

of free silver as enemies to the publie credit and working to ruin it. they were indulging in unmitigated slander of millions of 'the American people who would go as far and do as much to sustain the public credit as any man living. There was only one palliation for this slander, if there was even one, and that , was that it was done when political exeitement ran high, when the battle faxed warm, when the issue was doubtful and men resorted to desperate and sometimes dishonest

methods to save themselves from lefeat. This is at least a charitable onstruction to put upon that kind of campaign idiocy.

But there are organs which are adulging in the same kind of rot now when there is no election pending and when they have not even the excuse of campaign excitement. The adoption by the Senate of the feller resolution seems to have stirred them up and put them .to bing the very thing which they profess to deprecate, that is to shak ng confidence in' American securiies. One of these is the Chicago Tribune, which relieves its pent up elings thus :

"Senators like Vest, Cockrell, Tel-r, and Stewart would be only too appy-as would Bryan-to see the overnment destroyed and its honor tained ineffaceably. They are unable being that about. But they do all ed States at home and abroad. he distrust of American securities hown by foreigners is evidence that hey have not been altogother unsucessful in their knavish designs."

This is simply unmitigated idiocy. without the excuse of campaign exeitement, or without any excuse at all, and is so entirely unreasonable bat no sensible person who knows anything about this country or the merits of the controversy about the noney question, would attach the lightest importance to. What moive could men like Senators Vest, Cockrell, Stewart and Teller have in destroying the public credit, and why should they and Mr. Bryan be appy to see the "honor of the overnment stained inaffaceably?" could all this happen without their affering by it in common with other itizens? These men have stood bebre the American people for many lears, and have stood where the earch-light feel upon them and if they have achieved reputation for wything it is for the boldness and andor with which they declare their minciples, and the spirit with which bey defend them-the very antithe-

a of knavery. But these men do not stand alone. bey have behind them 6,500,000 is unlimited with the numerous

probabilities are that it was simply a day for this country when the sellmatter of business, and the roads ing of our securities abroad ceases, and they find a market here. If running to other ports handled it this be one of the effects of the for less money. There is no apparent reason why railroads running adoption of the Teller resolution, as to New York should discriminate the excited Tribune intimates, then against it in favor of other ports. it will be a good thing and every one who would be glad to see this coun-'A New York man claims to have try self-reliant and independent of



foreign security speculators should

rejoice at it.

the cash to put up a plant. A short The Philadelphia Ledger a few while ago the announcement was days ago printed a synopsis of a remade that an experimenter had disport made by a Massachusetts cotcovered the lost art of tempering tou mill which has a branch in copper so it would take an edge like Georgia, from which it appears that steel. But these are days of dis-

discovered a process of welding cop-

per to steel, from which great re-

sults are anticipated by him and

the money men who are furnishing

the Georgia branch has four adcovery and invention. vantages over the Massachusetts mill, namely, cheaper wages, longer It seems to be the policy of the hours, lower taxation and lower cost authorities at Washington to deny of power, and therefore the Georgia everything. But it is useless for branch can manufacture the same them to make any denial of the fact class of goods as the Massachusetts that they are now busy with preparamill, sell them at the same price tions for intervention in Cuban and make a fair profit, while the affairs. The McKinley administration at last realizes that the senti-Northern mills would have to sell below cost. The Ledger concludes ment in this country in favor of that if this be the case generally, it Cuba is too strong to be longer rewill be only a matter of a few years sisted.

when the New England cotton The wrecking of the Maine loosmanufacturing industry must be ened Mr. DeLome's tongue, who transferred to the South. But it took occasion to say in New York entertains the opinion that this is not the case generally, and that that he loved this country and the American people next to his own even these advantages, if general country and his own people, and may not be permanent. It thinks that he rather regretted the writing that in time, when the manufacturof that letter. This will have a tending industry attains larger proporing to lessen his popularity when he tions in the South, there will be labor organizations and as a result returns to Spain.

wages will go up and the hours of Rear Admiral Belknap says it is labor be reduced; that as the comremarkable that the Maine should munities grow in wealth taxation have blown up in that particular will increase, and that the cost of harbor at that particular time. As power will be a local matter, govshe was there it would have been erned by local conditions. Others still more remarkable if she had who discuss this question take blown up somewhere else at some the same view, and think this other time. will save the industry in New Eng-

land. But this is grasping at straws. Secretary Wilson, of the United There is a very material difference States Agricultural Department, has in the conditions North and South. discovered that within the past few The mills being distributed as they years 40.000 Cubans have come into are in the South, with few of what Florida to engage in tobacco culmight be called manufacturing centure, which accounts for the great ters, the work of organizing labor growth of the industry in that State.

