WALTER B. BELL, Editor,

-Executed Neatly and Prompily .-

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NO. 48.

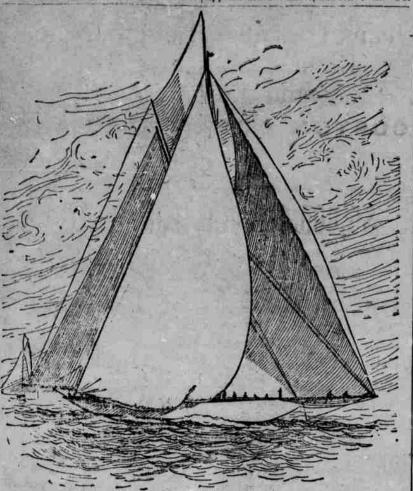
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VOL. III.

A "DEFENDER"

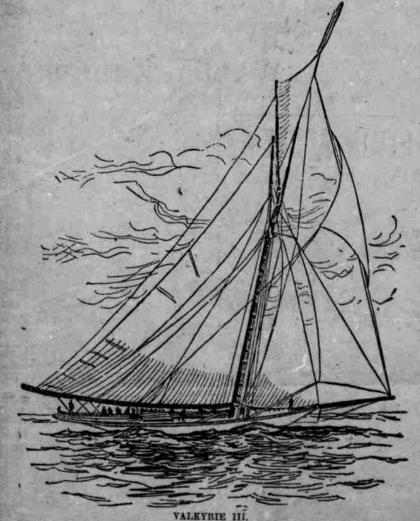
INDEED.

shallow boat, with a doep fin keel or fixel tenterboard, instead of a movable one, as on the Vigilaut, and relies, like the Defender, on the enormous amount of lead, placed vary low down, for power. She has a tremendous overhang and a great shiften the state of the ward of the ward of the state of the sail spread is the largest ever earried on a single sticker, and contains about 12,500 square feet of duck. There are many new wrinkles in her construction, in riveting and bracing, of interest only to boat-making experts. Her mast from deck to head measures 96 feet. The staff is 59 feet long, and her main boom is 105 feet. She has a steel mast ready to be put up if necessary. It is a decided novelty on racing yachts. It is 105 feet long and 22 inches in diameter. The Valkyrie III, was built especially for the light winds which prevail off here during the fall. In light winds she is a decidedly appetre boat to the Britannia, which so signally defeated the Britannia, which so signally defeated the Britannia, which so signally defeated the Vigilant, but in heavy wenther she showed such instability that there was a hasty addition of from twelve to fifteen the two crack yachts of two continents that



tional honors more closely resemble each pither in design time any two boats that have been the first time the Yankee boat is the underspite in design time any two boats that have been the first time the Yankee boat is the underspite in the secres. In the Defender's time the Yankee boat is the underspite in the secres. In the Defender's the time the Yankee boat is the underspite that it is time the Yankee boat is the underspite the first time the first time the yankee boat fines the Englis men see only a clear appropriation to the English ideas, while the Vakyrie "Phase Bernshoff's admirers decrease of and finer lines without material decrease of sail. Her dimensions are Length over sail. Her dimensions are Length over sail. Her dimensions are Length over to the exigences of the contest. Waison figure to confiding a boat to beat the Vigilant, and Herreshoff tried to get a faster eral than the English Britannia. This mixing is undensity of England, when she showed to John Ball, shear an ideas the limit of practication sail them body as sought speed in an easier driven body as at finer lines without material decrease of sail. Her dimensions are Length over sail. Her dimension

DEFENDER.



A comparison of the boats is interesting. Valkyrie III is 129 feet over all, with 26 feet of beam, 18 feet draught and 77 tons of lead in the keet. Her water line measurement is 100 feet. She is built from lines laid down by G. L. Watson, England's foremost naval architect and designer of the Thistic, Valkyrie II, Queen Mab, and a host of equally well-known yachts. Valkyrie, like the Defender, is syndicate built, despite the fact that she is always referred to as Lord Dunraven, the Earl of Lonsdale, Emparor William's chum; Harry McCalmont, called the "wealthiest commoner of England," and C. B. Robinson. Roughly speaking, she is a flat.

