

TELEGRAPHIC SUMMARY.

Three decomposed bodies are found in the main reservoir in Seattle.—The bill abolishing capital punishment is defeated in the New York assembly.—The Postal Telegraph company will water its stock \$5,000,000.—Three hundred negroes leave Memphis for Savannah to take steamer for Liberia.—Senator Shoup is re-elected from Idaho.—Gen. Wagner Swayne, president of the Episcopal Missionary society, makes a statement about the defalcations of the secretary and the treasurer.—About \$25,000,000 of the new bonds are ready for delivery.—The Charleston office of the Texas and Pacific closes its doors.—Of the 178 financial measures before the Senate of the 11th Congress 131 remain unacted upon.—The Vestry returns to normal after being at sea despoiling wrecks on the North Carolina coast. She will soon resume this work.—Herbert W. Wink, cashier of a National bank from Worcester, Mass., commits suicide.—Martin J. Connelly of Brooklyn, has his brain drained. He was suffering from an abscess of the brain.—The British steamer Mariposa, sugar laden, arrives at Boston with five hundred cargo.—The recall of our consul general at Havana, is demanded by the Spanish and Cuban authorities.—Many Republicans say they will not vote for Otho Wilson for railway commissioner.—Republicans hold on to two of the congressional seats.—The penitentiary patronage is to be evenly divided.—Six thousand negroes in the western States are preparing to go to Liberia.—Fire breaks out on the Government transport Fern, on her way from Philadelphia to Boston, while she has 400 negroes on board.—The schooner O'Donohy, of Haverhill, Mass., receives an anonymous letter, saying that his church will be blown up with dynamite Sunday next and he will be shot.—Mexican bankers are refusing drafts on New York because they are uneasy about our currency situation.—John Owen Bachle, the New York manager of the Union Central Life Insurance company, of Cincinnati, mysteriously disappears.—The steamer Irtian arrives at Norfolk from Liverpool after being out forty-three days. Her captain gives a thrilling account of his trip. His coal gave out and he had to burn every piece of wood he could take from the steamer, and reached Bermuda with the last of the burning.—In the Goodman trial the State yesterday concluded its evidence and the testimony of the defense was begun.—The schooner George L. Dickinson, on her way to Norfolk, was lost.—The Bay Line steamer Danville, collides with the steamer St. Marys near Baltimore. It was miraculous that no serious damage was done.—It was rumored in Raleigh last night that Kitchin had been elected as penitentiary manager and a man named Reinhardt substituted.

THE WILMINGTON BILL.

PASSES SECOND READING; THIRD READING TO-DAY.

Mr. McClammy Asserts Ignorance of Its Effects.—Raleigh Charter Bill Passes the House.—Confederate Monument Bill—Salaries of Penitentiary Superintendent and Cade Commissioners Reduced.

SENATE. (Private Day.)

March 7.—The Senate was called to order at 10 o'clock by Lieutenant Governor. Prayer was offered by Rev. John Ammons of the Senate.

The following bills passed their third reading: To incorporate the Carolina Railroad and Lumber company, to submit the question to the voters of the State of Elizabeth City, to incorporate the Southport and Western Railroad company, to amend the charter of Newbern.

Senator Fowler arose to a question of personal privilege and said certain Senators had been undertaking to create the impression that he was under obligations to the railroads because he had accepted a free pass to the Newbern fair. He said such attempts did him injustice. He condemned the pass business, and said he had introduced more bills than any other Senator that were objectionable to the railroads and had advocated their passage to the best of his ability. He said the man who criticized him for accepting a pass had voted on the side of the railroads and the State.

The bill passed its third reading to amend the charter of Raleigh and Mecklenburg railroads. The bill regarding the State fair, letting it go to the State fair grounds at Raleigh, was placed upon its second reading. Senator Newborne offered an amendment to amend section 10045 of the Code, to amend the bill so as to let the fair remain at Raleigh and to allow Mecklenburg county and Mecklenburg city, the fair grounds, and as amended passed its third reading.

Senator Dowd offered an amendment to require the voters to be residents of the city for sixty days.—The bill passed its third reading without amendment by a vote of 27 to 15. Popular Education, Fayette, Bellamy, Hoover, Lindsay, Shaw, Stephens, Westmoreland, and Moore were present. The bill was passed by a vote of 27 to 15. Popular Education, Fayette, Bellamy, Hoover, Lindsay, Shaw, Stephens, Westmoreland, and Moore were present.

The following bills passed their third reading: To incorporate the Carolina and Tennessee Railroad company, to incorporate the Carolina and Tennessee Railroad company, to establish stock law in Colby township, Bladen county, to amend section 10045 of the Code for protection of fish; to increase the pay of jurors in Penick county; to allow the State to purchase land for a penitentiary; to incorporate the Norfolk and Camden railroad company; to amend section 10045 of the Code.

