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LEADS ALL NORTH CAROLINA DAILIES IN NEWS AND CIRCULATION.

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THE DEATH ROLL IS STILL RISING

The Brazos has Begun to Fall at Sealey.

CONFRONTED BY FAMINE

DROPPING EXHAUSTED FROM TREES INTO THE FLOOD.

NO RELIEF BOATS HAVE YET ARRIVED

Rumors of Great Loss of Life Near Richmond. No Definite Information Obtainable. Eight Lives Reported Lost in Minnesota.

St. Louis, Mo., July 6.—A special to the Post-Dispatch from Dallas, Texas, says:

At 11 o'clock today a short dispatch was received from a lineman at Dewey, just across the Brazos river from Sealey. It read:

"River falling slowly since 3 o'clock yesterday afternoon. Conditions here terrible. Everything in country swept away. Large number of lives lost in bottoms. Looks like starvation for those left. Situation not as exaggerated. Several days before line repairs be made with anything like system."

This telegram was received over the first wire that has been working into Sealey and Dewey for three days.

Deputy Sheriff Swearingen, at Sealey, telephoned at noon:

"There is no improvement in this section of the flood district. If anything, the situation is growing worse. No relief boats have yet reached here from Houston or Galveston. Sealey and neighboring towns have about exhausted their resources. Another negro family was drowned near here today. Several other lives have been lost since last night, especially among the refugees on the mound near Old San Philippe. A number of negroes have fallen exhausted from tree tops, after hanging there three days and nights, and were drowned."

"A rumor is current here of great loss of life near Richmond, Fort Bend county. As we are cut off from all that Southern section, definite information is unobtainable; but the situation naturally must be as bad as here."

FLOOD IN RED RIVER VALLEY.

St. Paul, Minn., July 6.—Eight lives are reported lost at Crookston, and much damage done all through the Red River Valley by last night's storm.

LIFE-SAVING BOATS TO AID.

Washington, July 6.—In response to an urgent request from the District Superintendent of the Life-Saving Service at Galveston, Texas, General Superintendent Kimball today gave authority to have life-saving boats sent on flat cars up the country to the flooded district, where it was reported many lives were in danger. The authority was promptly acted on, and the Superintendent with Keeper Haines, of the Galveston station, and Keeper White, of the Aransas station, with a crew, started with boats late this afternoon.

RELIEF FOR FLOOD SUFFERERS

Damage to Crops Greatly Overestimated—Government Rations.

Galveston, Texas, July 6.—James Callison, Superintendent of Machinery for the Santa Fe Railroad, arrived in Galveston on the last through train the road has been able to run. The Brazos river at Rosenberg is running wild. Mr. Callison says, but with regard to the ultimate damage he is very optimistic. He thinks the damages are greatly overestimated and that the loss of crops in the bottoms will be counter-balanced by the increased yields on the uplands. He left at noon on a special train for the flooded district, carrying provisions for the destitute.

At Summerville, twelve miles from Brookshire, the Brazos river is ordinarily two hundred yards wide. About parallel with this and two and a half miles away is Elm Creek, which is seldom over thirty feet wide and in mid-summer often dry. The two streams, separated by low bottom lands, are now united, making a river between five and six miles wide and from sixty to seventy feet deep. Along the currents nineteen people were rescued yesterday in a skiff sent from Houston. The people were demolishing their sheds and out-houses and making boxes that they used for boats.

Cattle were found resting their heads in the boughs of trees making a pitiable struggle for existence. At one point two houses were seen coming down the stream. In one of them was a man and two women and on the other a woman and five children were clinging for life and calling for help. One of these was a fine two-story affair, and the other was a smaller dwelling. They passed on with the foaming current and may have struck an obstruction and been smashed to pieces or found their way into the Gulf.

Twenty-five rowboats fully manned

and provisioned, left here today for the section overflowed to assist in saving life and property.

Governor Sayers has been asked by Representative W. H. Ellis to call a special session of the Legislature to relieve the distress. The Santa Fe main line trains have been abandoned between Galveston and the Brazos river. The Southern Pacific and Missouri, Kansas and Texas bridges across the Brazos river are reported to have been swept away this morning.

Reports from a special correspondent of the News indicate that, while the property loss in the recent floods has been enormous, the loss of life has been greatly exaggerated.

Every year the Brazos and Colorado Valleys suffer from inundations. Up to the present flood the greatest destruction from the annual inundations was in 1885. This year the high water-mark of 1885 has been surpassed in Washington, Austin, Fort Bend, Waller and Brazos counties in Southern Texas. The Brazos is falling rapidly in the central part of the State, the scene of last week's flood.

The flood reached the Southern part of the State Sunday night and Monday. The planters had received ample warning, but many negroes remained in the Brazos Valley, believing the water would not reach higher than in 1885. From 1,500 to 2,000 colored people were caught in the valley, in Austin, Waller, and Fort Bend counties, and were forced to take to the trees and house-tops.

