

The Wilson Times.

Vol. II.

WILSON, N. C., FRIDAY, OCTOBER 1, 1897.

No. 34

DIRECTORY.

DEPARTURE OF TRAINS.
LOCAL TRAINS:
N. Bound. S. Bound.
Between Florence and Weldon,
No. 78. No. 23.
1:42 P. M. Leaves Wilson 2:06 P. M.

Between Wilmington and Norfolk:
No. 48. No. 49.
12:45 P. M. Leaves Wilson, 2:12 P. M.

'Shoo Fly' Wilmington to Rocky
Mount:
No. 40. No. 41.
10:20 P. M. Leaves Wilson, 6:22 A. M.

THROUGH TRAINS:
Between Florence and Weldon:
No. 32. No. 35.
12:15 P. M. Leaves Wilson, 11:16 P. M.

LOCAL FREIGHT—NORTH BOUND:
Leaves Wilson 7:05 A. M.

COUNTY OFFICERS.

BOARD OF COMMISSIONERS:
R. S. CLARK, Chairman.
JOHN C. HADLEY, THOS. FELTON
SHADE FELTON, J. H. NEWSOM.

JACK CHERRY, Sheriff,
J. D. BARDIN, Clerk of Superior Court,
G. H. GRIFFIN, Register of Deeds,
S. H. TYSON, Treasurer,
F. W. TAYLOR, Standard Keeper,
WM. HARRISS, Coroner,
J. T. REVEL, Surveyor,

TOWN OFFICERS.

ALDERMEN:
J. D. LEE, 1st Ward.
P. B. DEANS, 2nd "
U. H. COZART, 3rd "
GEO. HACKNEY, 4th "
J. T. ELLIS, 5th "

P. B. DEANS, Mayor;
JNO. R. MOORE, Town Clerk;
W. E. DEANS, Collector,

POLICE:

W. P. SNAKENBERG, Chief.
EPHRAIM HARRELL.
JAMES MARSHBOURNE.
FRANK FELTON,
GEO. MUMFORD.
D. P. CHRISTMAN, Street Commissioner

CHURCHES.

St. Timothy's Episcopal church,
Rev. F. C. Bayliss, Priest-in-charge.
Services: Sundays at 11 a. m. and 7:30
p. m., Sunday School at 3 p. m., Week-
days—Wednesdays and Fridays at 4 p.
m. Holy days at 10 a. m. Celebration
of Holy Communion on 1st
Sunday in each month at 11 a. m.
other Sundays at 7:45 a. m.

Methodist Church, Rev. J. B. Hurley
Pastor; services at 11 A. M. and 7:30
P. M. Sunday School, 5 P. M., J. F.
Bruton, Supt. Prayer meeting Wed-
nesday night at 7:30.

Disciples Church, Rev. D. W. Davis,
Pastor; services every Sunday 11:00 a.
m. and 7:30 p. m. Prayer meeting every
Thursday night. Sunday School at 3
o'clock, P. M., Geo. Hackney, Supt.

Presbyterian Church, Rev. James
Thomas, Pastor; services on the First,
Second and Third Sunday in every
month and at Strickland's church
every Fourth Sunday. Sunday School
at 5 o'clock, P. M.

Baptist Church.—Service as follows:
Preaching Sunday morning at 11
o'clock and at 8 p. m. Rev. W. H.
Reddish Pastor, Prayer meeting Wed-
nesday evening at 8 o'clock. Sunday-
School at 5 p. m. D. S. Boykin, Supt.

Primitive Baptist Church, preaching
on 2nd Sunday by Elder Jas. Bass; on
3rd Sunday by Elder Jas. S. Woodard;
on the 4th Sunday and Saturday before
by the pastor, Elder P. D. Gold. Ser-
vices begin at 11 A. M.

LODGES.

Regular meetings of Mt. Lebanon
Lodge No. 117 A. F. & A. M. are held
in their hall, corner of Nash and Golds-
boro streets on the 1st and 3rd Monday
nights at 7:30 o'clock P. M. each month.
Dr. C. E. Moore, W. M.

Regular meetings of Mt. Lebanon
Chapter No. 27 are held in the Masonic
Hall every 2nd Monday night at 7:30
o'clock P. M. each month.
W. H. Applewhite, H. P.

