

SENATORIAL GOSSIP.

What is thought at Washington as to Pritchard's Successor.

The following concerning the North Carolina Senatorship appears in the Washington Star of yesterday.

A story came here from North Carolina that Senator Butler while opposing the re-election of Senator Pritchard, has not fixed upon the man to whom he will give his support and to whom he will try to throw the Populist support. The story says that Senator Butler does not know whether it would be a good plan to have a populist as a companion in the Senate from North Carolina. That might put a damper on the Senator's leadership of the populists of his state. It would at least divide attention, and Butler might not be able to keep his party in line when he desired. The election of a democrat or republican would leave the Senator as the undisputed head of his party in the state. Senator Butler is known to be opposed to Pritchard, and he has openly said that no gold standard republican can come to the Senate from North Carolina.

An alliance of the populists and republicans to elect a senator is more natural than an alliance of democrats and populists, but it is not known what silver republican could be picked up on whom the republicans would unite. All the prominent republicans of the State stood squarely with Pritchard, and the republican members of the legislature stand with him now. They will not change that position, because it would put them out of touch with the incoming republican administration. They want to have something to say about the distribution of federal patronage in North Carolina. To join with the populists and elect a silver republican over Pritchard would put them in bad favor with the administration and with Senator Pritchard, who will be at the head of his party in the State whether he is defeated or not.

Senator Butler's abuse of the Populists may, it is thought, make enemies of the populists and democrats alike, but if the Senator has seriously thought of the project attributed to him he may decide at last to have a democrat as a colleague. If this is not done, the only other thing is the election of a populist, provided Pritchard cannot win. The democrats, it is said, would vote for Guthrie. Whether they would vote for any other populist is a question. Representative Harry Skinner is said to have an eye on the place. If he should get in the Senate with Butler, then the latter will be in a dangerous position. Skinner disputed Butler's away at the last state convention of populists, and almost beat Senator Butler at the play that was being made. Skinner is now in the city.

Senator Butler has addressed an open letter to Senator Pritchard, which is practically a declaration of war against Pritchard. The letter caused a great deal of gossip, and the republican leaders claim that it will meet Pritchard beyond a doubt. Chairman Holton of the republican state committee declares that Pritchard is sure of election. He says the populists will be forced to vote for Pritchard, because the republicans aided in the election of five populist congressmen, and did not break faith. The chairman says it would be ingratitude for the populists to do otherwise.

A PRETTY RECEPTION.

Million Social Gathering Last Evening at Capt. S. A. Ashe's.

The home of Capt. S. A. Ashe on Hillsboro street was thronged last night with the flower and glistening of Raleigh society. Yesterday a number of dainty little invitations were sent out which read as follows: "Capt. S. A. Ashe, Miss Juliette Ashe, at home, to meet Miss Morehead and Miss Charlotte Tomlinson, Thursday 8:30 to 11 p. m."

During the hours named a throng of visitors called. The house was beautifully and taste fully decorated with profusions of chrysanthemums, ferns and carnations and in the parlor Miss Lizzie Aske, with Miss Morehead, Miss Tomlinson, Miss Willie Ashe, Miss Johnson, Miss Nannie Jones received the guests. In the dining-room were Miss Florence Jones, Miss Saldo Tucker, Miss Lizzie Hove, Miss Lucy Wise, Miss Susie Marshall, Miss Mary Fagn, Miss Betty Smith, Miss Hudson, of Georgia.

The evening was fit an first to last a most enjoyable one, and a pronounced social success.

ENGLAND'S HAND IN IT

Said to Be Fortifying Against the United States.

PREPARING CANADA

Military preparations going on showing England's attitude toward the Southern Coast of the United States also to be guarded.

By Telegraph to the Press-Visitor. WASHINGTON, D. C., Nov. 20.—Col. Peter Haines, now stationed at Baltimore, of the Chief South Atlantic Division Public Works, under the engineer Corps of the army will leave shortly for the Southern coast of Florida for the purpose of inspection with a view to reporting the best plan for fortifying the places against approach by sea.

MONTREAL, Nov. 20.—Military preparations are going on in Canada of a character to prove that England is not making ready merely for the defence of Canada against possible attack by fleets or armies of any European power or combination of powers, but every day it is becoming more evident that England is creating in Canada a great place of arms against the American republic.

Special services at the Baptist Tabernacle. Rev. John T. Edmundson an evangelist who is here to conduct special services at the Baptist Tabernacle, began his work last night by preaching from the text "Revive Thy Work, O Lord." A good audience had gathered, and all were favorably impressed.

