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WAS IT BY DESIGN?

Mr. Long Thinks Destruction of Maine Accidental.

THIS OPINION GENERAL

THE GOVERNMENT HAS MADE PUBLIC ALL INFORMATION.

LONG SAYS NOTHING IS WITHHELD

The President Sends Flowers to Family of Capt. Sigbee-The Commander's Conduct Highly Gratifying to the Department-Telegrams Pour In.

Washington, D. C., Feb. 18.—The feature of the day at the Navy Department was the large number of rumors of a warlike tendency that came to the attention of the officials.

"Really no information has been received since Captain Sigbee's first dispatch adding anything to our knowledge of the disaster. All we know is that the Maine blew up. There is abundant room for speculation of all sorts, but no conclusion can be arrived at until an examination has been made by the divers and more facts obtained.

"It certainly was a very kind thought in the President to send flowers to the families of Captain Sigbee, of executive officer Wainwright, and for the men whose residences are in Washington.

"You may say absolutely that there has been no secret Cabinet meeting, that nothing has taken place in the Cabinet that the public have not been informed about, that the whole policy of this department has been to give the public all the dispatches, that the department has no more knowledge on the subject of the cause of the disaster, or even of the circumstances attending it than have the public, and that the report which was to the effect that Captain Sigbee had warned the department that the Maine was in danger from sub-marine mines or torpedoes is utterly without foundation, no such report ever having been received from him or from anybody else."

WILD RUMORS DENIED.

The Secretary also denied briefly and comprehensively wild rumors that he had requested the Chief of Police of New York to guard the Vizcaya and that he had selected constructor Bowles to go to Havana and raise the Maine. The last work of the day for him was to consult the representatives of the wrecking companies, who probably will have charge of this work and endeavor to arrange for both of them to work together so as to secure the use of each peculiar plant and to save time.

The Secretary when asked what was the department's estimate of the conduct of Captain Sigbee in the terrible situation, in which he had been placed replied: "I think I express the feeling of the President, as well as my own, when I say that Captain Sigbee has conducted himself as an officer of our Navy should. He was the last to leave his ship when she went down. His dispatch to me that night was so complete that, since then I have thought of no question of fact to ask him which is essential to the situation and which he could answer, which is not covered by that dispatch. It's tone, too, is that of a discreet and level-headed man who realized the impression any word from him, at that time, would have on the public mind. Nothing is harder than for a Naval officer to lose his ship, so that I have great sympathy for him. I await, with confidence, further reports."

During the day the department was in receipt of a number of telegrams from different parts of the country asking in behalf of relatives of the dead sailors that their remains be brought back to the United States for interment. Among them were queries from friends of the two officers, Merritt and Jenkins. The department forwarded these to Captain Sigbee whose reply was that the officers' bodies have not been found; that as to many others identification is not possible, and throwing great doubt upon the practicability of taking any of the remains away from Havana. While no decision has yet been reached formally upon the application of the Spanish government for authorization to examine the wreck of the Maine to ascertain the cause of the explosion the officials seem inclined to regard her request as one that could not properly be refused, and it is likely that each government will make an investigation of this character concurrently.

SPAIN TO EXAMINE WRECK.

The miniature United States flag on

the model of the battleship Maine in the main corridor of the Navy Department, was lowered to half mast during the day by direction of the Secretary of the Navy. The handsome model has been a centre of interest for the throngs at the department within recent days and the small flags have continued to fly at the mastsheads in apparent irony of the actual condition of the Maine. A movement was started to-day to drape the model in mourning, after the manner that the model of the British ship Victoria was draped at the World's Fair. Secretary Long did not approve of this, however, as it suggested an ostentation not fitting the circumstances. But he gave his assent to lowering the miniature colors, and accordingly the stars and stripes flying from the stern of the Maine's miniature counter-part were lowered.

LEE'S DESCRIPTION OF FUNERAL

Washington, Feb. 18.—President McKinley to-day received Senator Du Bois, the Charge d' Affaires of Spain, who had been commanded by the Queen regent of Spain to bear in person to the President her expression of profound sorrow over the calamity of the Maine. The message was brief and heartfelt, expressing the sorrow of the Queen and her people.

