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STATE NEWS.

Short Items of Interest Clipped and Culled From Our State Exchanges.

At the annual meeting of the State Literary and Historical Society during State Fair week this month, Governor Aycock, Graham Daves and some others will deliver addresses.

Crenshaw, the Mecklenburg man who shot and killed a negro in his watermelon patch, was found guilty of manslaughter. He was sentenced last week to six months in jail. The case was appealed.

The Sanford Express says until recently there were about 60 negro postmasters in North Carolina. The number has been reduced to 12 and it is said that by the close of this year there will not be over 6.

Fire in east Durham Friday night destroyed five houses owned by W. R. Barbee. The loss is estimated at \$2,500. Two persons who were asleep in the buildings came near being burned to death before they could be aroused.

Miss Laura Lemly, 45 years of age, a sister of Capt. J. M. Lemly, Judge-Advocate of the Navy, was burned to death at her home in Salem, N. C., Monday. Her clothing caught from a kitchen stove and she was so badly burned that death resulted in four hours.

The Seaboard Air Line's Florida and Metropolitan Limited, north-bound, was wrecked at 1:22 o'clock Friday morning about a mile south of Cameron, in Moore county. The engine and five cars were derailed and six persons were more or less seriously injured.

State Auditor Dixon, who has been in charge of pension matters, says it is found that there will be something over 9,000 pensioners this year, or about 3,000 more than last year. He says he expected the number would be 10,000 at least. The lists are not quite ready to be given out.

At Charlotte Thursday, John Bish, colored, was sentenced to 25 years imprisonment at hard labor for criminal assault upon a nine-year-old colored girl there last August. Judge Hoke said he was morally certain Bish was guilty of the crime, but certain legal doubts restrained him from pronouncing the extreme penalty.

The report of the finance committee of the penitentiary directors was made public Thursday. It shows that the day administration cost \$16,079 a month, that the present board has been running the pen at an expense of only \$10,390 a month; that where Day claimed a surplus in earnings of \$34,450, there is really a deficit of \$35,495—or in other words, that in his annual report there was a shifting of about \$70,000 to the wrong side of the ledger.

J. A. Johnston, the English millionaire, who purchased through Sheriff Jordan a 12,000-acre tract of land in Cumberland and Harnett counties some months ago, is converting the land into a large hunting preserve and will build a costly residence. Mr. Johnston, whose health is poor, was attracted to North Carolina by the climate, and will spend a portion of each year on his property in this State. Mr. Johnston's father, who is at the head of one of the big trans-Atlantic steamship lines, is rated at \$40,000,000.

The registration of students at Chapel Hill this year is 76 more than at the same time last year, the present registration being 537. In the freshman class the oldest member is 36 and the youngest 15. There are more students from Orange—38—than from any other county. Mecklenburg follows with 35; New Hanover 23; Forsyth 19; Buncombe 16; Guilford 16; Wayne 14; Wake 11. There are 144 in the freshman class, 100 sophomores, 76 juniors, 54 seniors, and 16 graduate students. There are 59 medical students and 27 pharmacy students.

THE SCHLEY COURT OF INQUIRY.

A Brief Summary of the Progress of the Investigation During the Past Week.

Washington Post.

During the brief session of the Schley court of inquiry Thursday it was developed that Capt. Wise, commanding the scouting ship Yale, who "firmly believed" that the Spanish squadron was in Santiago harbor, did not notify Commodore Schley of that fact, although there were frequent communications by signal between the Yale and the Brooklyn.

Lieut. Spencer S. Woods, who commanded the Dupont, testified his ship took thirty tons of coal on board while off Cienfuegos. It was also developed that although the Marblehead was in port at Key West when the Dupont left with dispatches from Admiral Sampson to Commodore Schley at Cienfuegos, Sampson said nothing about the code of signals which had been established by Capt. McCalla, of the Marblehead, with the insurgents on shore.

In the Schley court of inquiry Friday, Mr. W. H. Stayton, formerly a naval lieutenant, presented a letter from Admiral Sampson requesting that he be permitted to represent that officer as counsel. The request was refused on the ground that Admiral Sampson is not a party to the case now before the court.

Lieut. Spencer S. Wood, formerly commander of the Dupont, flatly contradicted Capt. Harber's testimony that there were no picket vessels on duty at Cienfuegos while Schley was off that harbor.

Lieut. John Hood, formerly commander of the Hawk, testified that he carried dispatches from Admiral Sampson to Commodore Schley which led the latter officer to display perplexity and embarrassment.

