THE WILMINGTON MESSENGER, THURSDAY, JANUARY 30, 1902.

Digests what you Eat **Dyspepsia Cure**

Just so sure as water dissolves sugar, just so sure will KODOL DYSPEP-SIA CURE digest your food; it's on the same general principles. It consains the same elements as Nature's digestivo fluids, so why wont it act in exactly the same manner? It will. It can't help it. That's why it never fails to cure the worst cases of indigestion and dyspepsia where other remedies have failed. A little KODOL DYSPEPSIA CURE after meals will prevent that terrible distress and belching so often experienced. "For years I sought a remedy in vain until I tried KODOL DYSPEPSIA CURE. It has no equal as a stomach and dyspepsia remedy and I have tried all I could find. M. C. Edwards, 1422-16th Ave., Altoona, Pa."

It can't help but do you good Prepared by E. C. DoWitt & Co., Chicago. The \$1. bottle contains 2% times the 50c. size. When you suffer from biliousness or constipation, use the famous little liver pills known as **DeWitt's Little EARLY RISERS.** They never gripe.

R. R. BELLAMY.

Gaylord's Big Racket Store his counsel. Geo. U. HAS BEEN RECEIVING GOODS EVERY DAY THIS WEEK

IN OUR MILLINERY DEPARTMENT, 300 Ladies' Felt Hats to sell for 25c Which is growing stronger and finer All good shapes. ach season, we have added sixty cases Breasts and Fancy Feathers at half- of command and of credit for the vicof new goods this week which we price. Inbought to supply the wholesale trade. Ladies throughout North and South

Carolina buying Millinery can do as wholesale and retail well with me as they can do anywhere. In Ladies' and Childrens'

TRIMMED AND READY-TO-WEAR dozen. At the present time we have all kinds of Silk Caps to close out cheap. HATS.

We have them trimmed up nicely \$4.50, \$6.60, \$9.00, \$12.00, \$15.00, \$18.00, up to 50c. \$21.00 and \$24.00 per dozen.

We have ready-trimmed Sailors at \$1.90; \$2.00, \$2.25, \$3.50, \$4.50, \$6.00, \$9.00 and \$12.00 per dozen. These we have in our wholesale department. 50 styles of 31.0 each to clean up the line. nice new shapes in all colors from \$1.90, \$2.25, \$3.50, \$4.50 and \$5.00 per dozen. We have Ribbons. Mouselines, Tinsel,

Nets, Silk Mulis and everything that is New and Up-to-Date in the Millinery Ladies that want early ready-to-wear

Hats in black Chip and Straw, we have nice supply for 50c and \$1.00 each. n our-

DRESS GOODS DEPARTMENT, We have new Lawns how Chambrays, Ginghams and Percales, also a plenty of nice new Silks for waists. We have each.

REMNANTS In nice new Percales at 6c per yard. Black and Colored Taffetines at 40c per yard. The best quality of Cham- quality.

bray in remnants at 7c per yard-worth the, 20 styles NEW APPLIQUE TRIMMINGS

sets in four different widths-from 4c your Card Punched with every Cash would, in the absence of the right and

CHILDRENS' HEADWEAR Of all kinds, we have a big line both

For spring in the wholesale line, we have Baby Caps from 75c to \$4.50 per

Beautiful Silk Caps as low as \$25c and

Good Wool Hoods for Children for 25c and 35c.

Fascinators 15c, 25c and \$1.00.

MEN'S RUBBER BOOTS In great variety to sell cheap. Boots we sold for \$3.00, we will sell for \$2.50-want to move them.

Men's Rubber Shoes at 25c a pair. Ladies' Rubbers at 25 and 35c a pair. A job in Children's Rubber Shoes at

10c a pair. A nice new line of Boys and Girls' school Caps. A 1902 Cap at 25c.

A nice Embroidered Cap at 20c. A big life of Bays Job Caps at 10c

Ten-quarter unbleached sheeting at

Lie per yard. Heavy Crash Towelling at 5c-extra

Our stock has a nice new bright ap- they determine the propriety of the pearance and we are selling our heavy Winter Dress Goods at greatly reduced prices. they determine the propriety of the conduct of the said Schiey in said bat-tle, since, it being a fact that he aid assume comfinand of the American

ADMIRAL SCHLEY'S APPEAL. tent jurisdiction having before it all facts and all the parties interested. The Grounds on Which He Asks the (B) That a doubt existing as to was actually in command at the ba President to Overrule the Court of Inquiry and the Secretary of the United States and among the

ple at large, a controvers; over point, which controversy, without Washington, January 29 .- The navy ing instigated, fostered or count department has made public Admiral anced by your petitioner, has waged more than three years to the great Schley's appeal, delivered to the presiterrent good of the service and dent about a week ago. The depart- the hurt of those most concerned in

ment's "comment" will be published in a day or two.

Navy.

controversy your petitioner was n Admiral Schley appeals to the presithe object of most unjust accusa dent as the chief executive and com- affecting his personal and public ch acter, which accusations were insp mander-in-chief of the army and navy, by those who sought to establish "vested with power to regulate and difact that he did not command at rect the acts of the several executive said battle, and that owing to said officers thereof," and he asks that the cusations he has suffered much inh (D) That the said controv president review the findings of the brought about a condition which court. He asks this on three grounds, sulted in all those persons present participating in said battle being in each case basing his appeal on the

nied the rewards which a gene findings of Admiral Dewey, as opposed country is disposed to grant those to the majority report. These three serve it well in war. (E) That the said controversy grounds are set out compendiously in the "petition," which fills about eight

only be terminated and justice don printed pages of a pamphlet and is those to whom justice is die upon signed by Admiral Schiey, and by Messrs. Raynor, Parker and Teague, of rendition by a body of competent ju diction, having before it all the f and parties concerned, of the decis Attached to the petition are three exupon this question, which decision s

said question.

(C) That in the course of the

hibits "A", "B", and "C", each made pe final and conclusive. up of copious extracts from the testi-(F) That such a decision will re

mony taken by the court of inquiry and in the betterment of the service, intended to confirm the statements of closing a deplorable controversy, w fact made in the petition itself. now divides the service into hostile In this latter document the first ground of appeal is the holding of Sections; that, further, such a fecision perpetuate in history the true facts retary Long in his endorsement on the rounding one of the greatest naval of court's findings that "the conduct of the flicts of modern times and one of court in making no finding and rendergreatest navy victories ever achie ing no opinion of those questions (that

by this country. It is further stated that in asking tory) is approved-indeed it could, with a court the petitioner expected to see propriety, take no other course, evia judgment so final and conclusiv to terminate the controversy, and it was the duty of the court to upon the question of command.

