

JONES MAY RETIRE.

Rumored in Washington that he may be succeeded by Stone of Missouri.

The Washington Times of yesterday contains the following interesting story:

Democratic officials in this city affect to believe that no persistent and determined effort will be made looking to the removal of chairman Jones and the substitution of Gov. Stone of Missouri as the actual manager of the coming campaign.

But there are others who assert their ability to see an approaching and evergrowing cloud on the political horizon, at first no larger than a hen's egg, but now attaining the dimensions of a hot air balloon, which threatens to wither the fresh young verdure of Mr. Jones as a high-grade manager.

Mr. Harris' attention was called to the comments made by Judge Russell and others of his continued absence from headquarters of the committee since their establishment.

Gov. Altgeld hates M. Jones, and it is not probable that his hatred can be mollified. He held aloof from the Senatorial syndicate which took possession of the Democratic party at the national convention, and would not participate in their parleys and plans.

The representatives of the Western leaders, both here and in Chicago, declare that it is only a question of time when Chairman Jones will be forced to relinquish his management of the campaign.

But should Senator Jones be able to endure the kindnesses heaped upon him by his friends, the belief prevails that he will eventually be glad to pose as a mere figure-head, and permit the actual management of the campaign to pass into the hands of Gov. Stone as chairman of the executive or campaign committee.

Another stone wall against which Chairman Jones will bump his head in Chicago is found in the influence of the western Populists, with whom Mr. Bryan has always been in sympathy, and now constituting a not unimportant portion of the Democratic party.

This failure of Mr. Jones to meet the expectations of the Populists in the matter of committee appointments has given rise to grave apprehension in another respect.

The influence exerted by the Populists over Mr. Bryan can not be over estimated, and hence the danger to which Mr. Jones is exposed will grow rather than diminish.

LOGUE ON HOLTON'S COM.

Says It Couldn't Lead a Blind Horse to Water and,

OTHER NICE THINGS.

Hasn't Visited Republican Headquarters and Doesn't Intend to—Guthrie and Watson's Joint Canvass Now Assured.

Logue Harris unburdened his heavy heart this morning and as the boys say, "he told how it happened."

Logue passed on the Republican executive committee before a few representatives of the press layout, using only terms of endearment.

Mr. Harris' attention was called to the comments made by Judge Russell and others of his continued absence from headquarters of the committee since their establishment.

"I haven't been there and I am not going," said Logue. "I refused to be secretary because Holton was made chairman and I have no business at the headquarters."

"The committee does not seem to have the first particle of sense. Here yesterday they permitted that congressional committee to name Pat Massey for Congress and it is only in the interest of Ed. Pou. The sensible thing to do was not to have nominated a candidate, which would have given us a chance to effect fusion in the counties of the district.

Last night Chairman Manly sent his reply to Chairman Hal Ayer's communication of yesterday in regard to his opposition to a restricted debate. Mr. Manly's letter was misinterpreted by Chairman Ayer and Maj. Guthrie.

Mr. Alexander, of the Republican headquarters, who is taking care of the McKinley and Russell clubs, says there are sixty of these clubs in Halifax county.

Maj. Guthrie cannot join Mr. Watson in his discussion until September 4. He cannot speak at Lexington on the 8th owing to a previous engagement.

Mr. Alexander, of the Republican headquarters, who is taking care of the McKinley and Russell clubs, says there are sixty of these clubs in Halifax county.

HOKE SMITH RESIGNS.

The Fact is Definitely Stated in Washington Today Special to the Press-Visitor.

WASHINGTON, D. C., Aug. 22.—It is definitely stated today that Secretary Hoke Smith has resigned and that his resignation has been accepted.

The Firemen's Tournament.

Raleigh does not compete in the contests at the State Firemen's Tournament, which is holding its annual meeting at Salisbury.

Messrs. W. A. Faucett and W. R. Kennel are the representatives from the Rescue company.

There are twenty-four companies represented, with a total membership of 375 in attendance.

The newly elected officers are: President, J. D. McNeil, of Fayetteville; First Vice-President, E. G. Parmelee, of Wilmington; Second Vice-President, Dr. J. W. Griffith, of Greensboro; Statistician, by acclamation, Benjamin Ameron, of Wilson; Secretary, J. C. Michie, of Durham; Treasurer, by acclamation, T. A. Green, of Newberne.

MR. JERNIGAN'S WORK.

He Secures A Proclamation Protecting the Copyright in China.