Senator Hoover introduced a resolution to investigate the case of Mrs. Fattie D. B. Aronson, who was arrested for the murder of her husband. The bill passed its third reading.

The following bills passed their third reading: To repeal chapter 135, private laws of 1891; to amend section 10045 of the Code to create the township of Peares Mills, Cumberland county, to reduce salaries of trustees of the Agricultural Experiment Station, to hold the colored race from \$4 to \$8 per acre, to amend section 10045 of the Code holding any officer in the gift of the trustees.

HOUSE OF REPRESENTATIVES. At 10 o'clock the House met. Speaker Walter presiding, and Rev. T. W. Habb presiding at the desk.

An unfavorable report was made on the bill to punish boycotting by railroads, and a motion to amend the bill to establish a reformatory for young criminals.

Mr. Ewart, chairman of the Committee on Privileges and Confiscation, reported the election count of Blake against Robinson, from Anson, in favor of Robinson, 100 to 90.

Mr. Ewart introduced a bill to amend the charter of Kingston. Mr. Lusk, a bill to amend the present bonds of contractors of the blind institution at Raleigh and create a fund of \$10,000 for maintenance of the North Carolina insane asylum.

The bill to amend the charter of Wilmington was passed by a vote of 27 to 15. The bill to amend the charter of Wilmington was passed by a vote of 27 to 15.

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office as mayor and aldermen of the said city of Wilmington on the 25th day of March 1895 shall continue in office until the regular election to be held on the 4th Thursday in March 1896, and until their successors thereto elected shall be duly qualified.

Mr. Ray said McClammy was absent and that he wanted to give him a chance to be heard, and asked that the bill be informally passed over.

Mr. French said that Mr. McClammy was to offer the last amendment, that it was a compromise.

At this moment Mr. McClammy came in and Mr. French called on him to say whether this was true.

Mr. McClammy said that while he opposed any change in the charter of Wilmington, yet Senator Rice's bill did not make such radical changes as did other proposed bills. He said that he did not favor any change. He spoke of the good government which the Democrats had since 1871 given the people of Wilmington. He declared his opposition to the bill and had always opposed any change in the city's charter.

Mr. Lineback asked what will be the effect on the city if the bill is passed? Mr. McClammy said that he did not know what would be the effect.

Mr. French said that he conceded more than he thought than any measure he had ever known. He called on Mr. Hileman to speak in favor of the bill. Mr. Hileman said that he had been considered in the Populist caucus and it had been agreed in it to support the bill.

Mr. French said the whole matter had been agreed on in caucus. He called the previous question on the second reading of the bill.

The vote was—ayes, 69; noes, 39. Mr. French moved to suspend the rules and put the bill on its third reading. This failed by two votes. He then moved that the bill be taken up on the order of the day for tomorrow at noon.

The House took up the contested election case of Morphis against Crawford, from McDowell, and decided in favor of Crawford. Then it took up the case of Person against Person, from Howard and Baker, from Edgecombe, and found in favor of the latter.

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of the superintendent of the penitentiary \$2,000 to amend the charter of Newbern; to appoint township tax collectors in Halifax; to extend the time of organizing the Carolina Manufacturing company; to extend the time for organizing the North Carolina investment company; to incorporate the Guardian Security, Trust and Deposit company of Wilmington; to appropriate \$100,000 for the support and repairs of the Morganton asylum; to amend the charter of the Aberdeen and West End railroad.

The bill establishing the code commission was placed upon its third reading. Senator Paddison offered an amendment reducing the salary of the commissioners from \$2,000 to \$1,500 and the salary of the clerk to \$750, this being the same as the Democratic committee received.

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Senator Fowler said the present code was arranged by three of the most eminent lawyers in the State, who received \$1,500 each. He saw no reason for increasing the salary. It was not in the line of reform or economy.

Senator Dowd offered an amendment to make the salary \$1,000. He said from what he heard \$500 would be plenty for some of the members of the commission.

Senator Paddison's amendment was adopted. It requires the commissioners to pay their traveling expenses.

Senator Dowd's amendment to reduce salary was lost, and the bill as amended passed its third reading.

Mr. Ewart introduced a bill to amend the charter of the city of Wilmington, providing that 6 per cent bill shall not apply to suits for usury now pending was tabled.

At the night session of the House, there was some discussion of a bill which makes an appropriation of \$1 for every \$1 raised by the people of Winston for a colored normal school. It passed.

A substitute or compromise bill, regulating building and loan associations, was taken up. It was prepared after discussions before the committee by foreign and home associations.

Mr. Ewart favored the bill. Mr. McClammy offered an amendment, providing that the premiums charged shall not exceed 6 per cent.—lost.