Counsel next take up the question the propriety and justice of Dew opinion that Commodore Schley wa absolute command in the battle of itago, and is entitled to the credi the glorious victory and quote many cerpts from the testimony to estab the correctness of this conclusion. recited that Sampson signaled to regard motions of commander-in-chi when he started eastward that morn thereby conferring command Schley. It is aserted that the York did not reach the scene of last surrender of Spanish ships u one hour and thirteen minutes after battle ended and that at 9:35 o'clock the morning of July 3rd the New was out of sight of every ship of his authority and jurisdiction in report-ing his opinion as hereinbefore set forth and that the majority members of the with any of them. Counsel also with any of them. Counsel also Secretary Long's statement to the ate that Sampson was proceeding wards Sibony when the Sanish a emerged, under orders from the dep ment to confer with Shafter, and i held that these orders detached temporarily from his command, so t Schley was actually in command at battle for the following reasons: "(a) By virtue of his rank as sec in command of the equadron before Santiago.

"(b) By virtue of his rank as senior line officer on the spot, authorized by Lills 4.83% to 4.83%; bar silver 55%; the 'regulations for the government of Mexican dollars 44%; government bonds Geo. O Gaylord, = Proprietor 208 and 210 North-Front Street. Geo. O Gaylord, Front Street. Burable, and upon the question of such right and duty and the propriety of his conduct in the premises the said Schiey was entitled, under the precept, to a finding and an opinion from the ma-jority members as well as from the ma-

for demand and at 4.84¼ for sixty days.