Regular meetings of Mt. Lebanon
Commandery No. 7 are held in the Ma-
sonic hall every 4th Monday night at
7:30 o'clock each month.
B. S. Earnes, E. C.

Regular meetings of Wilson Lodge
K. of H. No. 1694 are held in their hall
over the First National Bank every 1st
Thursday evening at 3:30 o'clock P. M.
B. F. Briggs, Director.

Post Office Hours.

Office opens 8:00 a. m. and closes at
sunset.
Mails at day close for North 1 p. m.
" " " " West 1 p. m.
" " " " South 1:30 p. m.
Mails at night for all points close at
9 p. m.

Needs of the Navy.

Washington, September 28.—The special board appointed by the Navy Department to consider the needs of the Navy in the matter of new dry docks submitted its report to acting Secretary Roosevelt today. The board is composed of Commodore Bunce, Commander Chadwick and Constructor Dashiell, with Civil Engineer Parks as recorder. The board finds that five new docks are urgently necessary, while one (the Port Royal, S. C., dock) should be enlarged immediately. The total cost of these docks with the Port Royal improvement is estimated at \$5,775,000. Four of the docks, the board says should be of concrete, namely, at Boston, 700 feet long, cost \$1,300,000, at New York, 500 feet long, cost \$1,200,000, at Norfolk, 500 feet long, cost \$1,100,000, (lengthening stone dock \$250,000); at Mare Island, 500 feet long, cost \$1,000,000. Each of these concrete docks is to be completed in two years.

At Algiers, near New Orleans (with Galveston or Pensacola as alternatives), it is proposed to place a steel floating dock and wharf. This would cost \$750,000, and could be completed in ten months.

In addition to these, the board recommends docks at the following named points which, though not in the nature of emergency docks, are required to place the docking facilities of the country on an adequate footing; New London, fresh water basin and dock connecting with river, \$1,000,000, in two years time; Newport News, steel floating dock moorings (alternate to Norfolk concrete dock), \$650,000, in ten months; Tortugas, steel floating dock and moorings, \$650,000, in ten months; San Francisco, concrete dock on Yerba Buena Island, 700 feet long, \$1,500,000, two years; San Pedro, concrete, 700 feet long, \$1,500,000, in two years; making the total cost of this estimated supplementary work \$5,300,000. Some of the improvements recommended are contingent upon compliance with certain conditions, for instance, at Norfolk, upon channel improvements; at San Francisco, upon survey of Yerba Buena Island; at Nore Island, upon channel improvements; at San Pedro, upon harbor improvements. As to Newport News, the board reports that the shipbuilding company there contemplates building a second large dry dock, and is willing to enter into any fair agreement with the Government as to its use, being governed also by the wishes of the Department as to dimensions and material.

The work outlined above seems to be very extensive, but the board says that with all the additions it proposes to the number of our dry docks, we still would have for naval purposes on our entire coast line only one more dry dock than has Great Britain at one of its navy yards. Portsmouth, Eng. At present the United States has a total of eleven naval dry docks, only one of which at this time, that at Puget sound, Washington, can take in our battleships.

In support of its recommendations, the board speaks as follows of the strategical conditions which have influenced it: "We are, from a naval point of view, weak in comparison with the great naval powers of Europe, and the naval strength of Japan is growing so rapidly that within a year or two she will overmatch us in available strength in the Pacific. Every effort is then necessary on our part to retain command of the sea at least on our coasts and to supplement our naval strength by providing accessible places for repair and docking, and by fortifications so located that when our squadrons are pressed by a superior force they may use them as supports in holding the approaches to our coasts. So long as an enemy is compelled to draw all of his supplies from his home stations his operations must be limited by the necessity of holding his communications clear and the quantity of supplies he can transport in his ships under the protection of his fleet. He must be prepared to meet us on our coasts even a much weaker naval force, held compactly in a dock, with repair and supply facilities near, we can retain the command of the sea on our coasts and render impossible its occupation near our commercial centers."

The Cuban Question.