GHASTLY TRAGEDY. dan Beheads His Father-in-Law

> horrible tragedy in the hist rn Indiana occurred at Sullivan ly night. James Ward murdered n-law, Aron Hunter and his bro-cutting off their heads and a ground. The tragedy occur-te party were coon hunting. The rus pursued by a mob and just bout to be captured took his own

thought, a cup offered by the Queen, but was offered by the Royal Yacht Squadron, and given by the America's owner to the New York Yacht Club, yet this little cup has cost



HANK HAFF. (Captain of the Defender in all her races.) the two Nations quite \$2,000,000. America has expended \$900,000 of this to hold the

the two Nations quite \$2,000,000. America has expended \$900,000 of this to hold the trophy.

The Defender is handled by a genuine Yankee crew from "Down East," under Captain Hank. Haff, and, not as the Vigilant was, by a crew of all Nations.

The Valkyrie's cantains are Cransled and Sycamore. Lord Dunraven went on his boat in each race; and Mr. Iselin was aboard the Defender The Horreshoffs, of Bristol, R. I., are the most famous email boat builders in America, and into the Defender put the experionce of years with the building of other cup defenders.

The history of the cup rating dates back to 1850, when Commodore Sievens, of the New York Yacht Club ordered the America from George Steers, of New York, the first and one of the most famous of America's designers. The America was a schooner, a two-master, white 'the defenders of to-day are only sloops, with a single mast. Stevens took her abroad and beat everything in Englishman shortly after her epoch-making victory, and was turned into a blocka le runner during the Civil War. She falled in this, not to escape capture was sunk in the St. John's Biver, Florida. After the war she was raised by the Government and put into commission as a training school for maval cadels. When the Cambria came over to race for the cup in 1870, the America was refitted as a yacht and competed, winning fourth place, while the Cambria got only tenth. She was finally sold to General B. F. Butler, of Boston, and is now in possession of his son Paul. All the defenders in the races of 70, '71, '76 and '81 wore yachts built for their owners' pleasure, with no idea of defending the cup. The first trial races to choose a defender were held in 1931. Since then so much money has been spent on the yachts that now they are merely racing machines' style of yacht is looked for before long. Here are the names of the challengers: 1872, Cambria, keel schooner;



JOHN B. HERRESHOFF. (Of the Herreshoffs, Bristol (R. I.) shipbuilders, who designed the Defender).

1871, Livonia, keel schooner, 1876, Countess

1871, Livonid, keel schooner, 1876, Countess of Dufferin (Canada's representative), centerboard; 1881, Atalanta, sloop, 1885. Genesta; cutter; 1898. Gallatea, gutter; 1897. Thistle, cutter; 1898. Valkyrie, cutter.

Up to this year only one race had ever been won by a British yacht in any of the series, that was by the Livonia in 1871, when the Columbia met with an accident, her place being taken by the Sappho.

It is only of late years that Uncle Sam hargone into the building of yachts expressly to defend the cup. While the Livonia, Countess of Dufferin and Atalanta were built expressly to capture the cup, they were Countess of Dufferin and Atalanta were built expressly to capture the cup, they were easily beaten by the yachts built only for pleasure. The Countess of Dufferin was Canada's brave but ill-starred effort to get the cup. It cost both countries a good sum in thousands, and she made a most pittable exhibition. Since the days of the Volunteer American yacht designing has undergone a revolution, and, compared with the new class, the defenders of the 89's seem as ancient in their lines as at that time those of the 70's must nave appeared.

The defenders have been: 1870, A. gie centerboard schooner; 1876, Madeline, centerboard schooner; 1876, Madeline, centerboard schooner; 1881, Mischief, sloop 1885, Puritan, sloop; 1886, Mayflower, sloop; 1887, Volunteer, sloop; 1838, Vigilant, sloop.

DEFENDER WINS THE FIRST. She Led Valkyrle Nearly Eight Min-

utes in Saturday's Races. In the first of the series of international sacht races for the America's Cup, on Saturday at Navesink Highlands, the Defender won by seven minutes and eighteen seconds, won by seven minutes and eighteen seconds, not including her time allowance. The result was as follows: Defender won; time, 6:21:36; Valkyrie, 5:28:48. As both boats went over, steam whisties sounded for many minutes. 29,000 people, on the greatest flotilla that ever assembled off Sandy Hook, witnessed the race, and there was a scene of hilarous joy when the Defender crossed the line fully two miles ahead of Lord Dunravin's boat, the Valkyrie.