Posted rates 4.85 and 4.88; commercial

141

1714

103

1344

170

2832

151

161

1625

 100^{7}

217

105

190

65

1173

2771

1011

221 1263

623

93

903

60

120%

1083

108%

1085

1083

1113

1117

106

1073

101

1364

120

139

| - | | | | and the second se |
|---------------|---|--|---|---|
| ll the | WILMINGTON MARKETS. | Corn, No. 2- | As The University On | A TLANTIC COAST LINE R. R. CO. |
| 1. | WILMINGIVN KARAGIS. | Jan | At The Unlucky Corner | Schedule in Effect January 15, 1902. |
| who | | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | Departures from Wilmington. |
| vy of | Wednesday, January 29. | Oats, No. 2 | North Carolina Hams, | NORTH BOUND. |
| peo- this | Receipts of cotton today-578 bales. Receipts same day last year - 444 | May | Springfield Hams, | |
| be- | tales. | Sep 3214 33 3214 327% | lones' Hams, | DAILY NO. 48.—Passenger Due Magnolis 11:00 9:30 A. M. a. m., Warnaw 11:21 a. m., Golds |
| iten- | This seasons receipts to date-237.845 | Mess Pork, per bbl | Premion Hams. | Rocky Mount 1:55 p. m., Tarboro 2:5 |
| d for | bales | Jan 15.57% 15.70 15.57% 15.70 | Gold Band Hams, | boro 12:21 p. m., Wilson 1:18 p. m. Rocky Mount 1:55 p. m., Tarboro 2:2 p. m., Welcon 4:55 p. m., Petersbur 6:46 p. m., Richmond 7:45 p. m., Sur |
| t de- i to | Receipts to same day last year-231,- t69 bales. t | May 15.77½ 15.95 15.72½ 15.95 July 15.87½ 16.05 15.82½ 16.05 | Pic-Nie Hams, Diamond Hams, | folk 5:55 o m., Washington 11:40 p m. Paltimore 1:28 a, m., Philadelphi |
| i the | The quotations posted at 4 o'clock | Lard, per 100 lbs | Sliced Ham, | 9:00 a. m., New York 7:13 a. m. |
| | today at the exchange: | Jan 9.321/2 | Deviled Ham. | DAILY NO. 40PassengerDue Magnolli 7:00 F. M. 8:30 p m. Warnaw 8:40 p. m. Goldsbero 9:37 p. m., Wilson 10:38 p. m., **Tarboro 9:36 a. m., Ecclis Mount 11:33 p. m., Weilson 1:37 a m., **Norfolk 1:00 p. m., Petersburg 3:18 a. m., Richmond 3:57 a. m. Washigton 7:30 a. m. Baitimore 9:00 a. uc. Philadelphia 11:12 a. m., New York 1:45 p. m., Boston 9:00 p. m. DAILY NO. 62Passenger-Due Jacksonville ex Sunday 4:13 p. m., New Bern 5:40 p. m. 8:25 F. M. |
| said nade | COTTON-Firm. Ordinary | Mar | Potted Ham and Abraham. | 7:00 P. M. 8:30 p m., Warnaw 8:40 p. m. |
| tion, | Good Ordinary | Short ribs per 100 lbs | O TT CANDDOG | p. m., "Tarboro 9:34 a. m., Rock |
| har- | Low Middling | Jan | S. W. SANDERS | Mount 11:33 p. m., Weldon 1:37 a |
| the | Middling | May 8.40 8.47½ 8.40 8.47½ July 8.50 8.57½ 8.50 8.57½ | BOTH PHONES 109. THE UNLUCKY CORNER | 3:15 a. m., Richmond 3:57 a. m. |
| tne | | Cash quotations were as follows: | | s. u., Philadelphia 11:12 s. m., New |
| ac- | | Flour steady; No. 3 spring wheat 73 to | TTT T | DAILY NO. 62 Passenger -Due Jacksonville |
| jury. | SPIRITS TURPENTINE - Nothing | 735%c; No. 2 red 8314 to 8414c; No. 2 | | ex Sunday 4:13 p. m., New Bern 5:40 p. m |
| ersy n re- | doing. | uats 43¼ to 44¼c; No. 3 white 44½ to 45½c; No. 2 rye 61 to 61¼c; mess pork | D A | SOUTH BOUND. |
| and | ROSIN-Firm at \$1.10 and \$1.15. TAR-Firm at \$1.25. | uer barrel \$15.75 to \$15.80; lard per hun- | PTAND SVODDM | DAILY NO. 51 Due Lake Waccamaw 7:10 - |
| de- | CRUDE TURPENTINE-Strong;hard | ared pounds \$9.20 to \$3.321/2c; short ribs | I LANT INTALP.W | except m., Chadbourn 7:41 a. m., Marier Sunday 8:45 a. m. Florence 9:25 a. m., Lane :00 a m., 11.20 s. m., Charleston 1:10 p. |
| who | 31-35; soft \$2.50. | sides (loose) \$8.20 to \$8.35; dry salted shoulders (boxed) 7% to 7%; short | the second se | DAILY NO. 55 |
| * | Prices same day last year - Spirits turpentine 37% c and 36% c; rosin \$1.20 | clear sides (boxed) \$8.60 to \$8.70; whis- | Whenever you visit | 8:45 P. M. camaw 4:58 p. m., Chadbourn 5:3 |
| can | and \$1.25; tar \$1.30; crude turpentine | kev \$1.82. | | 8:45 P. M. camaw 4:58 p. m., Chadbourn 5:3 n. m. Marion 6:40 p. m., Surten 7:25 p. m., Sunter 9:15 p. m. Oo lumbla 10:40 p. m., Denmark 6:16 a |
| the | hard \$1.30 and \$2 30. | New York, January 29FLOUR - | Florida or Cuba, | lumbla 10:40 p. m., Denmark 6:16 a m., Augusta 8:19 a. m., Macon 11:12 |
| uris- | Receipts today - 42 casks of spirits | Steadier and a shade higher on some grades with wheat. Winter patents | and the second se | s. m., Allunts 12:35 D. m., Charles |
| lacts | turpentine, 220 barrels of rosin, 405 bar- rels of tar, 57 barrels of crude turpen- | 23.75 to \$4.10; Minnesota patents \$3.85 | by whatever route | ton 11:15 p. m., Savannah 3:00 a. m., Jacksonville 8:30 a. m., Augus tiue 10:50 a. m., Tampa 10:00 p. m. |
| shall | tine. | to \$4.15. | | tiue 10:M a. m., Tampa 10:00 p. m. |
| JIIGH | Receipts same day last year - 71 | WHEAT-Spot firmer; No. 2 red 88c. Bulls had their turn in wheat today, | | WESTBOUND. DAILY NO. 53Passenger Due Favettaville |
| esult | casks of spirits turpentine, 440 barrels of rosin, 453 barrels of tar, 105 barrels | catching the crowd short they ran | | DAILY NO. 53.—Passenger Due Fayetteville :10 A. M. 12:20 p. m., leaves Fa, etteville 12.4. p m., arrive Sanford 1:58 p. m. |
| hich | of crude turpentine. | prices up a cent per bushel being aided | Har your descis | ARRIVALS AT WILMINGTON FR.JM |
| fac- | PRODUCE. | by foreign buying, stronger cables, | read Via | THE NORTH. |
| will | SALT-100's 45c; 18's 80c, 200's 85c; F | small northwest receipts, and good sup- port in corn and oats. The close was | and the second | DAILY NO. 49 Passenger Leave **Bosten |
| sur- | | Eirong and 1c net advance. March | N | 100 P .M. 1.57 p m. New York '9:30 p m. Philade'pnis 12:20 a. m., Baltimore |
| the | DRY SALTED SIDES-94@94c. FLOUR - Straights \$4.25 to \$4.50; | closed 85c; May closed 84%c; July | Ur A STON STOMTIM | Dish month of the suington \$:00 K. ID. |
| eved | 2nd patents \$4.50 to \$4.75: full \$4.75 to | closed \$4%c. CORN-Spot market firmer; No. 2, | LANT DYSTEM | a. m., Norfolk 9:00 a. m., Weldon |
| g for | \$5.00. | Inti- TT-de- the immediate of atmonth | | a. m., Norfolk 9:00 a. m., Weldon 11:50 a. m., Tarboro 12:22 p. m., Rocky Moust 12:52 p. m., Wilson 2:40 p. m., Goldsboro 3:15 p. m., Wilson 2:40 p. m., Magnolia 4:25 p. m. |