Washington, September 28.—The Spanish Minister, Dupuy de Lome, has arrived here somewhat unexpectedly from Lenox, where he was spending the Summer with his family. He reached Washington yesterday noon and later in the day called at the State Department and saw Assistant Secretary of State Day. His presence in the city was not made known by the department and it was not until to-day that his arrival became known. The legation is closed for the summer and the Minister took temporary quarters in an uptown apartment house. He expected also to call on Secretary Sherman. It is said by officials that the minister's visit has no special significance at this time. He is looking at a new legation building, corner of Massachusetts avenue K street, to be opened in October. There appears to be no doubt, however, that the visit related to some extent to recent developments at Madrid in connection with Minister Woodford's interview with the Spanish Minister for Foreign Affairs the Duke of Tetuan. The presence of Mr. Dupuy de Lome led to conjecture that Spain's answer to the recent views presented by Minister Woodford was about to be submitted. It can be positively stated, however, that no answer has been made, and that up to the present time the answer has not been framed. It would not be a surprise, however, if it was determined upon at any time in the near future, and it is thought that Minister Dupuy de Lome's visit is so timed as to permit him to be at the capital in case any development, in way of answer or otherwise, occurred at Madrid. The only manner in which an answer could be agreed upon is at a Cabinet council, attended by the Queen Regent. The Queen arrived at Madrid to-day. Her arrival will give the first opportunity for definite action, and this probably had some part in the minister's return to Washington at this time.

Luetgert Murder Trial.

Chicago, September 28.—The battle between the experts has begun, and from now on there will be denials thrown at the evidence of the medical and chemical wise men who testified for the State in the Luetgert case. The defence put its first witness in the expert line on the stand to-day, and he will be followed by a long string of others. The witness to-day was Dr. B. L. Reise, who boiled two bodies in caustic potash in the vat in Luetgert's sausage factory and obtained results different from those who boiled bodies in caustic potash in behalf of the State.

Another witness was Armadale Oddyke, a peddler, who testified that long after the murder is said to have been committed he saw Mrs. Luetgert in the neighborhood of Janesville, Wis. He said that there was no chance of his being mistaken and he identified the photograph which he was shown in court in the most positive manner. Two girls were placed upon the stand to impeach the testimony of Emma Seimpke, who swore that she saw Luetgert and his wife enter the factory on the night on which the murder is said to have been committed.

There is a strong probability that Mary Siemmering will be called upon to answer a charge of perjury. In her testimony she gave evidence reflecting on the manner in which she had been treated by inspector Schaak and assistant State's attorney McEwen before the trial, and as she gave sworn evidence on the witness stand directly contrary to the sworn evidence she gave at the preliminary hearing, the assistant State's attorney says that he will bring a charge of perjury against her.

The Long and Short Haul.

Washington, September 28.—The Inter-State Commerce Commission today announced its decision of two long and short haul cases in an opinion by Commissioner Knapp, in the case of Fewell against the Alabama & Vicksburg Railway and others in the matter

of coal rates charged by the Alabama & Vicksburg and Alabama Great Southern Railway Companies. These cases involved the transportation of coal from Corona, Birmingham and Blockton, Ala., to local points in Mississippi on the Alabama & Vicksburg Railway at higher rates than were charged for longer distances over the same line to Jackson and Vicksburg, Miss. The various carriers from Alabama mines to Jackson agreed upon the rate to that place, which was less for each mile than was charged on coal to shorter distance points over the same line in the same direction. This, the opinion held, violates the fourth section of the Inter-State Commerce act. Coal from Alabama mines to Vicksburg must go by railroad, the competition of such coal in Vicksburg, La. with coal brought over long distances down the Ohio and Mississippi rivers from the Pittsburg Pa., district. This competition was held not to be rail and water competition for transportation from the same locality, but the competition of mines or markets for supplying coal to Vicksburg, the force and effect of which is determined by commercial considerations peculiar to the business of shippers and wholly disconnected from the circumstances and conditions under which transportation is conducted.

The commission further ruled that the long and short haul clause of the law applies only when the traffic is "over the same line" and "in the same direction," and to "transportation under substantially similar circumstances and conditions," and the "shorter" must be included within the "longer" distance; and that notwithstanding these limitations, and injustice or hardship which may result to carriers from compliance with the long and short haul rule is removable by the commission upon application by such carriers under the procedure authorized by the provision to the fourth section.

Greater New York.

New York, September 27.—The most important development in the Greater New York political situation was the unanimous nomination of Henry George for mayor by the united Democracy, composed of numerous free silver and Bryan clubs which were active in the campaign of last Fall. Mr. George once polled 68,000 as a labor candidate for mayor of New York. His strength, if he should accept, would be drawn principally from the Democratic vote. The united Democracy also adopted a resolution condemning "the action of the State committee in refusing to renominate the Chicago platform and in nominating as candidate for Chief Justice of the Court of Appeals Alton B. Parker, whose party fealty is so doubtful that he is popularly believed to have voted against the Bryan and Sewell electoral ticket last year.