The following from the North China News, of Shanghai, of date July 25th, shows the success of Consul General Jernigan, of North Carolina, in protecting the works of Western authors from appropriation by Chinese book-sellers. The proclamation was issued by Huang Taotai of the port of Shanghai:

A Prohibitory Proclamation. I have received a despatch from the United States' consul general of this port complaining of the conduct of certain Chinese book-sellers and publishers who have reproduced by lithography works on mathematics by the Rev. Mr. (?) Tland and the books on international law by Dr. W. Martin, which were originally published on the author's behalf by the American Presbyterian Mission Press, coupled with the information that such conduct was, according to Western customs, contrary to law, and requesting me to see what can be done in this matter.

Thereupon the Southern Freight Association, composed of all the railroads in this section except those known as the "S. A. L." and of course dominated by "the Southern," met in solemn convocation and declared a cut of 80 per cent. on all their through freight and passenger rates between the same points, to take effect August 1st, but before this last named date was reached one of the members of this Southern Freight and Passenger Association, the Port Royal & Augusta Railroad, which is already insolvent and in the hands of a receiver, applied to Judge Simonton for an injunction against both the rival systems to restrain them from cutting rates against each other, upon the alleged ground that the effect of such reduction would be ruinous to the interests of the complainant.

There was a great gathering of rail road men, and their lawyers, and a grave discussion was carried on for days, the object of which was to enlighten the conscience of the learned Judge, sitting as a Chancellor, upon the question which troubled him, whether he had the right to prevent a rail road company or combination of companies from reducing the expense to shippers and travelers of transportation of themselves and their goods from one point to another.

It was admitted that the Interstate Commerce Commission, while it could prescribe rates which these lines should not exceed, had no power to prevent a railroad from hauling freight and passengers as cheaply as it might choose to do, and so, in a lesser sphere, with the State Railroad Commissions.

It seems that there has been an omission from the Statute of law of any such provision. The danger of a railroad charging too little was so remote, that, like the crime of parricide among the Romans, there was no punishment affixed to it.

But in the evolution of federal jurisdiction, especially in the matter of injunctions, though no precedent might be found for just such an injunctive remedy as this, the ingenuity of Counsel, not unlike the subtlety of the Norman lawyers of which Blackstone tells us, found in the doctrine of inventive equity a clear way to the desired end.

The argument was, that while the law, by reason of its universality, might not reach the emergency, equity was ever equal to the occasion; that the complainant, being already insolvent and in the hands of a receiver, was the special object of care of the court, and that it was the duty of the Court to restrain this cut of rates in order that the S. A. L. might go on and charge the public 33 1/2 per cent more than it wanted, and the Southern might not hasten itself and all its connections into the arms of a receiver by cutting its rates 80 per cent, the example of which cut the S. A. L. had in advance declined to follow.

Time and space would not permit an exhaustive review of the causes leading up to the troubles between these systems, one result of which, but for the restraining order, would have been a great saving to the people in freights and passengers; but it would seem that the reduction of 33 1/2 per cent made by the S. A. L. might be a permanent one, possibly bringing such an increase in business as to justify the experiment. Whereas, that of the Southern was certainly, as Mr. St. John says, an act of Hari Karl.

There is nothing new in these occasional ruffles of competition. We have seen them all our lives. Occasionally the traveler has been speeded upon his way and fed for almost nothing, and freight tariffs have been a song, but things have soon adjusted themselves and the benefit has balanced the evil.

If the complainant were a stock or bond holder of one of the roads composing either system, who was

NOT IN GOOD FAITH.

Believed Pat Massey will be Taken Down—Up for Trading Purposes.

The Republican congressional committee met here late yesterday afternoon at 5 p. m. and nominated P. T. Massey of Johnston county for Congress.

All the counties in the district were represented except Randolph, those present: J. G. Eaton, Vance. S. E. Yarborough, Franklin. John Nichols, Wake. Wardell, Johnson. J. J. Sharpe, Nash. F. P. Jones, of Chatham was represented by proxy.

Mr. Massey received the vote of all members of the committee. It is not believed that Massey was put up in good faith. It is generally believed that he was put up as a decoy for trading purposes with the Populists and that he will be taken down at the proper time.

"Farmer Strowd can be brought around to the Republican fusion way of thinking when the campaign gets hot," said a republican this morning, "and then we will take Massey down when we have gotten our terms."

THE RATE WAR.

The Hearing of the Injunction Case Before Judge Simonton.

Correspondence Press-Visitor. The proceeding before Judge Simonton, of the United States circuit court, at Greenville, S. C., last week, involving new applications of equity jurisdiction to the carrying business of the country, has attracted the attention of the public in no small degree.