| cure | BUTTER-24 to 26c. MOLASSES-S. House, 15c. New Or | cables, light country and speculative | B. W. WRENN, Savannah, Ga. Passenger Traffic Manager | 4:10 p. m., Magnolia 4:25 p. m. |
| e as | teans Brights, 23 to 25c: Porto Rico 39 | offerings, a scare of shorts and vigor- ous support at Chicago, corn was much | Savannan, Ga. Passenger fraine manager | 10:10 A. M. 12:00 night, New York 9:25 a. m. |
| that | to 35c; Cuba, 28 to 49c. | higher today, closing strong at 1%c net | | Philadelphia (2:03 p. m., Baltimore |
| pass | COFFEE-8 to 11c. SUGAR - Granulated \$5.00; W.X.C. | advance. January closed 67%c; May | Greatly Improved and Increased Service | 2:16 p. m., Washington 3:45 p. m., Richmond 7:23 p. m., Petersburg 7:59 |
| on of | No. 5 \$4.50; No. 7. \$4.25; No. 9 \$4.10; No. | ciosed 67%c; July closed 66%c. | FROM | p. m., **Norfolk 4:00 p. m., Weldon 9:38 p. m., **Tarboro 7:22 p. m., |
| vey's | 11. \$4.05. | OATS-Spot, very strong; No. 2, 47½ to 48c. Sharing the corn strength, oats | WASHINGTON, D. C., | Rocky Mount 5:45 a.m. Leave Wil- son 6:28 a. m., Goldsboro 7:31 a. m., |
| as in San- | LARD-Fure 11% to 1ac. compound | were active and strong all day. clos- | FOR | Warsaw 8:24 a. m., Magnolia 8:37 |
| it of | 8%C. COUNTRY PRODUCE. | ing at top prices, | Winter Tourist Season—1901-1902. | DAILY NO. 03 PassengerLeave New Bern |
| y ex- | PEANUTS-North Carolina 70 to 80c; | LARD — Firmer; western steamed \$9,10; refined firm; continent \$9.85; | | except 9:00 a. m., Jacksonville 10:26 p. m. Sunday |
| lish It is | Virginia 60 to 70c; Spanish 80c | South American \$10.65; compound 8c | | 12:15 p. m. |
| 'dis- | CORN-86c to 88c. CORN MEAL-78½ 81c. | to 8¼c. SUGAR—Raw firm, fair refining | Southern Railway. | FROM THE SOUTH. DAILY NO. 50. Leave Charleston 4:20 p. m., |
| ief," | CHICKENS - Dull; hens 25 to 18c; | 3 3-16c; centrifugal 96 test 3 11-16c; re- | | except Lanes 6:06 p. m., Floreuce 8:15 p. m., |
| ing, ipon | roosters 20 to 25c; spring 8 to 18c | fined firm, | Never in the history of the South have such | 11:30 p. m., m., Leke Waccamaw 10:21 p. m. |
| New | EGGS-Steady at 18c. SHINGLES-Per 1,000, 5-inch saps. | COTTON SEED OIL-A little steadier | great attractions and improved train service been | stopt Lanes 6:06 p. m., Florence 8:15 p. m., Sonday. Marion 5:54 p. m., Chadbourn 9:53 p. 11:30 p. m., m., Lrke Waccamaw 10:21 p. m. DAIL1 NO. 54.—Passenger.—Leave Tampa 1:40 P. M. 9:40 a. m., Sanford 2:10 p. m., Jacksonville 8:30 p. m., Sarannak 1:30 a. m., Charleston 6:45 a. m. |
| the | \$1.60; 5-inch hearts, \$2.25; 6-inch saps. | on the advance in lard products but continued dull. Prime crude f o b mills | offered for passenger traffic as are now presented | Jacksonville 8:30 p. m., Savannah |
| ntil the | \$2.50; 6-inch hearts. \$3.50 | 33 to 34c; prime summer yellow 40 to | by the Southern Rallway for the present season. | Atlanta 7:50 s. m. Macon 9:00 s. m. |
| k on | TIMBER: | 41c; prime white 46c; prime winter yel- | New time card in effect November 24, 1901, placed in operation out of Washington in con- | m., Columbia 6:55 a. m. Sumier 5:25 p. |
| Lork | Per M feet—Shipping\$8.00@9.00 Mill Prime\$6.50@7.50 | low 47 to 48c; prime meal \$28 nominal. BUTTER—Firm; creamery 16 to 25c; | innetion with the Southern Railway two new | a. m., Florence 10:10 a. m., Marion 10:53 a. m., Chadbourn 11:58 a. m., |
| the | Mill Fair\$5.00@6.09 | state dairy 14 to 23c. | through trains, which are in addition to the very excellent complement of passenger train service | Lake Waccamaw 12:29 a. m. |
| king | Common Mill | CHFFSE-Firm; large, early made, | previously afforded by the Southern Railway | EAST BOUND. |
| cite | Inferior to Ordinary\$3.50@4.59 | closed 10%; large, early made, white | system from Washington to all points South. | DAILY NO 52 Passenger Leave Sanford 7:15 P. M. 3:05 p. m., arrive Fayetteville 4:36 |
| sen- | MADKORD DV MATOCOLDC | 10%c. EGGS—Firm; state and Pennsylvania | The present arrangement being briefly as follows: | p. m., leave Fayetteville 4:30 p. m. Bennettaville Branch-Train leaves Bennetta |
| to- | MARKETS BY TELEGRAPH. | 25 to 30c. Southern at mark 28c. | Train No. 37, "Washington and Southwestern | VILLE S.10 B. ML. MEXIOD B:05 B. m. Had Springs |
| art- | The second se | POTATOES-Steady; Maine (bags) | Vestibuled Limited," leaves Washington, daily, at 10:45 p. m., carrying through Pullman Sleep- | 9:32 a. m., Parkton 10.02 a. m., arrive Fayette- ville 11:10 a. m., Returning leaves Fayetteville 4:40 p. m., Hope Milis 5:00 p. m., Red Springs |
| it is | FINANCIAL. | \$2,30 to \$3.35; New York, fair to prime, (sack) \$2.00 to \$2.15; Jersey Sweets | ing Cars to New Orleans, Memphis, Tenn., Ma- | 5:43 p. m., Hope Milis 5:00 p. m., Red Springs |
| him that | New York, January 29Money on | (barrel) \$3.00 to \$3.50. | con, Ga., and Nashville, Tenn., and elegant Club | 5:43 p. m., Maxton 6:16 p. m., arrive Bennetts ville 7.15 p. m. |
| the the | call easy at 2 to 2½ per cent.; closed bid and asked 2¼ to 2½ per cent.; prime | PEANUTS-Quiet; fancy handpicked | Cars between Washington and Atlanta. Dining | Connections at Fayetteville with train No. 78, at Maxton with the Carolina Central railroad at |
| | mercantile paper 4 to a per cent.; ster- | 4% to 4%c; other domestic 2% to 4c. CABBAGE-Quiet; Long Island Flat | Cars serve all meals en route. Effective with December 2, this train will also | Red Springs with the Red Springs and Bowmore Railroad, at Sanford with the Seaboard Air Line |
| cond | ling exchange steady with actual busi- | Dutch, (per 100) \$2.00 to \$4.00. | handle a through sleeping car from Washington | and Southern Railway, at Gulf with the Durham |
| efore | ness in bankers' bills at 4.86% to 4.87 for demand and at 4.84% for sixty days. | NAVAL STORES. | to Pinehurst, N. C., which will leave Washington each Monday, Wednesday and Friday, and effect- | and Charlotte Railroad. Train between Mocky Mount and Richmond |