Capt. Bowman H. McCalla, who commanded the Marblehead, testified that he informed Capt. Chadwick, Sampson's chief of staff, of the secret code of signals established with the insurgents at Cienfuegos. This code was not communicated to Commodore Schley at Cienfuegos, although the Dupont, Hawk, and Marblehead carried dispatches from Sampson to Schley after Chadwick had been informed.

In the Schley court of inquiry Saturday, Capt. McCalla, of the Marblehead, claimed the credit for originating the phrase, "There is glory enough for all." It was shown that if Capt. McCalla had obeyed orders and left the Eagle at Cienfuegos, Commodore Schley would have been given important information upon his arrival there with the flying squadron, and delay would have been avoided. Capt. McCalla also testified that he informed Capt. Chadwick, Sampson's chief of staff, of the secret code established with the insurgents at Cienfuegos, in the expectation that the information would be communicated to Admiral Sampson. Although he passed the flying squadron on its way to Cienfuegos, he did not give the code to Schley. He also testified that at a conference of commanders on board the Brooklyn, off Santiago, before Sampson's arrival, a plan of battle was arranged in anticipation of the appearance of the enemy's fleet.

Lieut. Commander W. H. H. Southerland related a lengthy megaphone message which he gave to Scorpion for Schley, stating that the Spanish fleet was not in Cienfuegos harbor. No record of this message could be found on the log book of the Scorpion, which quoted Southerland as saying, "No news," nor in the log book of the Eagle.

Lieut. Barnes, of the Bureau of Navigation, testified that the translation of Schley's "disobedience of orders" dispatch agreed with the cipher as filed in the cable office at Kingston, Jamaica. This was to relieve the Navy Department from the imputation of altering dispatches.

No further request was submitted for the appearance of counsel for Admiral Sampson.

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Rear Admiral Robley D. Evans, formerly commander of the battle-ship Iowa, testified before the Schley court of inquiry Monday, that he saw the signal lights on the night of the 22d of May at Cienfuegos and knew what they meant, the secret code having been given him by Capt. Chadwick, Sampson's chief of staff, but that neither on the 22d nor the 23d nor the 24th, while the Flying Squadron remained at Cienfuegos, did he inform Commodore Schley of the code nor of its meaning. His explanation was that he supposed Schley knew all about it, although it was shown on cross-examination that Schley had signaled to the squadron his belief that the Spanish fleet was in Cienfuegos harbor. Admiral Evans also testified that from 8 o'clock on the morning of May 25 until the morning of May 26, while the squadron was en route from Cienfuegos to Santiago, it was impossible to coal the vessels; that at the time of the bombardment of the Colon the only shot from the Iowa that reached near that vessel was fired at a range of 11,500 yards; that the squadron, while on blockade, was a little farther out from the shore at night than during the day, although the difference in distance was not material, and that, during the loop the Brooklyn was "dangerously close" to the Texas, being about 100 yards away. He also repudiated the Navy Department's official chart of the positions of the ships, which shows the nearest distance to have been about half a mile. He denied ever having told Commodore Schley in the latter's cabin that he thought it was the Texas which executed the loop. Notwithstanding the distance of the Iowa from the Colon, he said that two shots from the Zocapa battery on shore fell near the Iowa.

Commander Miller, who commanded the collier Merrimac, testified that while he could have coaled the battle-ships, it would not have been a comfortable proceeding, and that he would not have done so unless directly ordered, the weather being "nasty." He described the breaking down of the Merrimac's engines off Santiago, which delayed the coaling process there.

Capt. Jewell, of the Minneapolis, one of the scouting vessels off Santiago, testified that although he had the Navy Department's information that the Spanish fleet was within that harbor, he did not communicate it to Commodore Schley when he met the Flying Squadron upon its arrival from Cienfuegos.

Capt. Sigsbee, formerly of the Maine and afterward of the scouting-ship, St. Paul, was the principal witness in the Schley court of inquiry Tuesday. He testified that his first positive knowledge of the presence of the Spanish fleet in Santiago harbor was on the morning of the 29th of May, 1898, twenty minutes after the Colon had been sighted in the harbor by Schley's squadron, although he had been cruising off the harbor since the 29th of May. He did not give Schley on the 29th, when he first met that officer upon the arrival of the squadron, any definite information of the whereabouts of the Spanish fleet, although he reported to him certain events which he thought ought to have indicated that the fleet was inside the harbor. He reports, however, that on the 29th he chased some steamers, which he thought were the Spaniards approaching Santiago. Admiral Sampson, in a report to the Navy Department, apparently quoted Capt. Sigsbee as saying that Schley was blockading twenty-five miles from the harbor of Santiago. Capt. Sigsbee positively denied ever having made such a statement.