The only absentees from to-day's cabinet meeting were Secretaries Sherman and Alger. During the meeting the disaster to the Maine was the principal topic of discussion.

Although the President and the members of the Cabinet await with interest the result of the inquiry into the cause of the disaster, there remains scarcely a doubt in their minds that it was an accident purely, and such as might happen at any time. This view of the matter however, will not influence the President to stop short of a most searching investigation into all the facts, present and remote, that may have any possible bearing upon the case or throw upon it a single ray of light.

The President is receiving a large number of congratulatory messages commending him for the course he has pursued in this matter as well as in the case of the late Spanish Minister De Lome. General Lee was heard from in the shape of the following cablegram at 1:06 o'clock this afternoon:

"Havana, February 18, 1898. Assistant Secretary of State, Washington."

"Great popular demonstration at funeral yesterday. Military, Naval, firemen and civil organizations generally represented. Bishop of Havana, General Parrado, next in command to Governor General, Autonomistic Cabinet, civil Governor, Mayor and other prominent persons walked in procession part of route in accordance with custom to testify sympathy. Forty bodies buried. Many coming to surface water sink, but now difficult to recognize. Will be buried with religious services as collected."

(Signed) "LEE."

THINK IT WAS A TORPEDO.

Jacksonville, Fla., Feb. 18.—A special to the Times Union and Citizen from Key West says:

The general opinion of many persons here is that the Maine was hit by a torpedo after which the magazine exploded. In an interview with Thomas Melville, of Brooklyn, who was not injured and was on watch on the quarter deck, he said that he felt two distinct shocks. The first was not as severe as the second which blew up the ship. Other survivors are of the same opinion that it was foul work.

SPAIN TO WATCH DIVERS.

Madrid, Feb. 18.—The newspapers here are urging the government to adopt great precautions when the American divers arrive and not to allow them to descend alone and examine the Maine, but to have sent by private persons might be bribed to report at variance with the actual facts and might even do something to the hull which would serve as a confirmation of their report."

WRECK CAREFULLY GUARDED.

Divers Not Allowed to Search Even for the Bodies of Officers Jenkins and Merritt.

Havana, Feb. 18.—The men searching for bodies have also recovered a number of sad relics of the Maine, including a medical chest, enlistment records, a gold watch and chain marked "P. T. Bartlett, Waltham, 331,134," and five portraits.

Approach to the Maine is now prohibited inside a distance of 100 metres, excepting in the case of boats of the United States Navy, or boats having a special permit. This action is taken as a precautionary measure against any accident occurring during the inspection by the American divers and to prevent any interference with the work ordered by Captain Sigbee.

General Lee is receiving many telegrams from mayors and other officials expressing sympathy at the loss of the Maine, and the foreign consuls have either called personally or have sent written expressions of their condolence. In addition, the theatres have suspended their performances and there will be no more music in the parks for the present.

Patrick Gaffney, coal passer; Roberts, a fireman and McManus, a marine, are reported to have died at the hospital.

The Consul General said to-day that he had not heard of any eight inch hole being found in the bottom of the ship and that the United States Court of Naval Inquiry would have charge of all questions affecting the loss of the Maine.

The Mangrove sails this evening for Key West with Edward Mattson, B. H. Wilber, J. C. White, Daniel Cronin, John Coffey, J. H. Blyover, Alfred Hermes, James Rowe, Charles Pilker and Wm. McGinness. Two more of the wounded sailors died this evening. Up to the hour at which this dispatch is sent, 2:30 p. m., 130 bodies have been recovered. Each is placed in a coffin and carried to the Colon Cemetery.

(Continued on Fifth Page.)

HOT SENATE DEBATE

Mr. Mason Wants a Congressional Investigation.

CAUSE OF THE EXPLOSION

APPROPRIATION OF \$200,000 FOR RECOVERING REMAINS.

THE BODIES TO BE BROUGHT HOME

Mr. Mason, in the Midst of a Fiery Talk, Said That the Government Was Trying to Conceal the True Situation From the People.