Mr. Edmundson will preach again tonight, services beginning at 7:30 o'clock. On Sunday at 10:30 a. m. he will speak to the Sunday school; at 11 a. m. preach to the church; at 3:30 p. m. preach to men; at 7:30 p. m. he will preach especially to the unconverted men and women.

Mr. Edmundson was for several years a successful merchant in Goldsboro, this State. Feeling called to the evangelistic work of the gospel he abandoned merchandising and soon afterward moved to Baltimore, where for two years or more he was engaged with Rev. H. H. Wharton in the work of the Evangelization Society, and conducted successful meetings in Pennsylvania, Maryland, Virginia and North Carolina. Mr. Edmundson has just closed a very successful meeting in Littleton, N. C., his present home.

NEW FUNERAL CAR.

Undertaker Brown has Received a New and Elegant Equipage.

Mr. J. W. Brown, the well known undertaker, has just received from Jas. Cunningham, Son & Co., of Rochester, N. Y., a handsome funeral car, which is by far the most costly ever brought to the state. The car is exceedingly massive, elegant of design and finish and is one of the latest creations of the above firm which is considered foremost in the manufacture of funeral equipages.

The car is an exquisite piece of workmanship, every part of it being put together with an eye to elegance of finish. It is square in shape with platform gear and handsomely carved pillars at the corners. Large bevel plate glass ornaments the sides. The woodwork is of excellent quality and handsomely polished with rubber finish. The inside of the car is elaborately finished with walnut and imported cloth, and silver plated trimmings.

Since the arrival of the funeral car here yesterday hundreds of persons have visited Mr. Brown's establishment in order to get a glimpse of it. The car is of the finest possible make and cost \$1,500.

Paid for Cotton in Gold.

The Charlotte News of yesterday says:

The cotton firm of J. H. Sloan gave the farmers a pleasant surprise today. When each farmer presented his check this morning, it was paid out in silver not greenbacks, but in gold. A good many opened their eyes at this, for, like the majority of the people in this country, they have rarely seen gold in recent years. They are pleased and surprised. \$3,300 in gold was paid out for cotton by this firm today.

RYAN WILL SUE.

A Legal Contest Over the S. A. L. Likely to Take Place.

By Telegraph to the Press-Visitor. BALTIMORE, Nov. 20.—The announcement that the sale of the Seaboard Air Line to Thomas Ryan, representing a New York syndicate, is off, does not end the matter, according to reports current in well-informed circles. It is said that Mr. Ryan will institute legal proceedings to compel the pool committee to deliver the 3,800 shares held by them previous to and at the time that the agreement was signed at Portsmouth, Va., between Mr. Hoffman, representing the New York people. It is said that the committee has full control of this stock and can dispose of it without consulting the owners, who empowered it to act for them.

The \$50,000 which Mr. Ryan deposited, and which was to have been forfeited in the event he failed to carry out his part of the contract, will, it is understood, be returned at once. The question interesting railroad and business circles in Baltimore and the South is the question, "Will the rate war be resumed?" The companies are now free to renew hostilities, and it is believed in some quarters that the Seaboard will renew its demand for a withdrawal of the York river service to Norfolk, and falling will slash rates again.

There are those who believe that the Louisville & Nashville will finally secure control of the Seaboard Air Line system. It is known that the Louisville & Nashville is anxious to own an eastern connection, and it is said that this may have induced some of the stockholders to withhold their consent for the sale to the Ryan syndicate.

St. John is highly gratified at the outcome of the deal. There will be no change in the policy of the Seaboard or Bay Line.

The Baltimore, Chesapeake & Richmond Steamboat Company probably, in anticipation of a continuance of the rate war and consequent increase in the volume of business, has ordered a new passenger steamer.

What is Said in New York.

NEW YORK, November 20.—The announcement that the negotiations for the transfer of the control of the Seaboard Air Line to Thomas Ryan, of this city, had fallen through because of the refusal of the Hoffman pool to turn over its stock has been confirmed by an official statement from President Hoffman, issued in Baltimore last night.

Mr. Thomas F. Ryan today declined to make any comment on President Hoffman's statement, nor would he discuss the refusal of the pool to turn over its stock or what steps he proposed to take in the matter. A gentleman closely identified with Mr. Ryan, however, said to a reporter:

"The control of the Seaboard Air Line has been perpetuated with the present management on the proposition, which stockholders have been led to believe was true, viz: that Mr. Ryan was buying that property for the Southern Railway. This is absolutely without foundation in truth. Mr. Ryan was negotiating for the control of the property solely for himself, but the impression was fostered among stockholders that the Southern Railway interests were behind the negotiations. How long the present conditions will continue is a question which time alone can tell.