cannot progress in the South as it has in the North, even if operatives A British warship which ran were inclined that way, which they aground near the entrance to the are not. They do not bank much on Suez Canal, will have to discharge unions, and it will be good while beher guns before she can be floated. fore they do. Taxation may in-They shouldn't load their guns so crease but not to compare with taxheavy or discharge them before they ation in the North, and even then get into shallow water.

our mills will be in a condition to A Denver genius has invented a stand it, and as for the power, that machine for making spanking easy, contlass chair with an electric

Carr is the largest stockholder. [Special Star Telegram.]

The Railway Commission over ruled the exceptions of the Bell Tele phone Company to the order reducing telephone rates. The Bell Company gave notice of appeal. A five thour sand dollar bond is required to stay the order.

The Commission, on motion of Dr Abbott, issued a subpoena to the Southern Express Co. to show cause March 15th, why express rates on fish should not be reduced. Dr. Abbott said the rates are exorbitant. The order reducing corn rates is revoked. A rate of ten cents a hundred from Newbern to Raleigh is put in effect. Formerly it was fifteen cents.

The standard for a fertilizer rate adopted, which is nearly twenty per cent. reduction on the old rate. The order is as follows: Twelve miles and under, per ton, \$1; twenty miles and under, \$1.12. The rates increase ten cents for each ten miles up to 150. Then it increases five cents per ton for each ten miles. On less than carload lots shipment rates may be made 20 per cent. higher than above. This applies to all reals of the Atlantic Coast Line, with the exception of the Cheraw and Darlington, the Wilmington, Columbia and Augusta (10 per cent. advance) and Wilmington, Newbern and Nor-folk, and to miscellaneous roads, save the Aberdeen and West End, the Atlantic and North Carolina, and the Carthage railways. It is ordered that the joint rate on two or more roads not under the same management. shall be made a basis of locals of each road, less twenty per cent.

Death of Mr. P. N. Hewin.

The STAR notes with sorrow the leath of Mr. Peter N. Hewin, brother-in-law of Mr. E. H. Sneed. He passed away at the residence of his brother-in-law, 116 Nun street, early yesterday morning. He had been confined to his room for several months.

Mr. Hewin was often seen at the Sneed Company's furniture store, and at one time he was himself manager of a furniture store; first on Second street, and afterwards in the building now occupied by Mr. Sneed.

The funeral will take place at 10 o'clock this morning from Mr. Sneed's residence.

Cotton Facts.

According to the weekly statement of cotton and naval stores, as printed in the commercial columns of the STAR, there are at present 17,959 bales of cotton in the freight and compress warehouses here. Last year at a corresponding date there were 12,581 pales. There have been received at this port since the opening of the cot-ton season 297,610 bales, against 228,-459 bales for the same period of 1897 The receipts of cotton yesterday were 568 bales; for the same day last year, 135. The local market closed firm at 5%c. Last year it was firm at 6%c.

A HORRIBLE ACCIDENT.

the National Assoc this State next year.

The Railway Commission met twice to-day. Nothing important was done An important movement is on foot but the Commission and the Governor and his advisers are mum.

The Governor and the State Council to-day considered the advisability of leasing the A. and N. C. road to the Southern; no terms agreed upon. The Governor promises to end the rosecution of the Southern and stop vestigations by the Commission if considering the proposition. The Governor and members of the Council re fuse to talk.

No successor will be elected President Hancock at the meeting this week. Superintendent Dill will be given the management. E. H. Meadows has resigned as a director of the road.

THE BANKRUPTCY BILL

Passed the House As Reported By Com mittee With Both Voluntary and Involuntary Features.

By Telegraph to the Morning Star. WASHINGTON, February 19.-After our days of consideration, the House o-day passed the bankruptcy bill reported by the House Committee or Judiciary as a substitute for the Nel passed by the Senate at the son bill extra session last Summer. The bill is known as the Henderson bill, and contains both voluntary and involuntary features. It is considered less drastic than the measure passed by the last House by a vote of 157 to 87 The involuntary features, had but sixteen majority. To-day motion to strike out the involuntary features was defeated by a majority of nineteen, and the bill was passed by majority of twenty-five, the vote stand ing yeas 158, nays 125. Eighteen Re publicans voted against the bill and twelve Democrats for it. The Populist with one exception voted against it.