Disagreements between the two great rival lines of transportation, the Southern and the Seaboard Air Line, led to a cut by the latter of 33 1/2 per cent on all its through freight and passenger rates between Baltimore and Atlanta, and to local stations between said points, to take effect July 17th.

Thereupon the Southern Freight Association, composed of all the railroads in this section except those known as the "S. A. L." and of course dominated by "the Southern," met in solemn convocation and declared a cut of 80 per cent. on all their through freight and passenger rates between the same points, to take effect August 1st, but before this last named date was reached one of the members of this Southern Freight and Passenger Association, the Port Royal & Augusta Railroad, which is already insolvent and in the hands of a receiver, applied to Judge Simonton for an injunction against both the rival systems to restrain them from cutting rates against each other, upon the alleged ground that the effect of such reduction would be ruinous to the interests of the complainant.

There was a great gathering of rail road men, and their lawyers, and a grave discussion was carried on for days, the object of which was to enlighten the conscience of the learned Judge, sitting as a Chancellor, upon the question which troubled him, whether he had the right to prevent a rail road company or combination of companies from reducing the expense to shippers and travelers of transportation of themselves and their goods from one point to another.

It was admitted that the Interstate Commerce Commission, while it could prescribe rates which these lines should not exceed, had no power to prevent a railroad from hauling freight and passengers as cheaply as it might choose to do, and so, in a lesser sphere, with the State Railroad Commissions.

It seems that there has been an omission from the Statute of law of any such provision. The danger of a railroad charging too little was so remote, that, like the crime of parricide among the Romans, there was no punishment affixed to it.

But in the evolution of federal jurisdiction, especially in the matter of injunctions, though no precedent might be found for just such an injunctive remedy as this, the ingenuity of Counsel, not unlike the subtlety of the Norman lawyers of which Blackstone tells us, found in the doctrine of inventive equity a clear way to the desired end.

The argument was, that while the law, by reason of its universality, might not reach the emergency, equity was ever equal to the occasion; that the complainant, being already insolvent and in the hands of a receiver, was the special object of care of the court, and that it was the duty of the Court to restrain this cut of rates in order that the S. A. L. might go on and charge the public 33 1/2 per cent more than it wanted, and the Southern might not hasten itself and all its connections into the arms of a receiver by cutting its rates 80 per cent, the example of which cut the S. A. L. had in advance declined to follow.

Time and space would not permit an exhaustive review of the causes leading up to the troubles between these systems, one result of which, but for the restraining order, would have been a great saving to the people in freights and passengers; but it would seem that the reduction of 33 1/2 per cent made by the S. A. L. might be a permanent one, possibly bringing such an increase in business as to justify the experiment. Whereas, that of the Southern was certainly, as Mr. St. John says, an act of Hari Karl.

There is nothing new in these occasional ruffles of competition. We have seen them all our lives. Occasionally the traveler has been speeded upon his way and fed for almost nothing, and freight tariffs have been a song, but things have soon adjusted themselves and the benefit has balanced the evil.

If the complainant were a stock or bond holder of one of the roads composing either system, who was

In danger of losing the value of his stock or bond by a reckless reduction of rates, he would have an equity for relief, but we are at a loss to work out the strong reason for an interference by the court in behalf of corporations already broken but which might suffer more or change owners sooner because they were not able to stand the competition.

Men go down daily before the efforts of more successful competitors. Corporations, although in the hands of receivers, have no special hedging of divinity around them.

The trite saying, "competition is the life of trade," is only a truism, but where is the competition which stirs the way of commerce and stimulates endeavor and brings reward to the successful, if all our enterprises are brought upon a dead level and held in equal pace by the inventive equity of a federal chancellor?

The matter is still under advisement, but we are persuaded that no reasoning, however plausible, can give this jurisdiction, and that the able argument of Judge Watts, the general counsel of the Seaboard Air Line, must prevail and establish that there is no such equity; that the courts have never assumed the power invoked in such a case as this; that the "government by injunction" is a dangerous innovation upon the liberties of the people and that there is danger to the judicial system in the attempt to exercise such power.

Let us hope that they will be permitted to fight it out, at least until some one directly interested shall invoke the aid of the court against irreparable damage.

WRONGLULLY ACCUSED.

That is What is Thought About the Charge Against Mr. Jewell of Wife Poisoning.

