Harrison. They will remain here three days. The most popular gentleman in the crowd is Capt. Jenkins, of the Baltimore and Ohio, and President Clewell says the trip will prove a boom for that Railroad, as these girls came from all parts of the Union. The Virginia Midland came in, however, for a good share of abuse on account of its irregularity. The girls expected to get here in time to go to the opera, and arrived just as the performance was over.

Messrs. Fab. H. Busbee and Donald Bain arrived last night to attend to the details of the \$147,000 bonds debt, due the Government by North Carolina, which was successfully compromised by Gov. Fowle when he was here.

W. W. Mott is also here. Senator John S. Barbour arrived on the same train last night with the Salem party. He is one of the shrewdest and ablest men in the Democratic party.

Senator Ransom spent one day here recently, and in that time secured the Marine Band and the use of plenty of bunting for the Fayetteville Centennial. He went direct to the President with his request and got in ahead of both the Secretaries of War and Navy and I regret to say it—of your correspondent also.

As Senator Gorman, of Maryland, is one of the staunchest friends of Senator Ransom, the following smart editorial paragraph from the *Washington Post* of this morning will not be without interest to your readers. It is true as preaching:

"Between the Democratic reformers and the Democratic informers, Senator Gorman seems to have his hands full. But then the Senator has a very clever way of cornering the votes while the other fellows are reforming and informing."

Mahone spent the day here Monday in consultation with Col. W. W. Dudley. He returned to Virginia last night, and says he will not be in Washington again until after the election which occurs one week from yesterday.

Fatal Accident on the Erie Railroad.

PORT JERVIS, N. Y., Oct. 30.—The accident at Otisville on the Erie Railroad last night was much more serious than at first reported. Thirty-five cars broke away from a switch engine and ran back down grade to a point about a mile east of Otisville at a speed of forty miles an hour. Crashing into a west bound freight train they wrecked the engine completely and twenty-four cars. Samuel J. Sloat, flagman, was instantly killed. Levi Beird died this morning from the effects of his injuries. Engineer J. D. Fosdick was badly scalded and fireman John C. Bierly and brakeman Lee Garrett were burned and bruised. The road was obstructed until 4 o'clock this morning.

Burrows' Escapes—Confederate Veterans Association.

BIRMINGHAM, Ala., Oct. 30.—The net result of the chase after Rube Burrows and his partner in Blount County is two dead deputies and one dead bloodhound. The outlaws have escaped, the chase has been abandoned and all hands have returned home.

The State Association of Confederate Veterans was perfected here to-day. Gen. E. W. Pettus, of Selma, was elected President, with a Vice President from each Congressional district. One of the objects of the Association is to build a Confederate Home in Alabama.

Still Another Railroad Disaster.

OTTAWA, Ill., Oct. 30.—The St. Joseph cannonball train on the Rock Island Railroad ran into the rear of the Denver Express at Seneca last evening, wrecking the dining car on the Denver express, and the engine, tender, and baggage car of the St. Joseph train. Mrs. T. C. Gibson, of this city, an unknown lady, and the engineer of the St. Joseph train were seriously injured.

### COLLISION AT SEA.

#### TWO STEAMERS COLLIDE AND BOTH SINK.

The Captain of the Crystal Wave Stands by His Steamer and Goes Down with Her. But is Picked Up—All of Both Crews are Saved.

NEW YORK, Oct. 30.—The steamer *Kanawha*, from Newport News, arrived this morning with the crew of the steamer *Cleopatra*, twenty-six in number, and the crew of thirteen of the steamboat *Crystal Wave*, which were both sunk in collision at 5:30 o'clock yesterday morning off the Capes of Delaware. All hands were saved. The *Cleopatra* was an American screw steamer of 523 tons register, and was built in 1885. She was running in the Old Dominion Line and was bound from West Point, Va., for New York. The *Crystal Wave* was a side-wheel river steamer, and was bound hence for a Southern port. The boats came together about 5:30 o'clock yesterday morning; the *Crystal Wave* was cut down to the water's edge, and the *Cleopatra* commenced to break up, and, as she was sinking rapidly, her officers and crew, twenty-six in number, decided to abandon her and were taken off by the steamer *Kanawha*, from Newport News, for New York. The *Kanawha* also took off the officers and crew of the *Crystal Wave*. She attempted to tow the *Cleopatra*, but was unable to do so, as the latter vessel filled rapidly and became a complete wreck. The *Cleopatra* had no passengers.