Washington, D. C., Feb. 18.—A debate decided in its sensations was unexpectedly precipitated in the Senate today over the consideration of the resolution of Mr. Allen (Neb.), directing the Committee on Naval Affairs to investigate the disaster to the battleship Maine.

An arrangement had been made for the adoption of the resolution, with a minor amendment, without debate. Mr. Mason, however, proposed a substitute providing for an investigation to be conducted by a joint committee of the two branches of Congress. Upon this the Illinois Senator, disregarding an appeal not to force a discussion at this time of so melancholy an affair, delivered a speech in which he said that the people demanded the truth concerning the explosion and declared that they would not be satisfied with the investigation to be conducted by the officers of the Navy, who would virtually try their own case and would cover up any blame that the facts might show attached to them.

He fiercely denounced the policy of the government in dealing with the Cuban question, into which he went at length, and declared that the United States had adopted the policy of Spain in putting everything off until tomorrow. "Sharp replies to Mr. Mason's charges were made by Mr. Wolcott (Colorado), and Mr. Lodge (Massachusetts). The resolution finally went to the calendar."

Soon after the Senate met Mr. Hale (Maine), introduced the following resolution:

"That the Secretary of the Navy be, and he is hereby authorized to engage the services of a wrecking company or companies having proper facilities for the prompt and efficient performance of sub-marine work, for the purpose of recovering the remains of the officers and men lost on the United States steamer Maine, and of saving the vessel or such parts thereof and so much of her stores, guns, material, equipment, fittings and appurtenances as may be practicable; and for this purpose the sum of \$200,000 or so much thereof as may be necessary is hereby appropriated and made immediately available."

MR. HALE'S RESOLUTION.

The resolution was prepared at the Navy Department and introduced at the request of Secretary Long who in forwarding it to Mr. Hale, also sent a letter explaining its purpose. He says in this letter that it is deemed proper and important that steps should be taken immediately to recover the remains of the officers and men lost on the occasion of this most deplorable catastrophe; to raise the vessel, or to save such parts of her armament and equipment as may be practicable.

Mr. Mason hoped that provision would be made for the transportation of the bodies to the United States, and for their burial in this country. To that end he proposed an amendment to the resolution as follows. After the word "thereof" and before the word "and" insert the following: "And for the transportation and burial of the remains of the officers and men so far as possible."

The amendment as agreed to and the resolution as amended was passed. Mr. Allen (Nebraska), directing the Committee on Naval Affairs to take an immediate investigation of the disaster to the Maine was laid before the Senate.

Mr. Mason (Illinois), proposed an amendment striking out all after the word "resolved" and inserting the following: "By the Senate and House of Representatives concurring, that a joint committee of five consisting of three members of the House of Representatives and two members of the Senate be appointed to investigate the disaster to the battleship Maine."

Mr. Hale expressed the hope that Mr. Mason would not press his substitute. The disaster, he said, was even now being thoroughly investigated by the executive department of the government, and that as soon as tangible results were reached the facts would be communicated to Congress.

Mr. Hale urged Mr. Mason to withdraw his substitute as it would tend only to embarrass the executive department.

MR. MASON'S PYROTECHNICS.

Mr. Mason followed Mr. Hale in a speech replete with sensational and pyrotechnic utterances. He said, in beginning, that he had no disposition to inflame a situation already so exciting, but he felt that his substitute was fully justified by the feelings and desires of the people. "I understand," said he,

"that the Navy Department is making an investigation of the disaster, but I also understand that Congress has the authority to make an investigation. It is a Congressional investigation that the people are demanding. They are fast coming to the conclusion that matters concerning this Cuban affair, including the de Lome letter incident, and the loss of the Maine, of which they ought to know are being concealed from them. The people want to know the facts and they will know them."

Mr. Mason said he did not desire to reflect upon the motives or the honor of anybody, but he suggested that the officials of the Navy Department in making their investigation would be trying their own case and would naturally endeavor to cover up any blame that might attach to them.