The War Department has authorized Governor Sayers to distribute ten thousand army rations among the flood sufferers, the rations to be furnished the Governor from San Antonio. These rations will be distributed at Richmond, Thompson, Wallis, Rosenberg, Dunke, Arcola, Fulshear, Chenango, Columbia, Velasco, Navasoto, Calvert, Hearne, Bryan and Brenham. In addition to the War Department rations, Houston and Galveston have sent several carloads of groceries into the flooded district.

As to crops, cotton is not lost. It is entirely washed out in some places, but on the whole more good than harm has been done to crops by the floods. Cotton will be replanted in most cases. Corn has suffered in most localities, but the crop is not an entire loss. There is plenty of time to raise cotton before January, 1900.

The next trouble will be at Velasco, the mouth of the Brazos, which point the floods reached today. The town may be cut off from communication with the world for a day or so, but no loss of life is anticipated.

DEATH UNDER WHEELS

A BRAKEMAN CUT IN TWO IN THE GREENSBORO YARD.

Loan and Trust Company to be Organized. Looking for Hardwood Factory Site. Cotton Mills to Enlarge.

Greensboro, N. C., July 6.—(Special.)—A. W. Wagner, a white brakeman who lives at Benaja, was run over and killed at the yard here today at 12 o'clock while shifting. He had stepped off on one track, while his train was shifting, and the regular yard shifter struck him and cut his body in two just above the hips. He died in a short while.

The Greensboro Loan and Trust Company is the name of a strong banking concern that will be organized here soon.

A party was here today looking for a site for a hardwood factory.

The Incomunga Cotton Mills are to enlarge their capacity about forty per cent soon.

RESTRAINING ORDER GRANTED.

Prevents Transfer of Stock to the Atlanta Railway Company, a Trust.

Atlanta, Ga., July 6.—Judge Candler late tonight at his home in Edgewood, granted a temporary restraining order against the Atlanta Railway and Power Company, preventing the further transfer of stock of the Atlanta Railway Company and the Atlanta Consolidated Railway to the first named corporation.

This action was the result of a bill filed by the State of Georgia and a number of citizens of Atlanta, which sets forth that the combination of the Atlanta Railway Company and the Consolidated, recently perfected in Baltimore by the trust company of Georgia, is a trust with the intent of killing competition, and is therefore unconstitutional. The transfer of the stock of the two companies has been partially completed, and the effect of the restraining order is that further transfer must cease and the street railways of Atlanta be operated for the present under their old management. Judge Candler set the hearing for Saturday, July 15th, unless the defendants desire to reply sooner. All the bonds of the new company are held in Baltimore.

MOHAWKS ENDORSE BRYAN.

Buffalo, N. Y., July 6.—The Mohawks, a Democratic organization, said to comprise 600 wigwags and over 50,000 active members, which have been in secret session here since the third instant, have elected officers and adjourned to meet next year in the city selected for the National Democratic Convention, one week prior to that convention. Steps were taken to begin immediately the work of organizing new wigwags.

The National Executive Committee was reduced from 13 to 7 members. The resolutions adopted denounced trusts and monopolies; endorsed Bryan and free silver and opposed militarism.

HEROES OF BALER NOW AT MANILA

A Band of Spanish Spartans Cheered by Filipinos.

MOST OF THEM BOYS

KILLED THEIR CAPTAIN WHO WOULD HAVE SURRENDERED

LATER FAMINE DROVE THEM TO YIELD

Surrendered then With Full Honors of War. Arrangements Made by Spanish Commissioners With Aguinaldo for Release of Prisoners.

Manila, July 6.—7 a. m.—The Spanish commissioners who went to Tarlach for a conference with Aguinaldo regarding the surrender of the Spanish prisoners in the hands of the Filipinos, returned here last night. Chairman Del Rio, of the commission, said the release of all the prisoners had been practically arranged for, but it would be necessary to consult the Spanish Government before the agreement could be ratified. He declined to give the terms of the arrangement, or to say whether these contemplated a ransom. He asserted, however, that Aguinaldo had already issued a decree for the release of the civilian officials and the sick soldiers.

The commissioners, with the remnant of the Spanish garrison of Baler, on the east coast of Luzon, and a number of civilian prisoners, were escorted by Filipino soldiers from Tarlach, to the American outposts at San Fernando, and came to Manila by the night train.

The heroes of the long defence of Baler, where the Spaniards resisted an insurgent siege for more than a year, formed a picturesque band. Lieutenant Martin, the only surviving officer, marched them through the streets. There are only 22, and most of them are mere boys in faded blue cotton uniforms and red shirts. They are barefooted.

A crowd of Spanish men and women embraced them weeping and shouting their praises. They tell a remarkable story. It appears that the Captain several times proposed to surrender, but the soldiers refused. Finally some months ago he tried to raise a white flag. Thereupon Lieutenant Martin killed him with his own sword.

Their food supply gave out entirely a week ago, and they surrendered to the Filipinos with all the honors of war. They were allowed to keep their arms, and they say they marched from Baler, with a Filipino escort, and carrying guns through several insurgent camps, everywhere being cheered and feted.

DECISION AGAINST SAMPSON.

Not Entitled to Pay as Rear Admiral Because of Senate's Attitude.