The *Crystal Wave* was purchased a week ago for \$45,000 from the Bridgeport Steamboat Company by E. S. Randall, of Washington, D. C. Captain Dan Martin, one of the best known steamboat men in this port was placed in command and she left last Saturday afternoon for Washington. The weather was clear and the sea smooth until the vessel reached the Horse Shoe; there a slight storm came up and the boat anchored until Monday night. At 7:30 o'clock that night the boat resumed her voyage, proceeding without further interruption until a few minutes after 5 o'clock Tuesday morning. At this time the darkness was intense. Capt. Martin was in the pilot house, and he says the vessel's side lights were brightly burning when suddenly and without any previous warning a great black object loomed up. Before he could signal the engineer to slow down the black object, which Captain Martin now says was the bow of a steamer, crashed into the *Crystal Wave*. Her Captain had just time to make out the name *Cleopatra* on the approaching vessel's bow when he was thrown to the floor of the pilot house by the shock of the collision.

The *Cleopatra* struck the *Crystal Wave* at right angles between the paddle box and the stern on the starboard side. The *Crystal Wave* was cut clean through to the keel. The *Cleopatra's* planks parted and in an instant both vessels began to fill. It was not then known that any vessel other than the two in collision was within miles of them, and hurried preparations were made on board each vessel to take to the boats.

The *Cleopatra* was least damaged, and Captain Dale ordered his crew to lower the life boats and endeavor to save those on board the *Crystal Wave*. One or two boats had been lowered and several men taken from the *Crystal Wave* when the coal boat *Kanawha* came in sight and all on board both vessels were transferred to her in life boats, with the exception of Captain Martin, who refused to leave his vessel. The *Crystal Wave's* owner, Randall, who had been taken off, saw his vessel was sinking and shouted to Captain Martin to enter the life boat that was waiting for him, but he refused and remained on board for an hour after the collision. Then the *Crystal Wave* plunged down, bow first, with Captain Martin still in the pilot house, when she sank. He was subsequently picked up by one of the life boats. No lives were lost.

The *Cleopatra* which carried a valuable cargo of cotton, still remained afloat after the *Crystal Wave* had sunk and was taken in tow by the *Kanawha*. She was towed for an hour, when the water had risen over her hurricane deck and it was impossible to tow her further. She was abandoned off the Delaware Lightship, six miles from the place where the collision occurred. The captains of the lost boats each claim that his vessel was not at fault.

The *Cleopatra* had recently been purchased by the Old Dominion Company as an extra vessel. She was valued at \$20,000 and \$25,000 and was not insured. The value of the cargo could not be learned. The *Crystal Wave's* owner, Randall, said to-day that he had invested his life's savings in her purchase and had not a dollar of insurance on the boat.

An Express Train Derail-d.

TOLEDO, Ohio, Oct. 30.—The west bound fast train on the Lake Shore, known as "limited No. 1," was thrown into the ditch about 6 o'clock this morning near station called Wawaka, Ind., on the Air Line. While running at its usual high speed a side bar on the engine broke, and the separated parts in flying around so damaged the track as to derail the trucks of the forward car. This in turn pulled other cars off the track until three cars, with the engine went into the ditch. The engine was damaged somewhat and the trucks of the derailed cars were smashed up, the cars themselves escaping with lighter damage. The track was badly blocked, and will require the greater portion of the day to clear up the wreckage. A passenger, name unknown, was the only person injured. He was bruised a little. The train was composed wholly of sleeping cars and a combination car, which fact may serve to account for the escape of the passengers.

### APPEAL FROM RHODE ISLAND.

The President Asked to Use Force to Stop the Alleged Murder in the South.