He was not willing to strike out of his resolution the word "immediate." Every one was interested in knowing who blew up the Maine, and all wanted that information now. Why delay? Why adopt the Spanish custom of putting off until tomorrow what should be done today? Mr. Hale interrupted Mr. Mason to make a statement. He said that so far from having any desire for delay he was anxious to have it go forward from this very time as the investigation proposed by the Navy Department would if not interfered with. There was no proposition to postpone inquiry.

Replying Mr. Mason said there was no calamity so great as a failure on the part of those in power to appreciate the real situation when it was so serious as it now is and no sorrow so profound as that over indifference to this situation.

PEOPLE WANT THE FACTS.

The people were sick and tired of secret investigations and reports by cipher and of having information suppressed and then doled out to them as some executive officer might think suitable. He wanted a Congressional investigation and wanted it open to the world. An investigation by Congress would only strengthen the finding of the Navy Department in case the explosion proved to be an accident. He had no desire to stir up trouble but would only insist, as he had done before, upon the stopping of human slavery and inhuman warfare in the adjacent island.

He had a letter from Mr. Julian Hawthorne read to show, as he claimed, that murder was the policy of the Spanish government in Cuba. He also had Mr. De Lome's letter read and asserted that the late Minister had been defended in the Senate until he had confessed out of his own mouth that autonomy was a fraud and that he was the author of the letter quoted. This plea of autonomy had been used to secure delay on the part of the administration in interference in affairs in Cuba and it was for this reason Mr. Mason said that he wanted an immediate report upon his resolution for intervention. In view of Mr. De Lome's confession there was no longer excuse for delay. Autonomy he denounced as a sham, a fraud and a delusion and the De Lome letter only served to emphasize the treacherous character of the Spaniard. As for himself he would not, if eligible, be willing to serve on the proposed committee as he would not want to sit at the table with a Spaniard who might have a stiletto under his clothes, unless he himself was iron clad.

SPAIN CANNOT BE TRUSTED.

The record of the Spanish nation, continued Mr. Mason, who appeared to be laboring under considerable excitement, is one of continuous treachery and we have experienced that treachery in our history for the past hundred years. It had been made evident that the Spaniard could not be trusted in any capacity and for this reason we should now have American divers investigating the hull of the Maine and not be depending upon those of an untried power. We are told, he said, that the Naval Board may be able to reach Havana by next Monday. "Manana" he exclaimed, "Manana" to-morrow—always to-morrow. That is the Spanish motto and we are falling into it."

In the meantime who knows but that some dynamite will be put in and the evidences of the catastrophe averted, he repeated that he wanted immediate action, but did not want to be on the committee. He did not want to be anywhere that a Spaniard could reach him.

He closed with an appeal for a prompt inquiry and said that he thought the Senate which had voted \$200,000 to save the property of the United States could and should vote \$200,000,000 if necessary to save its honor and its dignity.

Mr. Mason had scarcely taken his seat when Mr. Wolcott addressed the chair.

WOLCOTT REPLIES TO MASON.

"Mr. President," he said, and the words shot forth like a bomb to be exploded in the Senate. It was evident from the Colorado Senator's countenance and manner to say nothing of the intensity of his voice, that he was laboring under considerable feeling.

He had listened to Mr. Mason with ill concealed feelings of emotion, his face growing redder and redder and his brow more and more like a thunder cloud as the Illinois Senator proceeded. He spoke with great rapidity and occupied only a few minutes of the Senate's time, refusing to be interrupted and speaking very sharply when Mr. Mason sought to divert him. Mr. Wolcott spoke as follows:

"Mr. President, the resolution of the Senator from Illinois, however inopportune it may be, at this time, in the opinion of some of us, might well have been permitted to pass without comment had it not been for the remarkable utterance which he has given to the effect that the people of these United States have lost confidence in one of the great departments of the government."

Mr. Mason had resumed his standing position and he interrupted to say that the Senator from Colorado was entirely (Continued on Second Page.)

COTTON MILL LABOR

Lovering's Resolution to Regulate the Working Day.

SOUTHERN MEN PROTEST

PROMINENT CHARLOTTE COTTON MEN BEFORE COMMITTEE.