To-day the bill was considered un der the five-minute rule for amend-ment, but the reading of the bill, which contains eighty pages, only ad-vanced through the first section and only one unimportant amendment was adopted. It related to the definition of a term in the bill and corrected an admitted inconsistency. It was only by a slight inadvertence on the part of the champions of Senator Mahony' (Republican, of New York) amend ment to limit the operation of the measure to two years that this amend ment was lost. It was voted into the bill before 4 o'clock, when the final vote was to be taken under the order, but a motion to lay on the table a mo tion to reconsider was carried by narrow majority, the roll call extend-ing beyond that hour, and the friends of the amendment allowed the motion to reconsider to prevail without a division, intending to let the vote come again upon the amendment. But a point of order was interposed to cut off this vote on the ground that the hour for taking the final vote had arrived. Some parliamentary sparring occurred, but the point was sustained by the Speaker. Had the friends of the amendment interposed a similar point of order against the motion to econsider it also would probably have

would have remained in the bill. ---

left. The record shows that Paymaster Ray had on hand in his safe only about \$3,000 in cash, probably gold and a check for \$6,000, which, of course

is safe enough, without his endorse-

ment, against loss. **Spontaneous Combustion Theory.**

Since the spontaneous combustion theory has come so prominently to the front as accounting for the disas-ter, the officials have been looking over the records to find a paralle

Mate Subary

case, as near as may be. The flagship New York was discovered to be on fire March 9th, 1896. Smoke was issuing from her main magazine. This was cleared of powder safely and it was found that the woodwork had been charred deeply. The cause was not at first perceptible, but it was soon pedoes on the Maine, some were more less ruptured and scattered by the discovered that an adjoining coal explosion which destroyed the ship. bunker was burning. When the bunker was opened the coal on top The apparent difficulty attending the sending down of divers to the was not hot, but as the men dug down Maine was relieved, if not entirely into the mass it was found to be red-hot inside. There was no manifestaremoved, by a statement to-day by Senor DuBosc, charge d'affaires of the tion of heat on the top of the bunker Spanish legation, that a complete and nor on any side save the one next the narmonious understanding between magazine. That startled the naval officers and the constructors made a considerable air space between the bunkers and the magazine. In the designing of the new battleships now on the stocks the lesson was kept in mind and everything possible was done to insulate the coal bunkers from the magazines.

Raising the Maine.

There is no abatement of the talk of the expediency of raising the Maine. Chief Constructor Hichborn is one of the most earnest advocates of the resurrection of the ship, from both sentimental and practical considerations. He points out that the ship lies in a land-locked harbor, easy for

the wreckers to operate in, and that if she can be rebuilt at a cost of a mil lion dollars, the government will save four millions, the first cost of such battleship with all of her equipment. Great Britain, he said, never aban-doned a ship if there was the least chance to save her, and has not even yet abandoned the hope of raising the ill-fated Victoria, sunk in collision with the Camperdown off the coast

of Syria several years ago. Commander Francis W. Dickens the acting chief of the Bureau of Navigation and Secretary Long's right hand man in the present emergency, said:

my barracks. More are due here on "The Maine must be taken to an American port if there is enough of her hold all at Key West pending the bones holding together to warrant recourt of inquiry. No one of the twenty-one apprentices that the Texas moval, and in all likelhood that will e done. If the explosion was more took from New York city for the Maine disastrous than is now thought to be was on board that ship. the case, if the hull is so wrecked as to Captain Sigsbee forwarded another and revised list of the injured and the be beyond repair, then as much of the material as can be secured will be lead so far identified this morning as brought home and placed in a new follows: One hundred and twenty Maine. It is to be remembered that great offins containing 135 dead bodies now advances have been made in ship-building since the Maine was deburied; nine ready for burial tomorrow. signed, and a finer ship could be built to-day, but it would take time, and if

any considerable portion of the ship is good, with a modernized battery and improvements in rebuilding the destroyed portions, a magnificent vessel can be quickly secured.