NEWPORT, R. I., Oct. 30.—The Observer to-day prints the following letter, which has been sent to President Harrison:

NEWPORT, Oct. 25.—To the Honorable Benjamin Harrison, President of the United States.—Honored Sir: We approach you with a full consciousness upon us of the respect that is due you as our chief magistrate, and with a complete desire to manifest the same. A public meeting of citizens of the city of Newport, State of Rhode Island, was held in our State House on the 17th inst. The chief magistrate of the city presided. Many of our distinguished citizens were present; it was an overflowing meeting; it was unanimous and enthusiastic; all party predilections, all sectarian differences, all lines referring to nationality, color or race were for the occasion laid aside; its members only saw humanity brutally outraged, the government being undermined and law being trampled upon. It was called to protest against the wholesale and unrestrained murdering of innocent American citizens by thousands, now going on in some of the States of the South; it was convened to protest against the deprival in these States of life, liberty and property without due process of law.

"Honored Sir: The undersigned were appointed at the meeting to correspond with you to the end of having a stop put to this dangerous violation of law, this demoralizing example, this deep iniquity.

"Allow us to submit to your favorable consideration (sent herewith) a report of the meeting, clipped from one of our leading daily papers.

"We do not regard it within our province to debate, but you will not, we are sure, feel it as being indecorous in us to refer to the fact that an unrestrained violation of the supreme law of the land, even by a small part of a State, cannot be regarded with indifference by those sworn to see the laws of the land respected; that if a part of those who constitute the State are left free to do within its bounds what the whole is by law inhibited from doing, the whole, it may be legally assumed, are tacitly actors and responsible for the thing done. We would ask you most earnestly, but most respectfully, to use the utmost of the moral influence of your exalted position to have a stop put to the violation of the law referred to; we beseech you to use all the force that belongs to your high office to put a stop to the same; we entreat you to make this violation of the law a subject of remark and of condemnation in your coming message to Congress.

"We believe there is nothing in the character of our dual government, or in its laws, that precludes the federal division thereof from maintaining the force and full dignity of the supreme law of the land, that right having been delegated by the several States to the United States.

"With an expression of the wish for your health and happiness, and that your administration may be illustrious through its defense of the weak and the outraged, we remain, most respectfully, your obedient servants, George T. Downing, M. Vanhorne, Henry N. Jetter, Henry N. Ward, Henry Wright Clarke."

Political Assessors to be Presented.

WASHINGTON, D. C., Oct. 30.—The Star to-night says that the Civil Service Commission have decided to ask the District Attorney to prosecute all persons concerned in the preparation and distribution of the political assessment circular recently sent out by the Old Dominion Republican League to Virginia in the Government service. Those persons not employees of government will be prosecuted under section twelve of the Civil Service act, which provides that no person shall, in any government building, solicit or receive contribution for any political purpose. The Commission held that a person not connected with the Government in any way may ask for and receive money from Government employes for political purposes anywhere, except in a Government building, but that where occurrence takes place on Government property, or where letters are sent to Government buildings, those concerned are liable to prosecution. It is also proposed to prosecute Messrs. Elam, Godwin and Verser, who are Government employes, under section 11, of the act, which prohibits all persons, drawing compensation from the United States, from being in any manner connected with political assessment.

Killed in Railroad Collision.

PITTSBURGH, Oct. 30.—The East bound freight train on the Pittsburgh, Fort Wayne and Chicago Railroad ran into the rear of the Chicago limited early this morning near Beaver Falls, Pa. The engine of the freight train telescoped an observation car of the limited and two freight cars were telescoped. A brakeman was instantly killed and Engineer Dougherty and Fireman Carr seriously but not fatally injured. The shock threw the passengers on the limited from their berths, but beyond a good shaking up and some slight cuts and bruises nobody was hurt. The accident delayed trains several hours.

A Terrible Boiler Explosion.

WHEELING, W. Va., Oct. 30.—One of the large boilers of the Bellaire Blast Furnace at Bellaire, Ohio, exploded this morning with terrible force, breaking two other boilers in the main battery and wrecking the boiler rooms. The south end of the mill factory was entirely demolished; windows were broken in all adjoining buildings, and the wreck was scattered over an area of 100 yards. The damage to the mill and adjoining property is \$200,000. No one was injured.

Wheeling, Va., has a boy murderer aged 14.

### CABLE FLASHES.

#### MICHAEL DAVITT STILL BEFORE THE TIMES COMMISSION.

Sentenced to Penal Servitude—Miss Caldwell's Wedding Indefinitely Postponed—Missonaria Massacred in New Guinea—The German Budget—The Strike in Belgium Growing.