"A determination to keep the property in the control of the present management became apparent the very day of the annual meeting, when it was quite evident anything and everything would be agreed to, providing that the meeting would not be marked by trouble. The refusal of the majority of the Hoffman pool to agree to a transfer was wholly expected, for within the last ten days it became known that a bitter struggle was going on to prevent the property from changing hands. But Mr. Ryan is the largest individual stockholder in the company. He has purchased between two and three thousand shares, held under the Gen. Gill option, and with the shares he had already bought he holds over 4,000 shares. What he will do now is a question, but he will in all probability go into the courts, and the result will be a long and bitter legal battle. He holds contracts for the delivery of certain pooled stock, and being the largest individual holder, he will doubtless also proceed to exercise some of his rights as such. There are interesting times ahead for the Seaboard,

and all talk that a change in the ownership of the property would mean death to competition in the Southern territory is the veriest nonsense.

"A great factor also in the failure of the negotiations was that outside companies are after the Seaboard. Its desirability as an outlet south and north is known to certain interests, which are willing to pay a bonus for its control, and this fact has largely operated against the present transfer of the property.

"It is understood that E. Curzon Hoffman retained control of the Seaboard Air Line by paying \$25 more a share than Mr. Ryan agreed to pay for the pooled stock. Mr. Ryan will in a day or two, it is said, make a formal statement in regard to the deal."

Mr. Thomas F. Ryan's position of his side of the deal given out late today from the office of his attorney, Elihu Root, is as follows: "The story of this transaction from beginning to end is perfectly plain, and there is no reason why it should not be made public. I have desired for some time to purchase the stock of the Seaboard and Roanoke railroad. With that object in view, I obtained through Gen. John Gill, president of the Mercantile Trust and Deposit Company, of Baltimore, options upon about 3,500 shares of the stock. I then went to Portsmouth on the night preceding the annual stockholders' meeting for the purpose of negotiating with other stockholders who might desire to sell their holdings.

"On the forenoon of the annual meeting I met in the office of the counsel of the company Messrs. Louis McLane, Moncre Robinson and L. R. Watts. They informed me that they could sell and deliver to me at least a majority of the stock if a price could be agreed upon. I did not even ask to see their authorization, but assumed that they were honorable, trustworthy, and acting in good faith.

"The sole question in the negotiations, related to first, the price to be paid for the stock which they agreed to sell, and second, as to the time which should be allowed me for examining the books to verify certain representations they then made regarding the condition of the company and property. The only conditions imposed by Messrs. McLane, Robinson and Watts were that I should purchase the stock of the Bay Line Steamboat Company, at a price agreed upon, and should give to every holder of stock in the Seaboard and Roanoke railroad the privilege of selling his stock to me at the same price as that fixed for the stock which they personally sold to me. I assented to these conditions; we agreed upon the price to be paid for the stock, upon the time to be allowed me for examination of the books, and we completed and executed on that day a contract of purchase and sale, and I paid \$60,000 on account of such purchase.

"Relying upon their representations, I availed myself of the options secured by Gen. Gill, and purchased and paid for, the stock which had been put in his hands.

"On October 12 they refused to allow me to examine the books, but even this did not deter me from endeavoring to carry out my part of the contract to the letter, and I went to Baltimore on Saturday last prepared to take from Messrs. McLane, Robinson and Watts the stock which I had purchased.

"They were not ready to deliver it, and now say that they were unable to perform their part of the contract, and only one of two conclusions is possible. Either they deliberately misrepresented the facts at the time they said they could sell me the stock and made a contract to that effect, or they deliberately broke a contract which they were, in fact, able to perform.

"Aside from their verbal representation to me that they were able to sell me a majority of the stock, the refusal of the contract which they signed states plainly that they are stockholders in the Seaboard and Roanoke Railroad Company, and also represent a large amount of stock in said corporation held by others, and that they, in behalf of themselves and associate stockholders, are desirous of making a sale of all their stock in said corporation, and also the shares of all such other stockholders as join with them prior to October 18, 1896. This recital was followed by a plain contract of purchase and sale, which also contained the following provision: 'The party of the second part (Thomas F. Ryan) makes this contract to purchase, relying on the

misrepresentation that the railroad companies comprising the Seaboard Air Line system are free of floating debt due to any creditor other than some company in that system. Said party of the second part is to have an examination made into the conditions and accounts of said corporation and systems, to determine whether said representation is correct.