Chief Yeoman Gustav E. Becker, who was ship's writer on Sampson's flagship, "recalled" that certain dispatches were sent by Sampson to Schley on the Iowa and Dupont, although there was no record of that fact on the

ship's journal. Upon cross-examination he admitted that he had not recollected about the dispatches until the 18th of last month, when he was provided with a position in the Navy yard.

Rear Admiral Evans' continued cross-examination failed to elicit any new important points.

Thomas W. Dieuaide, a correspondent of the New York Sun, testified to the nearness of the Brooklyn to the Texas while the loop was being executed. He said it was "a close shave."

The Schley court of inquiry Wednesday announced, after formal consultation, that all questions as to the blockade off Santiago harbor must be confined to the time prior to the arrival of Admiral Sampson. This will prevent the counsel for Admiral Schley from showing that the blockade which Schley instituted was continued by Admiral Sampson as being satisfactory.

Lieut. Commander Sharp, formerly commander of the Vixen, testified that at the time of the Brooklyn's loop he saw the Texas lying apparently dead in the water. He would not vouch for the accuracy of the notes of the battle taken by Lieut. Harlow, of the Vixen. When asked if he remembered being ordered by Commodore Schley to report to Admiral Sampson that from smoke in the harbor it looked as if the Spanish fleet intended to come out, he said that he could not remember the occurrence, although it might be possible. He testified, also, that the New York arrived an hour and fifteen minutes after the Colon had surrendered. The Colon was the last Spanish ship to strike her colors.

Capt. Sigsbee again positively testified that he never received or communicated to Commodore Schley the department's dispatch of May 20, saying that the Spanish fleet arrived in Santiago harbor on May 19.

Lieut. James G. Doyle was the first of the Brooklyn's officers to appear as a witness, and was called for both sides. He testified that changes in the Brooklyn's log, as to the turn made at the time of the loop, were inserted to correct palpable errors, and were made at the suggestion of Lieut. Sharp, of the Vixen.

The Cotton Crop.

Raleigh News and Observer.

The cotton crop in North Carolina is going to be very short. One of the best posted cotton buyers in the city of Raleigh said yesterday that the crop in Wake county would not exceed 50 per cent. It is believed that the Wake crop is an average, being much better than that in Anson and not so good as that in Pitt county. The Cleveland Star says of the crop in that section:

"The cotton crop is going to be alarmingly short, if present indications count for anything. Cotton is slow in opening and the hulls of the bolls are thick and the lint small, the result of the long continued wet weather. Cotton ought to bring ten cents if governed by the crop outlook in this section.

The large cotton plants have deceived many who think the crop will be large because the rain made rank growth. When the mistake finds its way into official reports, it will probably be seen that the shortness of the crop warrants an increase in price.

In Mecklenburg, as in most other sections of the State, there will be no top crop this year. The Charlotte News says:

"Mr. R. G. Graham informs the News that the recent cold weather has played havoc with the top crop cotton. The bolls look blistered and are dropping off. 'You can say,' remarked Mr. Graham, 'that our people will make no top crop cotton.'"

The late President McKinley's will was read Monday. It leaves his entire property to his wife for life subject to an annuity of \$1,000 to his mother. The estate is valued at from \$225,000 to \$250,000, including \$67,000 life insurance.

GENERAL NEWS.

A Partial List of the Week's Happenings Throughout the Country.

The yacht Columbia defeated the yacht Shamrock II Saturday by 1 minute and 20 seconds.

Seventeen men were killed by the explosion and fire in the mine near Victoria, B. C., Tuesday.

Governor Odell has received two letters asking that Czolgosz's sentence be commuted to imprisonment for life.

The net profits of the United States Steel Corporation for the six months ending September 30, were \$54,945,872.

The Greater New York Democracy, of which John C. Sheehan is the leader, held its city convention Tuesday and nominated the fusion ticket, headed by Seth Low for mayor.

It is understood Allegheny county (Pa.) leather manufacturers will form a combine intended eventually to embrace all patent leather concerns, with a capital of about \$80,000,000.

The city committee of Tammany Hall, at a meeting held Wednesday night, decided on Edwin M. Shepard, of Brooklyn, as the Democratic candidate for mayor of Greater New York.

Resolutions condemning the ship subsidy bill and calling upon Congress to kill the measure were passed by the convention of the Spinners' Association of America in its session at Boston Wednesday.

Judge Bruce, of Montgomery, Federal judge for the middle district of Alabama, died Tuesday. Judge Bruce was a native of Scotland, and seventy years old. He was appointed by President Grant in 1875.