LONDON, Oct. 30.—Michael Davitt continued his speech before the Parnell Commission to-day. He argued that the Government is now adopting some of the leading proposals originally made by the Land League; for instance, the League proposed to buy out the landlords in Ireland on twenty years valuation of their property. Conservatives denounced the idea when it was first mooted, but the Government is now preparing a similar scheme.

He denied that the enactment of special laws for application in that country. He produced statistics to show that the number of crimes and deeds of violence committed in Ireland exceeded those committed in England. He denounced the charge that Egan paid money to assist in the Phenix Park murder, or that Biggar or others advanced money belonging to the League to pay for committal of the outrage. The *Times*, Davitt declared, had not produced anything to support these charges, except the evidence of the convict Delany, who swore that the forged letters of Carey to Egan were genuine and the testimony of the self confessed perjurer Pigott as to his interview with Eugene Davis.

Nothing, he declared, was not advocated as a means of personal injury or intimidation, but as embodying the popular sense of refusing to associate with those acting against public interest. The Commission here adjourned.

DUBLIN, Oct. 30.—At Margborough to-day the persons who were convicted of complicity in the murder of Police Inspector Martin at Gweedore in February last were arraigned for sentence. William Call, who was convicted of manslaughter, was sentenced to ten years penal servitude. Two others of the prisoners were sentenced to seven years penal servitude each, one to five years penal servitude, and ten to terms ranging from two to six months confinement in jail.

PARIS, Oct. 30.—The *Figaro* says that the marriage which had been arranged between Prince Murat and Miss Gwendoline Caldwell has been abandoned. Prince Murat, the paper says, left Paris yesterday and Miss Caldwell will embark for New York on Saturday.

LONDON, Oct. 3.—Advices from Brisbane state that the natives of South-west New Guinea have massacred Rev. Mr. Savage, who was sent out by the London Missionary Society, a number of native teachers, and the crew of the cutter *Mary*, belonging to the Society. The steamer *Albatross*, belonging to the Queensland government, has been dispatched to the scene of the murders.

BERLIN, Oct. 30.—The Reichstag yesterday discussed the budget. Herr von Maltzahn, secretary of State for the imperial treasury, said that the custom duties promised an increase of 40,000,000 marks. It was expected that expenditures, in addition to those already announced, would be required for the army. No matter how much confidence was felt in the continuance of peace, the means to maintain the strength of the army and enable the country to face every contingency could not be left out of consideration.

BRUSSELS, Oct. 30.—The strikers in the mining district now number 8,000. The delegates sent here by the strikers waited upon the Minister of Industry to-day and urged him to support the men's demands. The colliers in the Central and Charleroi coal fields are joining the strikers. The owners of coal mines have issued a manifesto. They refuse to grant the strikers' demands and assert that since 1887 the wages of the men have been in proportion to price of coal.

An Important Decision.

AUGUSTA, Oct. 30.—An important case has been on trial for three days before the Superior Court of Richmond county, Judge Roney presiding. Suits were entered against a number of prominent citizens, who twenty years ago subscribed to capital stock of the National Express and Transportation Company.

They were based upon a decree of the chancery court at Richmond, Va., authorizing a new assessment of thirty per cent. to liquidate an alleged indebtedness of the corporation. A test case was made to-day in the case *Wm. H. Howard*, a prominent and wealthy cotton factor, and a verdict was rendered against him. This virtually carries the other cases with it. The verdict is regarded as a great hardship although in accordance with court decisions in these cases in all States from Maine to Texas.

Fatal Collision on the Norfolk and Western.

LYNCHBURG, Va., Oct. 30.—A passenger train bound East and a freight train going West on the Norfolk and Western railroad collided last night about 12 o'clock, between Liberty and Thaxton and both trains were wrecked. It is reported that the firemen and engineers of both trains were killed; one passenger also killed and many hurt. No further particulars have been received.

A Revolution in Guatemala.

CITY OF MEXICO, Oct. 30.—The *Papelon Nacional* publishes a telegram from Guatemala saying that a revolution is in full progress in Santa Rosa district and that the Guatemalan Government is shooting all prisoners. The revolutionists, the dispatch says, are holding their own and are aided by other forces in the direction of the Mexican frontier.