Dutch, (per 100) \$2.00 to \$4.00.
NAVAL STORES.
New York, January 29.—Rosin steady.
Turpentine barely steady at 44½@45c.
Savannah, January 29.—Spirits turpentine firm at 42c; receipts 218 casks;
sales 440 casks; exports 75 casks. Rosin firm; receipts 2.748 barrels; sales 3.630
barrels; exports 250 barrels. Quote A
B C D \$1.25; E \$1.30; F \$1.35; G \$1.40;
H \$1.45; I \$1.70; K \$2.25; M \$2.65; N

press," leaves Washington daily, at 9:35 p. m., with through sleeping cars to Tampa, Fla., and Augusta, Ga., and through coach Washington to Jacksonville, and effective December 1, a through sleeping car to Charleston, S. C.; also effective with January 1, 1902, this train will carry a sleeping car once each week between New York, Washington and Thomasville. Dining Cars serve meshs encoute. ton 8:00 a. m., and 2:45 p. m., arrive Parmela 8:55 a. m., and 4.10 p. m., returning leave Par-mele 11:10 a. m., and 5:22 p. m., arrive Wash-ington 12:30 a. m., and 6:10 p. m. Dally except Sunday. mele 11:10 a. m., and 5:22 p. m., arrive Washington 12:30 a. m., and 6:18 p. m. Daily except Sunday. Train leaves Tarboro daily except Sunday 4:35 p. m., arrives Plymouth 6:35 p. m., and 6:30 p.m. Returning leaves Plymouth 6:36 p. m., arrives Tar-boro 9:55 a. m., and Sunday 9:40 a. m., arrives Tar-boro 9:55 a. m., and 11:00 a. m. Trains leave Goldsboro daily except Sunday 5:00 a. m., arriving Smithfield 6:10 a. m. Re-turning Jeaves Sulthfield 7:00 a. m., arrives at Goldsboro 8:25 a. m. Train on Nashville Branch leaves Rocky mount at 9:30 a.m., 4:00 p. m., arrives Nashville 10:20 a. m. 4:23 p. m. Spring Hope 11:08 a. m. 4:25 p. m. Spring Hope 11:08 a. m., 4:45 p. m. Returning leaves Spring Hope 11:20 a. m., 5:15 p. m., Nashville 11:45 a. m., 5:45 p. m., arrives at Eocky Moutu 12:10 a. m., 6:20 p. m., daily except Sunday. Train on Clinton Branch leaves Waraaw tor Clinton daily except Sunday. Trains leave Pee Dee 10:13 a. m. strive Latta 10:36 a. m., plilon 10:58 a. m. Howland 11:15 a. m., returning leaves Rowland 6:10 p. m., ar-ives Dillon 6:31 p. , m Latta 6:44 p. m., Pee Dee 7:08 m., daily. Trains Conway Branch leave Chadbourn 12:01 p. m., daily. Trains K Conway 2:20 p. m., arrive Elrod 8:10 p. m., earrive Chadbourn 5:20 p. m., daily. Trains leave Pee Chadbourn 5:35 p. m., arrive Sullon 6:31 p. m., m. arrive Chadbourn 5:20 p. m., daily. Trains for Conway 2:20 p. m., arrive Sullon 6:31 p. m., arrive Chadbourn 5:20 p. m., leave Chadbourn 5:35 p. m., arrive Elrod 8:10 p. m., arrive Chadbourn 5:35 p. m., arrive Elrod 8:10 p. m., arrive Chadbourn 5:35 p. m., arrive Sunday. Trains leave Sumter 5:20 p. m., Manning 6:64 SHIPPING INTELLIGENCE.
SHIPPING INTELLIGENCE.
VESSELS IN PORT. BARKS.
Victoria, (Nor.) 460 tons, Ericksen.
Tybee, Heide & Co.
Viva (Nor.) 462 tons Anderson Goole.
Heide & Co.
Taurus (Nor.) 462 tons, Olsen. Savannah, Heide & Co.
Taurus (Nor.) 484 tons, Olsen. Savannah, Heide & Co.
Mingrove, (Br.) 1,518 tons Watson.
New York, Alex Sprunt & Son.
Polana (Br.) Holtum, Liverpool. Alex
Sorunt & Son.
Schooners.
D. J. Sawyer (Am.) 287 tons, Moore,
New York, Geo. Harriss, Son & Co.
C. C. Lister (Am.) 267 tons, Moore,
New York, Geo. Harriss, Son & Co.
Cumberland (Am.) 349 tons, Little
john, St. Pierre, Martinique, Geo. Harriss, Son & Co.
Cumberland (Am.) 349 tons, Little
john, St. Pierre, Martinique, Geo. Harriss, Son & Co.
C. Ross, (Am.) 379 tons, Quillen, New York, George Harriss, Son & Co.
Mellie W. Howett (Am) 492 tone, unday. Trains leave Sumter 5:20 p. m., Manning 6:54 , m., arrives Lanes 7:40 p. m., leave Lanes 8:29 , m., Manning 9:06 a. m., arrive Sumter 9:42 a. a. m., Manning 0:06 a. m., arrive Sumter 9:62 a. m. Dally.
Georgetown and Western leaves Lanes 8:40 a. m., **7:00 p. m., arrive Georgetown 10:00 a. m., **8:20 p. m., leave Georgetown 6:30 a. m., **4:15 p. m. arrive Lances 8:00 a. m., **5:35 p. m.
Trains leave Florence daily except Sunday 10:05 a. m., arrive Darlington 10:30 a. m., Harts-ville 1:35 p. m. Cheraw 11:45 a. m., Wadesboro 12:50 p. m. Leave Florence daily except Sunday 10:05 a. m., arrive Darlington 8:25 p. m., Ben-netsville 9:22 p. m., Gibson 10:20 p. m. Leave Florence Sunday only 10:06 a. m., arrive Dar-lington 10:30 a. m.
Tave Gibson daily except Sunday 5:05 a. m., Bennettsville 7:05 a. m., arrive Darlington 8:15 a. m., leave Darlington 8:25 p. m., Ben-netsville 7:05 a. m., arrive Florence Florence Sunday only 10:30 a. m., arrive Florence Sunday 4:10 p. m., Cheraw 5:15 p. m., Hartsville 7:25 a. m., Darlington 6:29 p. m., Hartsville 7:30 p. w. Leave Darlington 8:50 a. m., arrive Florence 9:15 a. m. Wilson and Fayetteville Branch leave Wilson 1:59 p. m., 11:10 p. m., arrive Selma 2:48 p. m., 11:59 p. m., returning leave Rowiand 11:15 a. m. Fayetteville 4:25 p. m., 1:20 a. m., Rowiand 6:10 p. m., arrive Wilson 2:57 p. m., Dunn 5:40 p. m., Fayettville 4:25 p. m., 1:20 a. m., Rowiand 6:10 p. m., arrive Wilson 2:57 p. m., Dunn 5:40 p. m., Smithfield 5:03 p. m., Creston 5:20 p. m., 11:25 p. m., arrive Wilson 2:57 p. m., Dunn 5:40 p. m., Smithfield 5:05 p. m., Creston 5:20 p. m., 11:25 p. m., arrive Wilson 2:57 p. m., Dunn 5:40 p. m., Smithfield 5:03 p. m., Creston 5:20 p. m., 11:25 p. m., arrive Wilson 2:57 p. m., Beurning leave Denmark 6:35 p. m., Creston 5:20 p. m., 20 m., arrive Denmark 6:36 p. m. Beturning leave Denmark 6:25 p. m., Creston 5:20 p. m., 20 m., arrive Denmark 6:35 a. m., Creston 5:20 p. m., 20 m., arrive Denmark 6:35 a. m., Creston 5:20 p. m., 20 m., arrive Denmark 6:35 p. m., Creston 5:20 p. m., 20 m., arrive Denmark 6:35 m. m., Creston 5:20 p. m., 20 m., arrive Denmark 6:36 p. m. Beturning 20 m. Daily. VESTIBULED WEST AINS DOUBLE DAIL BETWEEN NEW YORK LAMPA ATLANTA NEW ORLEANS AND POINTS SOUTH AND WEST Schedulo in Effect December 1st, 1901. Leaves Wilmington et 3:05 p. m., ar-rives Lumberton 5:20 p. m., Pembroke 5:45 p. m., Maxton 6:15 p. m., Hamlet 7:15 p. m., Charlotte 10:30 p. m. LAIN Leaves Charlotte 5:00 a. m., Hamlet at 7:20 a. m., arrives Maxton 8:52 a. m., Pembroke 9:20 a. m., Lumberton 9:54 a. m., Wilmington 12:05 nocn. TRAIN General Passenge J. R. KENLY, General Manager. T. M. EMERSON, Traffic Manager WESTBOUND FROM HAMLET.