The convention nominated John G. Boyd for comptroller and Winfield S. Overton for president of the municipal council. Richard Croker was quoted as saying that Henry George was "a good man, a fine man, and Mr. George is said to have expressed the hope that Tammany would endorse the Chicago platform. A belief is current that Mr. George will not accept to-night's nomination if Tammany indorses the Chicago platform. On the other hand, the old time Democratic leaders prefer to ignore the silver question altogether. So the Democrats are as much worried over Henry George as the republicans are over Seth Low.

The Roseboro Robbery.

Deputy United States Marshal Atkinson arrested Aaron Simmons and Joe Holland in Roseboro yesterday afternoon on the charge of being implicated in the attempted postoffice robbery there Saturday night. These two young men, both white, were brought to this city last night, taken before United States Commissioner E. P. Powers and sent to jail in default of a \$200 bond each, Mr. D. P. Williams was the man arrested Sunday and who gave bond yesterday.

M. Atkinson also brought the tools with which it is claimed the building

was entered, and the attempt to crack the safe made. There is a big sledge hammer, found in Mr. D. P. Williams' wagon, and which had been borrowed from a blacksmith named Blackman Britt. There is also an auger, a cold chisel and two iron plungers; these last named had been evidently used in trying to push the lock from its place after the combination and knob had been knocked off. All these tools, which were found scattered around the building Sunday morning, were stolen from the blacksmith shop Saturday night.

Clinging to the face of the sledge hammer, which is now in the sheriff's office, is a brassy substance, which it is claimed might have been caused by just such work as hammering at the brass knob of a safe.—Fayetteville Gazette, 28th.

A Disastrous Fire.

Washington, September 29.—Fire broke out in the central power station of the Capital Traction Company, a few minutes before 11 o'clock to-night and in thirty minutes the magnificent six story structure was doomed. The building occupies the entire block from Pennsylvania avenue to C street and from 13 1-2 to 14th streets. The blaze started in the southwest corner and despite the efforts of the entire fire department swept like wind through the enormous building. The heat was so intense that the men were driven from the adjoining street. When it became evident that no efforts could save the power station, the department turned its attention to the adjoining property, but the flames leaped across 14th street on the west to a big livery stable, and then across 13 1-2 street on the east and attacked a row of three story brick houses. So fearful was the heat that the firemen could not get within reach of the burning buildings. They were driven back foot by foot until the streams from the hose pipes could not reach the fire. The entire fire department was on the scene, but so fierce was the conflagration that their efforts were futile.

The power house was built four years ago. It is six stories in height and, besides containing the power plant of the Pennsylvania avenue lines of the Capital Traction Company, is occupied by dozens of offices. The walls began to fall by 12 o'clock and with the decreasing heat the men were enabled to get to work on adjoining property. Several houses, however, have been gutted. At this hour, it is impossible to state the loss. Approximately it will be about \$500,000 on the building, about \$200,000 on machinery and stored cars, while the losses sustained by tenants will amount to \$200,000 more, making the total damage \$1,000,000.

Two hours after the first alarm was given the huge building was reduced to a few crumbling walls. The loss on adjoining buildings will not be large as those burned are old and small. At one time the offices of the Southern railway were threatened, but prompt work by the firemen checked the flames. As a result of the fire, the navy yard and Georgetown division of the traction company will be tied up until power can be installed at some other point.

Will Not Fight Corbett.

Trenton, N. J., September 25.—Bob Fitzsimmons, who is in this city, stated to-night that he had no intention of giving Corbett another fight. Martin Julian backed the champion in this, and adds that Corbett must defeat Maher, Goddard and the other fistie lights before Fitzsimmons will give him a fight.

The contract of the Vance monument to be put up in Asheville has been awarded to James G. Cowin, of Asheville, whose bid was \$2,738, was the lowest, says the Asheville citizen.

The British steamer Hexham was towed into Hampton Roads Sunday afternoon. Last Thursday, south of Cape Hatteras, she ran into the hurricane. Her master, Captain Honson, was washed overboard and drowned.