MR. D. A. TOMPKINS MAKES A TALK

Trouble as to Cotton Goods Situation Came Not so Much From Competition of Two Sections as From Unsatisfactory General Trade Conditions.

Washington, Feb. 18.—A delegation of Southern cotton mill men appeared to-day before the Judiciary committee of the House to oppose the passage of the joint resolution proposed by Wm. C. Lovering, member from Massachusetts, to amend the Constitution of the United States so as to authorize Congress to regulate the hours of labor in the different States.

Among the committee were the following: From North Carolina—D. A. Tompkins, Charlotte; Dr. J. H. McAden, Charlotte; R. M. Miller, Jr., Charlotte; W. T. Jordan, Charlotte; Caesar Cone, Greensboro.

W. Lovering the author of the measure, first addressed the committee in his favor. He was followed by Mr. J. H. Walker, of Worcester, Mass., in a speech favoring the bill.

Then Col. James L. Orr, of Piedmont, S. C., addressed the committee in opposition to the bill. Mr. D. A. Tompkins, of Charlotte, N. C., emphasized the remarks of the previous speaker relating to the extent of misstatement of the advantages of the South. The people of New England had formerly thought that the South could not successfully compete at all in the cotton manufactures. Then there was a period in which it was held in New England that the South could make some grades of coarse goods but could not with her inefficient labor go on to fine goods. In both these opinions the people of New England had been mistaken. The present alarm about the breaking up of New England mills was without a reasonable foundation. He gave the names of a number of New England mills which had in 1897 paid 10 to 20 per cent dividends. He stated that the cotton goods trade in general was not in a prosperous condition. He believed that the trouble came not so much from competition of the two sections as from unsatisfactory general trade conditions. He thought that the remedy lay in the direction of improving domestic trade conditions and a revision of the currency section. He believed that the mills of this country ought to co-operate to bring about the further export of manufactured goods in place of the raw cotton.

A number of others also spoke.

NEILL'S COTTON ESTIMATE.

Probable Supply and Consumption During Session.

New Orleans, La., Feb. 18.—Mr. H. M. Neill, the well known cotton statistician, to-day issued a circular as to the probable supply and consumption of American cotton for the current season. After reviewing the results of previous seasons, Mr. Neill says:

"In America the Southern mills are doing well and will probably consume 100,000 bales more than last year. But the reverse is the case with the Northern mills. With these premises we may now form a fair idea of the actual consumption of American cotton during the year ending the first of September, 1898: "Now as to supply European and American mill stocks September 1, 1898, 300,000; visible supply, American, first of September, 1897, 800,000; crop of 1897-'98, 11,000,000; total supply of American for the year 12,200,000, from which deducting total consumption of all countries 9,650,000 and you are left with visible and stocks 3,150,000 against visible 800,000 and spinners 400,000 last year—1,200,000.

"Visible and invisible excess at September 1 over last year 1,950,000. While I have used the figures of 11,000,000 bales in the speculating it is quite manifest from the average that the crop will be considerably more."

TRIAL OF THE DEPUTIES.

The Defense to Open Monday—May Last Four Weeks Longer.

Wilkes-Barre, Pa., Feb. 18.—The commonwealth expects to close its case against Sheriff Martin and his deputies, who are charged with shooting down the strikers at Lattimer to-morrow. The defense will open on Monday. It looks as though the trial will drag along for four weeks longer.

A number of witnesses were examined to-day but very few new facts were brought out.

COTTON'S VISIBLE SUPPLY.

New Orleans, Feb. 18.—Secretary Hester's weekly cotton statement places the visible supply at 4,411,196 bales, against 4,460,510 last week, and 3,882,863 last year. Of the former amount 4,162,195 bales are American cotton.

ARRIVAL OF THE VIZCAYA.

Utmost Precautions Taken to Protect the Spanish Cruiser in New York Harbor.

New York, Feb. 18.—The Spanish armored cruiser Vizcaya is in New York waters. She dropped her anchors five miles south of Sandy Hook light ship at 5:30 p. m., after a thirteen days' voyage from the Canary Islands.