Chief Engineer Melville has de cided views in favor of the proposition to rebuild the Maine. suppose this costs \$1,000,000." "a new ship equal to the Maine would cost nearly \$5,000,000. The repairs could be made and the ship put in service again in a year at the farthest. To build a new ship like her would take at least three years. With regard to the practica-bility of raising the vessel, it is to be

interests. This would have insured arked that larger vessels have

It is scarcely expected at the depart-, severe burns, but they are nicely. The eleven very seriously inment that any information of value as jured who are still in the hospital at to the cause of the explosion will be Havana will probably be brought here available until the court has begun the in a few days by the steamer Fern. The battleship Iowa came up from formal inquiry. The divers now at work in the wreck are understood to the fleet to-day. arriving off here at 5 be employed in securing dead bodies and in the removal of ship's papers and o'clock this afternoon. She had on board the commanders of the Massa-chusetts and Indiana, who will be small articles of value, so that it is unlikely they would give any heed to the bottom of the hull buried, as it probamembers of the committee to inquire nto the disaster to the Maine. bly is, deep in the mud. Rear Admiral Sicard came ashore

Pieces of Torpedoes Found.

The officials here intimate that the probably to secure a place for the liscovery of pieces of torpedoes is not court of inquiry. to be taken in itself as evidence of an outside attack upon the vessel, for it is GEN. LEW WALLACE fully expected that of the eight tor-

> Challenged 'to Mortal Combat by Geo. F. Oaks of Indianapolis.

from the New York on the Ericcson,

By Telegraph to the Morning Star. LEBANON, IND., February 19.-Geo. F. Oaks, of Indianapolis, has written challenge to Gen. Lew Wallace to nortal combat on the field of honor. At the banquet here on Lincoln's birthday, Gen. Lew Wallace in a speech told of a personal interview with Lincoln when General McClellan had been forced back by Lee to Harrison's Landing on the James river. Lincoln was sad, and Wallace inquired what was the matter. Lincoln said: "I must go to Harrison's Landing to tell McClellan not to surrender that army." General Wallace said: "Half an

hour later, Lincoln was in a boat bound for Harrison's landing. This is the first time I ever related this fact "

George F. Oakes, who was a private soldier in the First Michigan Infantry under McClellan, denounces the story as a fabrication and champions the cause of his dead commander.

IN NEW YORK HARBOR.

Warship Supposed to be the Brooklyn Arrived Last Night-Spanish Cruiser

Still at the Outer Bar.

NEW YORK, February 19 .- At 10.10 to-night the observer at Sandy Hook reported a warship was passing there, bound in, and that it appeared to him 19th by the Mangrove, I shall to be an American vesse

ship is anchored about a half mile off shore between the point of the Hook and the Government dock. The observer says that she stands high out of water and is well lighted up. She

The Sandy Hook observer says that the weather is so thick he can see very little, but is sure the warship is not the

Contracts With Wrecking Companies.

The contract for the work of saving portions of the Maine, and if possible aising her, was not closed to-day, although representatives of wrecking oncerns were in conference with Navy Department officials through the day. Captain Lemly, who will frame the contract, said that progress had been made toward understanding the gen-eral plan of operation, but a final Even said ment had not been reached. until to-day the Merritt and Chap

D. Willis Judge Gary, of Chicago, denied the man Wrecking Company and the Boston Towboat Company have been alone in the field, and the department

maker to life imprisonment. understood they had combined their The London Spectator, in a long ar-

been sustained and the amendment

Captain Sigsbee and the authoritie at Havana had been reached on the matter of divers, and that the Spanish authorities viewed the Maine as extraterritorial-that is, a part of the sov-ereign territory of the United States, the same as a United States legation situated in foreign territory. With the Maine holding its status as extra-territorial, all doubts as to work on

the wreck are removed. The waters of Havana harbor are, of course, spanish territory, and some conusion had been aroused by the idea that this jurisdiction over the waters attached also to the wreck in its present helpless condition at the bottom

of the bay. The Court of Inquiry.

A dispatch was received to-day from Admiral Sicard, dated at Key West ast night, speaking of the assembling of the court of inquiry, as follows:

"Secretary of the Navy-Bache sailed from Key West for Havana with divers and stores for the Maine. The Iowa comes to Key West on the 19th and the Sampson court of inquiry

on the Maine assembles on the arrival here of Marix. The Massachusetts and Indiana are at Tortugas.

By Telegraph to the Morning Star Fifteen officers and forty-seven men from the Maine have been distributed at Key West marine hospital and the

NEW YORK, February 19.-The war-

looks like a cruiser.

Vizcaya, and from her general appear-ance he thinks it to be the Brooklyn.

NEW YORK, August 19.—The Span-ish cruiser Vizcaya still lies at anchor at the outer bar. A dense fog prevented the vessel reaching her perma nent anchorage to-day.

WARM WIRELETS.

Fourth-class postmasters have been appointed as follows for North Caroina: Elkton, A. E. Moore; Estelle, A.

motion of Luetgert's attorneys for a new trial and sentenced the sausage