Cover Your Cotton Well. It is well that our farmers should under stand that they will be required to pay more attention to the covering of their atton in No Labor on Sunday.

The Secretary of the Interior, Mr. Hoke Emith, has ruled that pay cannot be given for work done by department clerks on Sunday. Ale secretary reasons that a government clerk has no more right to work on Sunday than a grocery clerk, and that the United States cannot become a lawbreaker by having most to work on Sunday.

The Order of Railway Telegraphers pay to its grand efficers along \$10,000 salaries each year and feels that it gets the money back in bunefits.

NORTH STATE

CULLINGS

INTERESTING ITEMS FROM ALL OVER THE STATE.

ELKIN, N. C., THURSDAY, SEPTEMBER 12, 1895.

The Greensboro Cotton Mill Purchased By Cone & Garsed.

The cotton mill of the Greensboro Co-operative Mill Company has been purchased by Cone & Garsed, who will at once equip it with improved machinery and will operate it on fall time. There is not an idle mill in the State, save two recently pitchased which are to be re-equipped:

Show Three Negroes: For several months A. D. Tanner, leader of the new sect of negroes; has been preaching on the streets at Asbeville doctrines which aroused feeling among the negro population. Meetings protesting against Tanner have been held and Thursday night a mob of two hundred negroes went to Tanner's, presumably to run him from the city. The Tannerites fired on the mob which returned the fire. Three negroes were shot dangerously.

Big Tobacco Sales at Winston. Winston shipped 1,147,755 pounds of manufactured tobacco during August, an increase of 340,443 pounds over the same month last year. The stamp sales for last month were \$68,-865.32, an increase of \$20,426.56, over the same month last year. The sales of leaf tobacco on the Winston market during August aggregated 430,816 pounds, a decrease of 581,588 pounds below August, 1894.

Salisbury's Population. The census of Salisbury has been completed. The population of the town within the corporate limits is 4,-619. The cotton mills and other small

villages just outside the corporation raise the population to the grand total of 6,208. The census of 1890 gave the town (within the corporation) a population of 4,430. Salisbury has, as shown by this census, gained 10 per cent. since that time, Capt. A. H. A. Williams Dead. Capt. A. H. A. Williams, ex-Congressman from the Fifth district, died

gressman from the Fifth district, died at Chase City, Wednesday evening last. He had been sick for quite a while with Bright's Disease, and had gone to Chase City for the benefit of the mineral water. He seemed to improve slightly under the treatment of the mineral water. He seemed to improve slightly under the treatment of the would not set up a defense. At there. He had a rele so, ho would not set up a defense. At there. He had a rele so, ho would not set up a defense. At there is insane and does not know wrong right," right," other expert physicians testi-

Wilson 975,000 pounds \$105,000. There were issued 8,910 checks to farmers, which represent as many loads of tobacco. These figures were reported at the meeting of the tobacco Board of Trade Tuesday night, and are correct.

Many of Winston's and Salem's business men are interested in the Roanoke and Southern railroad, between Winston and Roanoke, Va. Many are now of the opinion that the Norfolk and Western, which lessed the road several years ago, will give it up by the non-payment of interest due on the bonds. It looks now like the Baltimore and Ohio will get control of the road.

Two bales of new cotton were sold in Waxhaw on Thursday, bringing 7.90 and 8 cents respectively. The first bale on the Monroe market was brought in by Mr. J. R. Rollins. It weighed 520 pounds and was sold at auction being purchased by the Monroe Cotton Mills for 9 cents. The crop is late and not very large at that.

The Clinton Democrat says that the decrease in land valuation in Sampson since 1894 is \$52,998. There are 18,-340 acres of land unlisted in 1895 and this will very nearly if not quite offset the decrease. There is a decrease in the total valuation of all property, ex-cepting railroads, since 1894 of \$61,-

The Farmers' State Alliance has pur-chased for \$4,250 a large brick building at Cary, a village nine mires from Raleigh and in this will have its general offices and business agency, elso a roller flouring mill and a shoe factory.

A farmer and his wife, living a few miles northwest of Winston, came near losing their lives last Saturday evening. in their attempt to cross a swollen stream in a buggy. The vehicle was not pulled out until Sunday.