When her officers and men learned the startling news of the disaster to the American battleship Maine in Havana harbor and of the downfall of former Minister de Lome, they broke into a wild uproar of talk. For a couple of minutes all of discipline on the great war ship seemed to vanish to the winds.

Early tomorrow morning the Vizcaya will come up to the anchorage selected for her in the upper bay.

Rear Admiral Bence has given final instructions to Lieutenant John A. Dougherty, who will have charge of the patrol tugs, six in number, to guard the Spanish cruiser Vizcaya during her stay in this vicinity.

While on duty the boats are to patrol carefully the waters in the vicinity of the visiting Spaniard and no boat or person will be allowed to approach the Vizcaya without the permit of the commanding officer of that vessel.

At night it is intended to keep the Vizcaya brilliantly illuminated with electric lights, and the watch boats will be also well lighted, so that there can be no possible means of approaching the vessel without detection.

Every policeman in the city was on duty to-day. This action has been taken in compliance with the request made to the Police Department by Mr. Roosevelt, Assistant Secretary of the Navy last night, that precautions be taken against the possibility of hostile demonstrations upon the arrival of the Spanish cruiser Vizcaya.

LIEUTENANT SOBRAI EXPLODES

Naval Attache of the Spanish Legation Tells the Cause of the Explosion and Talks Otherwise Through his Hat.

New York, Feb. 18.—The Herald to-morrow will say: "Lieutenant J. G. Sobrai, Naval Attache of the Spanish Legation at Washington, was in this city yesterday actively co-operating with the authorities in preparation for securing safety for the Spanish battleship Vizcaya during her stay in this port."

"Lieutenant Sobrai was asked for his opinion for the cause of the explosion on the Maine. His reply was: "I know the cause of the explosion, but I cannot divulge it."

"He was pressed for further information on this point, and finally replied: "It was the result of an explosion inside the ship, which took place in one of the forward magazines. The fact of the watch observed on the ship were very lax. This, as one English newspaper declared, is the case on American war ships generally. These sorts of things have occurred on previous occasions on American war vessels."

"When Lieutenant Sobrai was spoken to about the possibility of serious trouble over the Maine affair he said: "I do not think there will be war between the United States and Spain, but if such an unfortunate condition should arise I shall, of course, be in a position to be of much aid to my government as a result of the information which has come to my knowledge as Naval Attache at the Spanish Legation. In the case of hostilities I might perhaps, command a ship."

FIGHT OVER A HORSE RACE.

One Man's Jaws is Elongated Thereby, But Will Recover.

Club Calhoun and Vance Alexander became involved in a quarrel last night, growing out of a horse race, not because they were interested in the race, but because they loved horse racing and quarreling. Both of them were inclined to use extravagant language. While discussing upon the merits of their respective favorites, which caused each of the participating disputants, to observe that the other had lied, and Alexander being desirous of impressing this observation upon Calhoun, was proceeding to administer to him corporal punishment, when Calhoun having retreated in vain, drew his knife and enlarged Alexander's mouth by cutting open his jaw to his ear. The wounded man is getting along well, and the physicians say it will result in nothing more than an ugly life scar.

Calhoun has been bound over to the Superior court. Alexander will be, so soon as he is able to attend before a magistrate, and in the meantime his wound is thought to be sufficient to hold him.

KILLED INSTANTLY.

By the Falling of a Tree—Forest Fires Raging.

Taylorsville, N. C., Feb. 18.—(Special.)—During the high winds Tuesday a tree was blown on Mr. Uriah Johnson, of Wittenburg township, this county, killing him almost instantly. He was 25 years old and married.

Forest fires burned over a large portion of Barrett's mountain, this county, yesterday and Tuesday.

AFRAID OF SMALL POX.

Physicians are Vaccinating Hands on the Mocksville and Mooresville Railroad—Citizens of Mooresville Agitated.

Winston, N. C., Feb. 18.—(Special.)—Hon. A. Leazer, of Mooresville, says physicians began to-day vaccinating all hands at work on the Mocksville and Mooresville railroad. Citizens of Mooresville are agitated over the fear that the disease will spread.