After spending the day in Panter Branch Township examining witnesses, in the alleged Jewell poisoning case, Dr. R. B. Ellis county Coroner and the jury which was empaneled here to hear the evidence, returned to the city last night. The jury is composed of G. L. Tonnofski, R. H. Bradley, J. L. Ramsay, J. T. Newsom, M. J. Edwards and W. H. Strother.

The grave where Mrs. Jewell was interred was opened, and her body exposed to view so as to be identified according to the requirements of the law.

The grave was very shallow, the coffin having been buried only a foot or so in the ground. Decomposition had set in and Mrs. Jewell's features were unrecognizable.

There were eighteen witnesses in the case and only ten were examined yesterday. The examination was concluded about 6 o'clock in the afternoon and continued until Tuesday of next week. The hearing was transferred to this city and all witnesses were summoned to appear here at the court house.

Dr. McCullers, Mrs. Britt, mother of the late Mrs. Jewell, and Miss Rosa Britt, sister-in-law, were the principal witnesses examined yesterday.

It is the opinion of several gentlemen who heard the evidence yesterday that Mr. Jewell has been wrongfully accused. It seems that the serious charges against him started from the story of their little six-year-old girl who repeated the statement which she heard her mother make after swallowing a capsule given by Mr. Jewell. Mrs. Jewell said, "Arthur, you have killed me with that capsule." Mrs. Jewell was in a very weak condition and she likely swallowed the capsule with great effort. It is the opinion of several observant gentlemen, who have studied the case, that Mrs. Jewell did not mean to convey the idea which the sentence conveys by its literal translation, but rather she spoke thoughtlessly under a temporary stage of fright.

The Newbern Fire Boys Pass Through.

The Newbern fire laddies were aboard the Chataanooga special this morning occupying their own car, which was adorned with flying streamers. On the sides of the car were large strips of cloth with the words, "Atlantic Reel Team '96." The boys were a gay lot and they were getting all the fun possible out of the trip.

The official badge was a mother Hubbard gown, which were of a color called fast, and a design loud. The boys paraded the platform with these emblems of exclusiveness, and head gear to match. Noticeable among the boys, was Thos. Daniels who is as fleet of foot as he was of dress this morning.

The Newbern fire boys are a jolly set.

SHORT STATEMENTS.

Minor Matters Manipulated for the Many.

AROUND THE CITY.

Pot-Pouri of the News Pictured on Paper—Points and People Pertinently Picked and Pithily Put in Print.

Mrs. W. H. Jones returned today from John Hopkins Hospital, Baltimore, where she has been under treatment for eight weeks. Mrs. Jones is much improved.

Governor O'Ferrall of Virginia telegraphs Governor Carr to hold Walter Liverman who is under arrest at Clinton, N. C., until requisition papers can arrive. Liverman is wanted in Virginia for felony.

A handsome steel engraving of Wm. Jennings Bryan has been framed and ornaments the walls of Secretary Thompson's room at Democratic headquarters.

The Southern Railway has a force of 30 hands at work constructing a cotton platform on Farrington street, in front of their freight depot. The platform extends 50 feet back.

Mr. E. Yates Webb, a rising young Attorney of Shelby and a brother of Solicitor Webb was here today, on his way to Wake Forest where he joins his wife. Mr. Webb has just completed an advanced course in law at the University of Virginia.

No services at Edenton St. M. E. Church tomorrow, the Pastor Rev. W. C. Norman being absent from the city. The regular Sunday school exercises will be held from 9:30 to 10:45 a. m. Visitors will be cordially welcomed.

Miss Mary Eliza Moore has returned from Chataouqua, New York, where she has been some weeks. Miss Moore has accepted a position as teacher of elocution and physical culture in the institution for the blind.

The Southwest Mission which was burned last Saturday night, has been moved just across the street. Rev. A. L. Betts, city missionary, has secured two good rooms, one of which will be used for the infant class and the other for the chapel or main school. Sunday school will open at 3:30 p. m., Mr. J. P. Wright, Superintendent. All the teachers and officers are requested to be present.

Mr. Frank Stronach has an "ad." in our columns, which is of interest to every citizen in Raleigh. Mr. Stronach has one of the most modern livery establishments in the south, and he sends out only the best turnouts. This season of the year is the most delightful time for driving. When in need of an attractive and stylish turnout you should call at Stronach's Emporium. Everybody is pleased with the teams sent out from there. Mr. Stronach, in addition to his light livery, keeps the most complete stock of carriages and horses, and a bargain can always be obtained.