A special from Fayetteville announces the sudden death there of John D. Williams, Sr. Mr. Williams had been one of the most prominent business men of the State in mercantile and banking circles.

Nine, ten, twelve and thirteen thou-sand dollars respectively have been the amounts paid out to farmers for to-bacco at Rocky Mount during four of the best sales days since the market

The property listed for taxation in Buncombe county this year shows an increase of \$546,560 over last year, aggregating \$9,289,072.

Tremendous Rain in Baltimore. Baltimore was visited on Friday by the heaviest downpour of rain in twenty-five years. Starting at 20 clock in the me years. Starting at 20 clock in the methere was little constation until 6 of night, and 4 78 incues is the record precipitation. The sewers were loss; carrying off the vast quantity of was poured into thom, and in several wash-outs and cave-ins reads.

One death, the result of the ported, Mrs. Annie 0 were washed off the 14 Jones Falls at Mount young man succeeded in

JOHN SIMS IS AN INSANE MAN: He Will Be Sent to the State Hospital at Morganton. If He Ever Gets Well He Will Be Tried,

Wednesday morning early the court room at Charlotte was packed to hear one of the most interesting cases ever tried here in the Criminal Court.

The question of interest was, "Is John Sims insate at the present time?"
It will be remembered that he is the

man who, in a fit of anger, killed his wife near Huntersville last July.

wife near Huntersville last July.

The first witness placed out the stand was his mother. She swore that he had been restless and strange all his life. He was full of notions. He would take long tramps away from home to Arkansas, Texas, etc. He would say that he had no friends and would take poisons to end his fife. He is an illegitimate child. His mother first noticed his peculiar mind when he heard of Garfield's assassination—he feared being hanged for it.

His father was put on the stand.

His father was put on the stand. He said: "He was unbalanced when a boy and is still. He would kill toads, harrow in oats the wrong way, and get mad easily and leave home.

.The came Mr. Thos. Stenhouse, who said that he had known Sims all his life to be of a melancholy and despondent nature.

James Stenhouse was then placed on the stand and said: "lived with him last year and have known him since boyhood. He did peculiar things, such boyhood. He did peculiar things, such as go out in the woods and stay all night if he got vexed with snything. Once he cooked up all the bread and meat he had and gave it to his dog. When the dog had caten to great repletion and laid down, Sims stretched out and handhad at him because that ont and laughed at him, knowing that he had not another mouthful of breal to eat in his house. I once told to make 600 rails; he cut enough timber to make 3,000 and some of the trees we twisted and unfit for rails. He won ell me that he was not contents d would go out in the woods and p and complain of ghosts being sout his house. Once I was in his house when he was making mush and a spark fell in it. He threw much, pot and all into the yard and then threw the cat after it. He always did his work well, taking much pains with it. I think him unbalanced.

Then Dr. Wilder, county superin-tendent of health, who has had to do

ne line. It was then s id broad jaw the head, but it grows sh ed toward the top. He wears colored mustache and his eyes are deep set and weak looking. In court he sat with his hands folded and his head resting on them-never raising his head at all.

Sims will be sent to Morganton; if he gets weil he will be put upon trial for his life to answer the charge of killing his wife.

NORTH CAROLINA FACTORIES. The State Has Twice as Many Cotton Factories as in 1890.

The State Agricultural Department at Raleigh is seed a specially valuable bulletin giving lists of all manufacturing enterprises in North Carolina. That portion of it which is of greatest interest is in regard to cotton mills. This shows that cleven mills are now in course of construction, that the stock in eight more has been subscribed and that 149 are now in operation, spinning or weaving. Besides these, there are twelve kuitting mills, one silk mill, one towel mill, four bag mills and one manufactory of sash cord and cording. There are thirteen woolen mills in operation. The total of all is 192; Alamance county leads, having 22 cotton mills; Gaston has 21, Randolph 15 and Mecklenburg 13. There are mills in 41 of the 96 coun-

There are mills in 41 of the 96 counties. There are reported 19,000 looms and 756,000 spindles.