John Most, who was arrested September 22nd at Corona, L. I., on the charge of violating the law relating to unlawful assemblages, has been discharged from custody. There was no evidence against him.

James Edward Brady, the man who assaulted Ida Pugsley, five years old, in Helena, Montana, Tuesday, was about ten o'clock Wednesday taken from the jail by a mob and hanged to a telegraph pole in the Haymarket square, about three blocks from the jail.

Jimbo Fields, aged 16, and Clarence Garnett, aged 18, both colored, were lynched at Shelbyville, Ky., Wednesday morning, for the alleged murder of Will C. Hart, a printer, who was stoned to death on Saturday night, September 21. The boys were taken from the jail and swung from the Chesapeake and Ohio railroad trestle within five hundred yards of the jail.

"The Last Days of President McKinley," by Walter Wellman, in the Review of Reviews for October, is the most comprehensive account of the Buffalo tragedy that has appeared in print. All things considered, it is a remarkable journalistic achievement. It should be read and preserved as a complete record of a great historical event.

Students at Wake Forest College engaged in some hazing and disorderly conduct last week and the faculty dealt with them with an iron hand. Three were expelled and 55 were given the privilege of signing a paper expressing regret for their conduct and promising not to engage in it again, or to leave the college. They all signed.

The champion mail carrier of the State lives in Jonesville. His name is Frank Day and he is 54 years old, has but one arm, having lost his right arm in the machinery in the cotton factory here when he was a boy. He has been in the mail service as carrier since 1870, about 31 years and in that time has traveled 99,320 miles, more than half of that distance being made on foot.

WASHINGTON NEWS NOTES.

Items of General Interest From the Nation's Capital City.

Admiral Schley called at the Executive Mansion Monday and paid his respects to the President.

Government receipts for September were \$44,454,422 and the expenditures \$32,310,736, leaving a surplus for the month of \$11,123,686.

F. Abreu, a wealthy Filipino planter, called at the White Monday and presented to the President a gold-headed Palasnan wood cane. The head bore a design emblematic of Justice and Power done in the highest skill of the Filipino engraver's art.

The official estimates for the fiscal year beginning July 1, 1902, which Postmaster-General Chas. Emery Smith will submit to Congress at the opening of the session, call for an aggregate of \$6,250,000 for rural free delivery service throughout the country. This is an increase of \$2,750,000 over the expense of that rapidly growing service for the current year.

The Navy Department has been informed of the arrival of Rear-Admiral Kempff, aboard his flagship, the Kentucky, at Taku from Chefoo. The battle-ship Indiana, which recently was assigned to duty as a training ship for landsmen, will leave New York on Oct. 15 for a cruise through West Indian waters. The Indiana will stop at Port of Spain, Santa Lucia, Guantanamo, Kingston, Havana, San Juan, Port au Prince, Trinidad and Pensacola, and is due to arrive at Hampton Rhodes on the 20th of April next.

There are about 400 vacancies in the line of the army in the grades of first and second lieutenant, and a number of candidates are soon to be designated by the President to appear before examining boards at San Francisco and other large posts with a view to the appointment to fill these vacancies. A sufficient number of candidates had previously been designated to fill all the vacancies in the line of the army, but over 100 of these declined appointment and a number of vacancies were, of course, caused from time to time by retirements and deaths and consequent promotions.

The talk regarding the formation of a cavalry organization, to be known as the "President's Own," is assuming definite form, and it is said the troop will soon be organized. It is proposed that it shall be connected with the District National Guard, and composed of men representing the younger business element of Washington. The idea developed from a plan proposed shortly after President Roosevelt was elected to the Vice-Presidency, when it was intended to make the organization a company of infantry, to be called the Roosevelt Rifles. Since Mr. Roosevelt has become President, the project has broadened, and it is now intended to mount the command and make it one of the crack cavalry troops of the country.

The monthly statement of the public debt, issued Tuesday, shows that at the close of business September 30, 1901, the debt, less cash in the Treasury, amounted to \$1,031,524,365, a decrease for the month of \$4,825,401. The debt is recapitulated as follows: Interest-bearing debt, \$966,966,120; debt on which interest has ceased, \$1,343,560; debt bearing no interest, \$383,206,564; total, \$1,351,516,244. This amount, however, does not include \$788,032,089 in certificates and Treasury notes outstanding, which are offset by an equal amount of cash on hand held for their redemption. The cash in the Treasury is classified as follows: Gold reserve, \$150,000,000; trust funds, \$788,032,089; in national bank depositaries, \$259,295,386; total, \$1,197,327,475; against which there are demand liabilities outstanding amounting to \$877,407,595, which leaves a cash balance on hand of \$319,919,879.