DAILY NO 52.—Passenger.—Leave Sanford 15 P. M. 3:05 p. m., arrive Faretteville 4:20 p. m., leave Fayetteville 4:30 p. m. Bennettaville Branch.—Train leaves Bennetta-ile 8:10 a. m., Marton 9:05 a. m. Bed Springs 32 a. m., Parkton 10.02 a. m., arrive Fayette-ile 11:10 a. m., Returning leaves Fayetteville 40 p. m., Hope Mills 5:00 p. m., Red Springs 43 p. m., Marton 6:16 p. m., arrive Bennetts 1e 7.15 p. m. Connections at Fayettaville with train No. 75

ville 7.15 p. m. Connections at Fayetteville with train No. 75, at Maxton with the Carolina Central railroad at Red Springs with the Red Springs and Bowmore Railroad, at Sanford with the Scaboard Air Line and Southern Hailway, at Gulf with the Durham and Charlotte Hailroad. Train between Hocky Mount and Richmond leave Rocky Mount 15 a. m. arrive Weldon 8:17 a. m., arrive Petersburg 10:18 s. m., ar-rive Richmond 11:10 a. m. Trains on the Scotland Neck Branch Road leaves Weldon 3:15 p. m., Hailfax 3:20 p. m., arrive Southard Neck at 1:10 p. m. Free artise 5:47 p. m., Kinstru 6:45 p. m. Returning leaves Kinston 7:30 s. m., Greenville S:30 a. m., ar-riving Hailfas 11:05 a. m., Weldon 11:20 s. m., daily except Sunday. Trains on Washington Branch leave Washing-

50 styles of Embroidery-in match Come to the Racket Store and get forces therein engaged, his action

dence on these questions during the inquiry having been excluded by the On this point the petition says that the secretary of the navy was in error in stating that the court excluded testimony to show that, as Dewey said, Schley was the senior officer in the battle of Santiago; was in absolute command and entitled to the credit due for the glorious victory which resulted in the total destruction of the Spanish ships. On this point the petition says. "And your petitioner, 'tne applicant, before said court of inquiry, now files

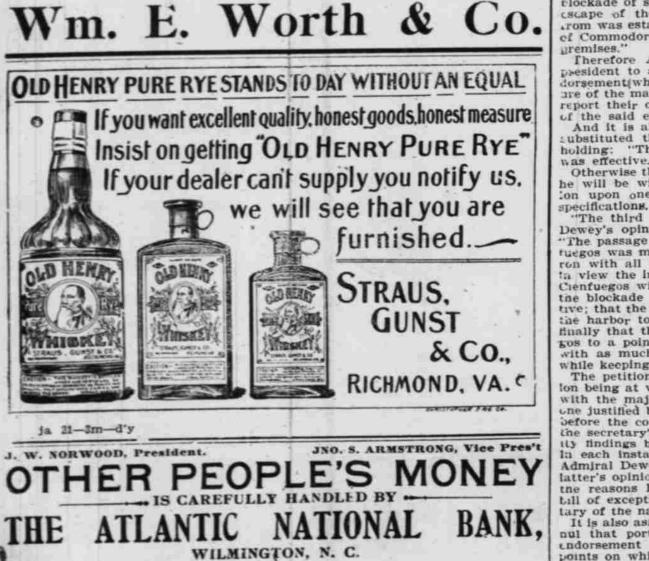
with this petition an argument, togetaer with a resume of the testimony taken during the inquiry in so far as it relates to the questions as to who was in command at the battle of Santiago, in support of his plea that the presiding member of the said court acted within said court failed in the discharge of a most important duty devolving upon them under the precept, in that they did not report their opinion upon the said question; that it was incumbent upon such majority members to consider and determine the said question for the reason that only by so doing could

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petitioner respectfully requests your that the said argument and resume of efore Santiago. testimony (which are attached hereto and marked "exhibit A") be considere as a part of his petition and as the

basis for his prayer for relief in the premises. Therefore the petitioner asks the pres ident to annul Secretary Long's endorsement on this point, and that h specifically approve Admiral Dewey' statement, declaring that Schley was in command. He says that only in this way can exact justice be done him under the precept. The second ground relates to the al

withdrawel of the squadron at ight from Santiago bay and the char ter of the blockade, and the propriet Commodore Schley's conduct in th This was one of the points premises. apon which Admiral Dewey specifically issented. The petition recites the find-

ags of the court, to the effect that th ing squadron did not withdraw a aht and declares that , by this state nent the court obviated the necessity of expressing its opinion as to whether not a close or adequate blockade was olished, and the propriety of Comodore Schley's conduct in the prem ises. It is declared that under the forces actually engaged." specification-the eighth-more than a majority of all the witnesses were ex-

amined, and about one-third of the whole period of the inquiry was con in its consideration, yet ."not withstanding the facts herein set forth ail of which appear upon the record o the said court, the concurring members thereof failed utterly and entirely t discharge the most important duty imposed upon them by the terms of the a prove conclusively that the indiaid specification, which duty was to report their opinion upon the question of whether or not a close or adequate clockade of said harbor to prevent the scape of the enemy's vessels there the statements made in the petition om was established and the propriety