"On the 12th of October I went to the company's office to make the examination thus provided for, and was refused permission to look them. It has been refused ever since, notwithstanding the fact that the singers of the contract which contained the foregoing provision constituted one-half of the board of directors. What new light these gentlemen obtained as to the condition of the company between the 6th of October, when they made their representations to me and agreed that I should have the opportunity to examine, and the 22nd of October, when they refused that opportunity, I do not know, but they seem to have preferred to break their contract rather than allow me to verify their representation. I understand the principle argument used to prevent stockholders other than those who made the agreement with me from selling was the assertion that I was purchasing in the interests of the Southern railroad company, and would not operate the road independently. This assertion has never had the least foundation in fact, and I so stated to the gentlemen who signed the contract at the time of its execution. I have never in this transaction either directly or indirectly represented the Southern railroad company, or anybody interested in that company, or interested in any Southern railroad company whatever, or anybody but myself.

"I own now more stock of the Seaboard company than all the directors and officers of the company put together, and I expect to have something to say regarding its future."

TODAY'S MARKETS.

NEW YORK, Nov. 20.

Market quotations furnished by E. B. Cuthbert & Co., Bankers and Brokers, 30 Broad street, New York.

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

Closed steady, sales 178,800.

The cotton market rallied towards the close on today's reports pointing to over 60,000 bales, and Secretary Hester, of New Orleans Cotton Exchange, making the total amount of cotton brought into sight for the week 397,909 bales against 316,582 last year, 478,343 year before last, and 386,533 bales same time in 1893.

New York Stock Market.

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

Table with columns: Commodity, Price. Rows for Sugar, American Tobacco, Burlington and Quincy, Chicago Gas, Des. and Cent. Feed, General Electric, Louisville and Nashville, Manhattan, Rock Island, Southern Preferred, St. Paul, Tennessee Coal and Iron, Western Union.

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 for Wheat, Corn, Oats, Pork, Lard, Clear Rib Sides.

Liverpool Cotton Market.

October-November, 4.17; November-December, 4.13; December-January, 4.11; January-February, 4.10; February-March, 4.09; March-April, 4.08; April-May, 4.10. Closed irregular. Wheat was stronger on covering shorts, and crop reports from Argentina and reported large exports.

SHORT STATEMENTS.

Minor Matters Manipulated for the Many.

ROUND THE CITY.

Four of the News Pictured on Paper—Points and People Pertinently Picked and Fittingly Put in Print.

A Republican afternoon paper will be started in Asheville, December 1st.

Telephone subscribers please add to their list Prof. N. R. Craighill, No. 259 E.

There are now 436 students at the State University, an increase of twenty over last year at this time.

Mr. E. C. Duncan, of Beaufort, is in the city. Mr. Duncan is a little ahead of the inauguration, but he's welcome.

Judge Womack is now engaged in the preparation of the third volume of Womack's North Carolina Digest of the Supreme court reports.

Commissioner Patterson and Prof Massey have gone to Troy, Montgomery county, to hold a Farmers' Institute today and tomorrow.

The temporary injunction restraining the stockholders of the A. and N. C. railroad from leasing the road will be argued by counsel before Judge Robertson at Halifax Tuesday next.

Col. Julian S. Carr, the president, announces that the annual meeting of the Southern Tobacco Manufacturers' Association will be held in Greensboro on Saturday, November 28th.

Dr. A. S. Peace, of Granville, is in the city. Dr. Peace is a member of the Populist State executive committee. Dr. Peace expressed the opinion that Pritchard would not be elected. The doctor does not think any of the Populists will support him.

The young ladies auxiliary society of the Presbyterian church will have a Tacky Party this evening at the residence of Mrs. A. B. Stronach for a good cause. The public is invited to attend and have a good time. Admission 10 cents.

The Greensboro Record has celebrated its seventh birthday and gets brighter and better all the time. There is no more live and bustling newspaper man in the State than Brother Joe Reece, and what he does not know about making a thoroughly readable daily newspaper is not in the books.

The marriage of Miss Mabel Grant, daughter of Maj. H. L. Grant and Mr. J. F. Bowles which was to have been solemnized in Goldsboro yesterday morning at 11 o'clock was delayed until after seven p. m. Mr. Bowles was detained by the wreck of the limited Chatanooga and Norfolk special.