Henry G. Hester, secretary of the New Orieans Cotton Exchange, has sent Governor Car the following telegram: "I congratulate you and the people of North Carolina on her remarkable progress in cotton manufacture. She is now practically equal to South Carolina, the largest cotton consumer in the South. By the actual census of mills North Carolina has consumed of this year's crop 227,000 bales, an increase of 55,000 over last year. She has new spindles which year. She has new spindles which may be brought into play in 1895-'96 which, with fair trade condition, should ncrease her total to at least 250,000. In 1890, North Carolina consumed 114,000 bales. So your State has prac-tically doubled her cotton manufactures within the past five years."

Death From a Runaway Locomotive. At Brooklyn, N. Y., one man died Tuesday norning, and thirty-four men and women ad children lie in the boantals suffering trom injuries caused by a renaway locomo-tive crashing into a Coney Island Excursion on the Sea Beach Boad of Monday. Several violins are likely to 1 se limbs. They are grave fears that they will not survive opera-tions, William A. Pointer, Newark, N. J., a victim d'ed.

Cotton Statistics for the Week. The Liverpeol weekly cotton statistics are as follows: Sales, total 69,000; sales Ameri. can 50,000; trade takings 46,000; actual exTHE DEBT STATEMETT.

The Usuel Decrease Shown. A Deerease in Both Gold and Silver. The debt statement issued at Washington hows a net increase in the public debt less ash in the Treasury during August of \$2,-815,418. The interest-bearing debt increased \$210; the non-interest bearing debt decreased \$295,166 and eash in the Treasury decreased \$8,110,974.

\$3,110,074.

The balances of the several classes of debt of the close of business August 31st, were: Interest bearing debt \$747,380,610; debt on which interest has ceased since materity \$1,695,580; debt bearing no interest \$377,060,-993; total \$1,125,693,479.

The certificates and Treasury notes offset by an equid amount of cash in the Treasury at the end of the month were \$569,384,693, an increase of \$29,585,600. The total cash in the Treasury was \$829,930,345. The gold reserve was \$100,00,000. Net cash balance \$34,693,156. Intains the month there was a decrease in gold coin and bers of \$5,943,139, the fotal at the close being \$150,410,925. Of fifter there was a decrease of \$1,295,804. Of the surplus there was in national bank deposit ries \$15,817,689 against \$15,920,823 at the end of the preceding month.

SOUTHERN RAILWAY CO.



| Eastern Time at Con | dentina | | |
|---|--|---|---|
| Northbound, July 28:16, 1805. | No Dail | | |
| Lv. Jacksonville Lv. Savanoah Ar. Columbia | 10.41 1 | | |
| I.v Charleston Ar Columbia | 6,00 p | ****** | |
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| Ar. Augusta | | 8.00 a | 4.15 1 |
| Tw Calumbia | 7.00 0 | | 4.00 m |

" Jacksonville 10.50 al. ... 9.4 STREEPING CAR BERVICE.

Ros. 87 and 38, Washington and 89 cestera Limited, composed of Pullman forum Pullman rate \$2.00; no extra fare Sleeping Cars between New York Loans, New York and Memphis, wille and House and Washington, Asheconch between Washington and Washington Dining Car between Greensboro and Memphis Dining Car between Car between Car between Car between Car between Car betwee

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Japanese postmen whose rentes carry them into the country use bicycles. Their wheels are made by local manufacturers, who have appropriated improvements from both British and Japanese manufacturers. The Oldest Regiment Dead.

At Bethiehem, Pa., Peter Styers, said to be the oldest engineer in the country, who has been frequently honored by the Brotherhood been frequently honored by the Brotherhood of Locomotive Engineers, died, aged 73 years. He ran engines on the Lehigh Valley, the Reading and Jersey Central lines for forty-six years and never had an accident. Railroadors have computed that he ran locomotives a distance equivalent to forty times around the globe.

J. F. HENDREN.

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Castoria is Dr. Samuel Pitcher's prescription for Infants and Childen. It contains neither Optum, Morphine nor other Narcotic substance. It is a harmless substitufor Paregorie, Drops, Soothing Syrups, and Castor It is Pleasant. Its guarantee is thirty years' upo by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhoea and Wind Colic. Castoria relieves teething troubles, cures constipation and flatulency. Castoria assimilates the food, regulates the stomach and bowels, giving healthy and matural sleep. Cas-Mother's Friend. toria is the Children's Panacea

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on well adapted to childre. he superior to any preser