Another Prohibition Ticket. The Prohibitionists are split more so than the old parties. A few days since one element of the weak water advocates met at Salisbury and nominated a straight ticket. Yesterday the National Prohibition Party met and put out the following State and electoral ticket:

For Governor—Rev. Jeremiah W. Holt, of Alamance county.

For Lieutenant Governor—Thos. M. Stephens, of Durham county.

For Secretary of State—W. O. Allen, of Wake county.

For Auditor—John R. Miller, of Davidson county.

For Treasurer—Perry McLean, of Guilford county.

For Superintendent of Public Instruction—J. C. Bain, of Randolph county.

For Attorney-General—Yancey H. Cox, of Randolph county.

For Electors-at-Large—Franklin S. Blair, of Guilford county; J. M. Tomperton, of Wake county.

It will be observed that Father Worth was again given the cold shoulder.

Mr. J. D. Riggan goes to New York Tuesday to select a fall stock for his store.

The Cruiser Brooklyn, sister to the New York left Philadelphia for Boston this morning for her trial cruise.

TODAY'S MARKETS.

Cotton Closed 4 to 5 Points Lower than Yesterday's Closing Prices.

New York, August 22. Cotton quotations furnished by E. B. Cuthbert & Co., 56 Broadway, New York, and 305 Wilmington street, Raleigh, over their special wire:

Table with columns: MONTHS, OPENING, HIGH-EST., LOW-EST., CLOSING. Rows include January, February, March, April, May, June, July, August, September, October, November, December.

New York futures opened firm, 6 to 7 points lower, rapidly advanced 10 points, then steadily declined and closed at about the lowest point of the day 4 to 5 points lower than yesterday's closing prices.

New York Stock Market.

The following were the closing quotations on the New York Stock Exchange today:

Table with columns: Name, Price. Rows include Missouri Pacific, Union Pacific, Rock Island, St. Paul, General Electric, Tennessee Coal and Iron, Manhattan, American Tobacco, Burlington and Quincy, Western Union, Louisville and Nashville, United States Leather, Southern Railroad, Southern Preferred, Chicago Gas, Sugar, Reading, Des. and Cst. Feed, Atchafalaya, D. L. & W., Jersey Central, Erie, Silver.

Liverpool Cotton Market.

Table with columns: Month, Price. Rows include August, August-September, September-October, October-November, November-December, December-January, February-March.

Chicago Grain and Provision Market.

The following were the closing quotations on the Chicago Grain and Provision market today:

Table with columns: Commodity, Price. Rows include Wheat-September, December, Corn-September, December, Oats-September, December, Pork-September, December, Lard-September, December, Clear Rib Sides-September, December.

New York Cotton Letter.

By private wire to C. E. Leach. New York, Aug. 22, 1896.

Sympathy with a decline in Liverpool caused a weaker opening here. Prices opened 4 to 8 points lower, rallied 4 to 6 on the continued dry weather in Texas, but later lost the improvement and declined 2 to 6 points on prediction of rain in the next 36 hours. There was light precipitation reported in Mississippi, but elsewhere in the cotton belt no rain was reported. Liverpool advanced 11-6 on the spot with sales of 5,000 bales. Futures there declined 1/2 to 1 1/2 points. Spot cotton here was unaltered with sales of 31 bales for spinning. Mid uplands 8 1/2c. Memphis received today 139 bales vs 53 last week and 2 last year. Houston 5,158 vs 3,215 last week 527 last year. In New Orleans October advanced 9 points. December advanced 10 points but lost most of the improvement. The Chronicle said that advices from the south indicate that there has been further deterioration of crop in some districts as a result of absence of moisture and high temperature. What rain has fallen in a number of districts in the south west during the week, but the precipitation has in general been too light to be of benefit, that at a few points along the Atlantic there has been a good rainfall and that cotton is opening rapidly and picking is progressing well. Com into sight during the week 62,014 vs. 8,894 in same week last year, making the total in sight 7,063,660 bales vs. 9,759,572 at this time last season. The total world's visible supply is now 1,341,834 bales including 1,048,634 American vs. 2,492,279 last year of which 2,183,079 were American.

Liquor Dealer's Annual Meeting.

The North Carolina Liquor Dealers' and Fruit Growers' association has concluded the business of its annual meeting and the members have dispersed to their respective homes. The following officers were elected for the ensuing year:

President—Frank O'Donnell, of Asheville.

Vice President—S. T. Smith, of Raleigh.

Second Vice President—J. F. Scoggins, of Durham.

Secretary and Treasurer—F. W. Ortmann, of Wilmington.

Corresponding Secretary—E. V. Denton, of Raleigh.