Mr. Ray spoke in support of the bill, which he said was drawn in the interest of home associations. Mr. Ewart said that the profits of these associations did not come from usurious interest. The bill settles a case now in the Supreme court, on which that court has decided.

The bill passed—ayes, 57; noes, 22. Mr. Ewart made a motion to suspend the rules and put the bill on its third reading, which was lost.

Bills passed final reading to allow Richmond county to levy a special tax; to amend the charter of the Brunswick bridge and Ferry company; to incorporate Manchester to change the name of Elm City to Tolson; to incorporate the Farmers' Life association of North Carolina; for the relief of Wilson graded school.

The bill to provide for the support of the penitentiary came up. It appropriates \$185 per year to pass at the end of February; \$350 to supplement the resources of \$185, and \$25,000 for contingent fund for 1896.

An amendment was offered to strike out the contingent appropriation for 1896. This was lost and the bill passed its second and third readings.

Mr. Henderson moved to reconsider the vote by which the bill passed its third reading. Mr. Ewart moved to table this motion. Many Republicans voted no.

ANOTHER JOINT CAUCUS.

The Otor of the Flesh Pots Draws all Fusionists to Caucus Hall—Republicans Hold a High Hand.

RALEIGH, March 7.—Your correspondent is assured by some Republicans that, though Otho Wilson sets the railway commission, they will never vote for him. It was decided at separate caucuses last night that there should be a joint caucus to-night. It is the first joint caucus in over a fortnight. So the lion and the lamb lay down together. The lamb is of course inside of the lion. While it was decided at caucuses last night to adjourn next Tuesday, yet some members say to adjournment may not be until Wednesday.

To-night's caucus was for the ratification of the division offices. The Republicans carried the day in the matter of code commissioners and hold on to two of them. It is said that the last code cost \$25,000 and the question is raised as to what necessity there is now for this large expenditure.

Mr. Ewart got the second position and the latter said that he would not be put on the road in the hands of the State proxy, who it was arranged, should be selected by to-night's caucus.

Senator Grant assures me that the University bill will pass without any trouble, and also the Normal and Industrial School Appropriation bill. The State board of education to-day made nominations in March of next year of trustees of the Normal Industrial school. The board said that it would not be put on the road in the hands of the State proxy, who it was arranged, should be selected by to-night's caucus.

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It is found that the railway commission has power to deal with boycotts by railroads. The bill passed—ayes, 57; noes, 22. Mr. Ewart made a motion to suspend the rules and put the bill on its third reading, which was lost.

Senator Moody, chairman of the Insane Asylum commission, tells me positively that he will not be put on the road in the hands of the State proxy, who it was arranged, should be selected by to-night's caucus.

Mr. Ewart said that the profits of these associations did not come from usurious interest. The bill settles a case now in the Supreme court, on which that court has decided.

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THE STEAMER ISTRIAN.

ARRIVES SAFELY AT HEBB PORT OF DESTINATION.

Forty-Three Days Out From Liverpool—Violent Storms—Beaten Down to Bermuda—Coal Exhausted—Burning Spars, Mast, and Mainmast—Cargoes—Reaches Bermuda With Last Wood Burning.

NEWPORT, Va., March 7.—A special to the Landmark from Newport News says: After being out forty-three days, the steamer Istrian steamed up to her pier this morning at 8 o'clock with 2,300 tons of cargo from Liverpool. Capt. Greener gave our correspondent the following story of his long voyage.

"We left Liverpool at midnight on January 24th and had very severe weather coming down the Channel, being obliged to carry our pilot to Waterford island, as it was impossible to land him at the Liverpool station on account of heavy weather. The storm continued until the 27th, when we had fair till February 2nd, when we again encountered a heavy gale from the northwest, lasting nearly three weeks, it being so severe at times that my ship was obliged to stop and we were at the mercy of the sea. We were then 200 miles from Bermuda on February 10th, for which point we were making, as there were only about eighty-five tons of coal on board and we were burning thirty-five tons a day. Up to the 20th we experienced the worst of the storm and the storm was indescribable. For five days we had no fire at all. If we had kept steam during this weather and tried to make Bermuda we would never have gotten into port. On the night of the 22nd we were again compelled to stop, letting our fire go out again. At midnight on the 23rd we started again. The wind being in our favor, we set all available sail and put on a full press of steam. We were then 100 miles from Bermuda on February 10th, for which point we were making, as there were only about eighty-five tons of coal on board and we were burning thirty-five tons a day. Up to the 20th we experienced the worst of the storm and the storm was indescribable. For five days we had no fire at all. If we had kept steam during this weather and tried to make Bermuda we would never have gotten into port. On the night of the 22nd we were again compelled to stop, letting our fire go out again. At midnight on the 23rd we started again. The wind being in our favor, we set all available sail and put on a full press of steam. 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