Mr. Richard Giersch's restaurant and lunch room, next door to the Oak City Steam Laundry, is growing more popular every day. Mr. Giersch has a well known reputation for serving the best dishes to be had in a first-class cafe and he is keeping up his standard. He always has the latest delicacies of the season.

MARRIAGE LAST EVENING.

Mr. Charles White and Miss Alma Separk Joined in Wedlock.

At the residence of the bride's mother on West Jones street, Mr. Chas. W. White and Miss Alma McKee Separk were united in marriage last evening.

The ceremony was performed by Rev. W. C. Norman, pastor of Edenton street M. E. church.

The marriage was a beautiful and quiet home affair, witnessed by relatives and a few invited friends.

Mr. Phil Thiem was best man and Miss Mollie Separk, a sister of the bride was maid of honor. The other attendants were Mr. W. G. Separk and Miss Gertrude Thiem. The interior of the residence was prettily decorated with ferns and chrysanthemums. The bride and groom are very popular in the city and are held in high esteem by a large circle of friends. They were the recipients of many handsome and costly presents from admiring friends and acquaintances.

WRECK NEAR TOWN.

Six Cars Tumbled Down an Embankment at Walnut Creek.

Freight train No. 76 from Norfolk was wrecked about six o'clock this morning on the Southern Railway a track just outside of the city limits and at a point only a few yards this side of the bridge over Walnut creek. In fact, the rear end of the caboose was on the bridge when the cars began to jump the track.

Six freight cars were derailed and all of them were so badly wrecked that they are rendered useless.

The wreck occurred on an embankment at least forty feet high. Four of the cars cleared the track and went down the steep embankment. The other two wrecked cars were turned over cross-wise on the track.

The train was a very lengthy one and the break occurred near the rear by a drawhead pulling out. The drawhead fell on the track and caused the cars to topple over. Had the accident occurred twenty yards from where it did, all the wrecked cars and those in the rear of them, together with the caboose, would have gone over Walnut creek bridge, necessarily resulting in the loss of several lives.

Fortunately none of the train crew was near the cars that were demolished when the accident occurred. The ubiquitous tramp was present and of course made the wreck more realistic. Three of them were snugly tucked away in an old Richmond and Danville car, No. 198. The car flew in the air and landed on its back being completely disjoined, and strange to say none of the three occupants were injured in the least. Every side of the car was torn apart, but it was badly mashed up, but with trampoline, the three sound sleepers escaped without a scratch. The conductor states that he hurried to the wrecked cars soon after the accident and that the first thing that attracted his attention was the three tramps emerging from the battered car. An old darkey who was standing by remarked when he heard this, "you can't hurt a tramp fair, no how."

To Col. Olds, who interviewed them, the tramps gave their names as, Weary Wagglies, Gots Thirst and I am Tired. In an hour after the wreck occurred a wrecking crew was put to work clearing the track which was torn up for a distance of three rails. The two cars which were lying across the track, were thrown down the embankment. One of them rolled a distance of twenty yards. Two engines, one on either side of the wreck, were required to clear the track. The demolished cars will be loaded on flat-cars and taken to Burlington.

The fast mail and freight from Goldsboro which was due here early this morning did not reach the union depot until 11:30.

The cars in tumbling over the embankment knocked down three telegraph poles and snapped the Western Union wires.

The Telephone Pole Incident Closed. April last the Raleigh Telephone Company was ordered to remove their poles from the sidewalks of the executive mansion. The notice was not served upon Manager Glass until September 15th. Having failed to remove the poles a motion was made by counsel for state at the last term of Wake court to have the defect put in contempt of court for obeying the order. Judge Boykin allowed the company ten days in which to remove the poles.

Yesterday at Smithfield the case was taken up again before Judge Boykin in compliance with his last order. The State was represented by Mr. Perrin Basbee and the Telephone Company by Col. Argo. Judge Boykin discharged the defendant taxing him with the costs. He held that there had been no willful disobedience of the order of the Court.

We call our readers attention to Royal and Burden's advertisement. For this week only they are selling the best hallrack ever shown in Raleigh for \$7.50, this rack is better than most houses can sell for \$10. For the benefit of their customers from now until January 1st, there store will be open at night until 9 o'clock. Saturday night until 11 o'clock.

Mr. W. L. Sappington one of the cleavest travelling men on the road representing the National Casket Co., of Baltimore is in the city.