Commodore Schleys conduct in th quadron from Key West to Cienfuegos Therefore Admiral Schley asks th ty of the court rejected all of Schley's esident to annul the secretary's en estimony and of his witnesses, and orsement(which "makes valid the failavs:

are of the majority members thereof to "That if this testimony was all fals eport their opinion upon that portion they should have so announced; and the said eighth specification." f all or any part of it was true, the And it is also asked that there b said applicant was entitled to the bene ubstituted therefor Admiral Dewey's 'it of it, and by declining to conside holding: "The blockade of Santiag or pass upon it they have deprived him f his common law and constitutiona has effective." Otherwise the petitioner declares that

rights he will be without a finding or opinon upon one of the most important

CASTORIA. A The Kind You Have Always Bought Bears the "The third ground recites Admiral Char H. Flitchir Dewey's opinion to the effect that: Signature 'The passage from Key West to Cienfuegos was made by the flying squadron with all possible dispatch, having COTTON FUTURES. in view the importance of arriving of Cienfuegos with sufficient coal; that New York, January 29 .-- The cotton the blockade of Cienluegos was effecmarket opened steady, with prices un tive; that the Adula was permitted into changed to 4 pointts higher and then the harbor to gain information, and finally that the passage from Cienfueased off several points quite sharply Kos to a point off Santiago was mad after which there was little change fo with as much dispatch as possible the rest of the day. The early rise was while keeping the squadron a unit." an indifferent response to firm Liver The petition declares that this opin on being at variance in certain points bool and Manchester cables and to light with the majority opinion is the only estimates of the day's port receipts.

ne justified by the evidence and facts New Orleans and Liverpool were fair before the court, and it is asked that buyers in our market around the open secretary's approval of the major ity findings be set aside and annulle ing, but later, withdrew upon finding ocal sentiment rather bear shly dispos n each instance of its variance with dmiral Dewey's opinion and that the ed and speculative support tame, Pretty much all day the market fol atter's opinion should be approved for reasons heretofore set out in the owed an extremely narrow rut with calpers much of the time the only till of exceptions filed with the secre Clearances for export wer perators. lary of the navy

It is also asked that the president an nore than double total port receiptsin all something over 56,000 bales, an oul that portion of Secretary Long's nearly all from New Orleans. which states: "As to ndorsement Bad weather was reported officially points on which the presiding member ver the entire belt, either rain or snow uffers from the opinion of the majority falling, with the forecast indicating of the court, the opinion of the major ontinued precipitation tonight and to ity is approved." and that in its plac norrow, with unseasonably low tem be substituted and approved the declar peratures. ation of Admiral Dewey on these points

The official estimates for tomorrow's above referred to, connected with the New Orleans and Houston receipts were passage from Key West to Cienfuegos rather larger than expected an

ombat of the regularly appointed comhicago, Rock Island and Pacific. mander-in-chief of the American forces Colorado Southern Delaware and Hudson

(d.) The fact that, under orders of illinois Central the department, the said commander-in Louisville and Nashville chief had been temporarily detached Manhattan L from duty as commander of the Ameri-Metropolitan Street Railway

can forces before Santiago and as Mexican Central slaned to the discharge of certain other Mexican National ducies, which orders he was obeying at New Jersey Central the time the battle began. New York Central ' (e.) The fact that being so engaged Norfolk and Western in the discharge of such detached duty Norfolk and Western pfd

at the time the Spanish ships emerged Reading from the harbor of Santiago, the com 't. Pau nander-in-chief found it impossible to outhern return to any point whence, personally Southern Railway

or by means of communication with the Southern Railway pfd anios actually engaged in the conflict. Texas and Pacifi he might resume his authority until afmon Pacific ter the battle at every point of such ar-Pacific pfd ival had ended

"f.) The fact that, whereas the comdams Express nander-in-chief could not and did not American Express ex div evercise command over the squadron at inited States any time during the actual conflict Wells Fargo ex div Commodore Schley as second in com MISCELLANEOUS. mand of the American forces before Amalgamated Copper Santiago, and as senior line officer on Brooklyn Rapid Transit he spot during every moment of actual battle could and did exercise author-'ontinental Tobacco pfd

General Electric ty and command over the American People's Gas Further argument on this question of Pullman Palace Car Sugar . command is to the effect that Cook and Clark, the two ship captains present at Tennessee Coal and Iron United States Steel the surrender of the Colon, recognized nited States Steel pfd Schley's seniority and also that Samp-Western Union on's "order of battle" falled entirely

soon as the Spanish squadron suc-Irginia Carolina Ch Virginia Carolina Ch pfd eeded in passing beyond the western BONDS. uost extremity of the American ves sels. All of which it is submitted goes United States refunding 2's reg. United States refunding 2's cou.

Pacific

EXPRESS COMPANIES.

vidual opinion of Dewey was eminently United States 3's reg proper and wholly justified by the evi United States 3's cou ience and the naval regulations. United States new 4's reg Exhibit B elaborates and sustan United States new 4's cou

United States old 4's reg respecting the passage of the flying Inited States old 4's cou Inited States 5's reg Exhibit C maintains that the major-United States 5's cou L. and N. uni. 4's . New Jersey Central gen 5's ...

outhern Railway 5's ex in COTTON. Liverpool, January 29.-Cotton: Spot

oderate demand; prices 1-16d higher; American middling fair 4 29-32d; good middling 4 21-32d; middling 4 17-32d; low middling 4 7-16d; good ordinary 4 5-16d; ordinary 4 1-16d. The sales of the day were \$,000 bases, of which 500 were for speculation and export and ncluded 6,730 American. Receipts 28,-000 bales, including 23,400 American. Futures opened firmer and closed ulet, but steady; American middling G O C January 4 29-64@4 30-64d sellers; January and February 4 28-64@4 29-64d buvers; February and March 4 27-64@4 28-64d buyers: March and April 4 27-64@4 28-64d buyers; April and May 4 27-

64@4 28-64d buyers; May and June 4 28-64d buyers; June and July 4 28-64d buyrs: July and Rugust 4 28-64d buyers; ugust and September 4 24-64d buyers; September and October 4 17-64d buyers PORT RECEIPTS. Galveston firm at 7%c; net receipts

713 bales Norfolk steady at 7 15-16c; net ipts 837 bales.

Baltimore nominal at 8%0 Boston quiet at 8 5-16c: net receipts 52 bales.

Wilmington firm at 7%c: 575 bales. Philadelphia quiet ceipts 50 bales. Savannah firm at eipts 2.387 bales

New Orleans easy at cents 8.729 bales. Mobile quiet at 7 13-16c 25 bales

Memphis quiet Augusta net receipt

Charleston steady at ceipts 741 bales. Cincinnati quiet at receipts

H \$1.45; I \$1.70; K \$2.25; M \$2.65; \$3.25; W G \$3.60; W W \$3.85. Charleston, January 29 .- Turpentine and rosin unchanged.

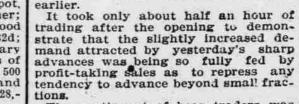


ompany. Nellie W. Howett (Am) 492 tone, Mumford, Philadelphia, Geo, Harriss, Son & Co.

McClure, (Br.) 191 tons, Weston, Nassau, J. T. Riley & Co. Fannie Reiche, (Am.) 440 tons, Buckaloo, Baltimore Geo, Harriss, Son & Company.

NEW YORK STOCK MARKET.

New York, January 29 .- There was resumption of speculative sentiment in the stock market today and the move. ment to sell gathered force up to the close which was active and weak. Generally speaking, yesterday's gains were wiped out. The movement had no other obvious cause than the desire to take profits on the part of the professional traders, who had bought yesterday or

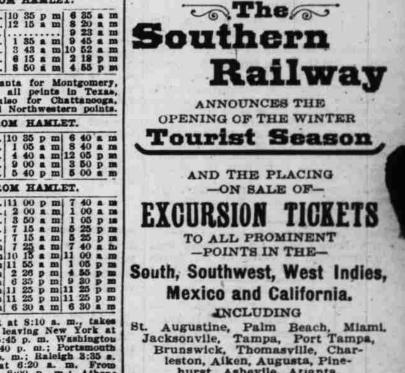


The contingent of bear traders was quick to take advantage of this situation and to offer down prices, taking the market away from the sellers. The character of the whole market thereupon relapsed into the rut of dullness

and professionalism The animation of yesterday's late de mand had aroused strong hopes that the great banking interests which control the large railroad systems were once more embarked upon a movemen to put up prices and make a market for syndicate holdings of securities. The disappointment at today's developments was correspondingly keen. The speculation felt acutely the lack of the timulating effect of the present strength in Amalgamated Copper. That stock continued easily the leader of the market in point of activity and made an initial advance of a fraction. When it seemed to be yielding the sympathetic effect upon the rest of the market was immediate. The reason for its reaction was not disclosed. Sugar showed the effect of disap-

efined sugar and losses 1% on the day. The large volume of trading in these two specialties gave them large influence on the market.

The feeling in regard to the outlook for peace in South Africa was not so nfident today.



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Ar Atlanta Close connection at Atlanta for Montgomery, Mobile, New Orleans and all peints in Texas, Mexico and California; also for Chattanooga, Chicago, and Western and Northwestern points. SOUTHBOUND FROM HAMLET. Hamlet NORTHBOUND FROM HAMLET. Ly Hamlet Norfolk ... Hamlet..... |10 40 p m Petersburg.. Vashington New York ... 4 15 p m 6 30 a m 6 30 Train 40 leaving Hamlet at 8:10 s. m., takes passengers from train 31, leaving New York at 1:00 p. m.; Baltimore at 5:45 p. m. Washingtou 7:00 p. m.; Richmond 10:40 p. m.; Portsmouth 8:50 p. m.; Norfolk 8:30 p. m.; Raleigh 3:35 s. m., arriving at Hamlet at 6:20 s. m. From train 38, leaving Atlanta 8:00 p. m.; Athens 11:23 p. m.; Chester 4:00 s. m.; Charlotte 5:00 s. m.; Manroe 5:40 s. m.; striving Hamlet 7:00

Chester

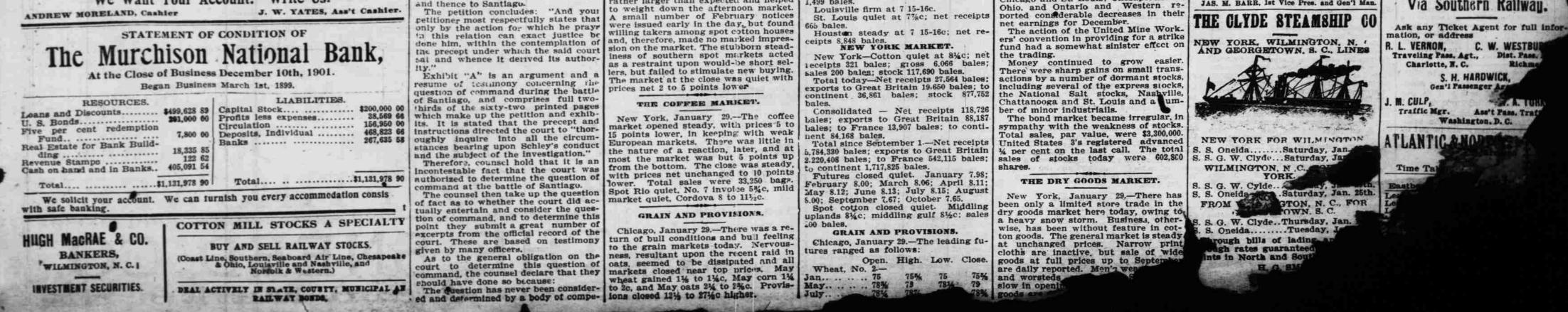
Athens

Greenwood

ointment over the failure to advance

A number of unfavorable reports of December net earnings were a depressing influence. Cleveland, Cincinnati, icago and St. Louis; Chesapeake and

Monroe 5:40 a. m.; arriving Hamlet 7:00 From train 66 leaving Jacksonville 7:40 p. avannah 11:25 p. m.; Columbia 3:05 a. m. From train 66 leaving Jacksonville 7:40 p. m.; Savannah 11:25 p. m.; Columbia 3:05 a. m.; ar-riving Hamlet 7:05 a. m. Through Pullman sleepers from Hamlett to all points North, South and Southwest. For tickets, Pullman reservations, etc., apply to Thomas D. Meares, General Agent, Wilming-ton, N. C. R. E. L. BUNCH



154 bales

614 bales.