Washington, July 6.—Mr. Mitchell, Acting Comptroller of the Treasury, has replied to an inquiry from Pay Inspector Burtis on the United States flag ship New York, at Port of Spain, Trinidad, as to the rate of pay to which Rear Admiral W. T. Sampson is entitled from August 10th, 1898, when he was commissioned a Rear Admiral, to March 4th, 1899, the date when Congress adjourned. The essential facts in connection with Admiral Sampson's advancement are given by the Bureau of Navigation as follows:

"Rear Admiral William T. Sampson was advanced eight numbers and appointed a Rear Admiral in the Navy for eminent and conspicuous conduct in battle under the provisions of Section 1,500 of the Revised Statutes, from the 10th day of August, 1898, and an ad interim commission was issued him from that date. This advancement the Senate failed to confirm prior to adjournment."

Acting Comptroller Mitchell in the course of his decision says: "The advancement in numbers authorized by Section 1,500 does not create a vacancy within the meaning of the Constitution from the time when the President decides to recommend such advancement, nor is any vacancy created prior to the date when the Senate concurs in the President's recommendation. It is not simply the filling of an office; it is an adjudication not by the President alone, but by the President and Senate, upon the question of whether the acts of heroism constitute sufficient ground for advancement, and until such combined action is had, no advancement takes place, and no vacancy exists to be filled. The President and Senate together constitute a forum to pass upon questions of advancement in numbers under this section of the Revised Statutes. I am of the opinion, therefore, and so decide that as the Senate did not consent to the advancement of Rear Admiral Sampson, no authority exists for paying him as Rear Admiral from the date when he was commissioned as such for eminent and conspicuous conduct in battle, to the adjournment of the session of the Senate at which such advancement was proposed."

The President yesterday remarked that he would like to take by the hand and thank every volunteer in the Philippines for remaining there and assisting in the work beyond the term of his enlistment.

SOUTHERN GROCERS CONVENE.

Large and Enthusiastic meeting at Battery Park Hotel.

Asheville, N. C., July 6.—The eighth annual convention of the Southern Grocers Association, the largest and most enthusiastic in the history of the organization was called to order at Battery Park Hotel this morning by President E. E. Leigh, Jr., of Richmond, Va.

In his annual report President Leigh advised more interest in the Association, and outlined a plan for a more perfect organization and co-operation of the wholesale trade. He concluded as follows:

"I counsel every delegate here to approach the consideration of this scheme with a mind free from prejudice against manufacturers as a class or any particular manufacturer. Great purposes and large measures cannot successfully proceed from narrow and prejudiced minds. The guiding thought, controlling consideration must be the disenfranchisement of your own interests, not an assault upon others. Our idea should be to deliver an effective blow against the misapprehension that exists between jobbers and manufacturers to the end that they may perform their joint service to the public at a minimum of cost and maximum of efficiency, and that standing on a plane of equal dignity and respect, legitimate compensation arising from such service shall be on a fair basis proportioned between these two classes of servants. Moved by these considerations and working intelligently and diligently your undertakings will succeed. I am prepared to say that the largest manufacturers of the country will wish you success."

Arbuckle & Company sent the Association their check for \$2,000 "as a free and unsolicited contribution toward the prosecution of the excellent work so ably presided over by your good self." About 300 delegates are present.

DEATH OF MAJOR DREWRY.

Richmond, Va., July 6.—Major Augustus H. Drewry, owner of the historic Westover estate on James River, died in this city to-night, aged 83 years.

He had been prominently identified with the business interests of Richmond, was a Major in the Confederate Army, and widely known among leading agriculturists. At the breaking out of the Civil War he owned the place on which is situated Drewry's Bluff, and it was principally through his urging that the Confederate authorities converted the bluff into the stronghold which proved such a great defence to the city of Richmond.

FOUR SHOTS AT EX-KING

NARROW ESCAPE OF MILAN, FORMER MONARCH OF SERBIA.

The Would-be Assassin as Yet Unidentified by the Police. Milan Congratulated on His Escape.

Belgrade, Serbia, July 6.—Former King Milan, father of King Alexandria of Serbia, narrowly escaped assassination here this evening.

The would-be murderer is under arrest. He fired four revolver shots, one of which slightly grazed His Majesty, another wounding in the hand Adjutant Lukitch, who was with him.

At the time the attack was made, about half past six, King Milan was driving through Michael street in an open carriage.

The would-be assassin is about twenty-eight years old, and has not yet been identified by the police.

On his return to the palace, King Milan received the congratulations of the members of the Cabinet and the diplomatic corps upon his escape.

Later in the evening King Alexandria drove through Michael street and was enthusiastically received by the populace.

THE "WORLD DO MOVE."

A Quick Freight Shipment Via the Seaboard Air Line.

Says the Raleigh (N. C.) News and Observer of June 10th: The transportation facilities of this day and generation are simply wonderful; the Pilot Cotton Mills wired Monday afternoon to New York for some dye stuffs to be sent by freight, the goods were shipped that afternoon, and reached Raleigh Wednesday night by the Seaboard Air Line, and were being used on Thursday morning in the dye house of the Pilot Cotton Mills for coloring goods, which they in some instances ship as far West as San Francisco. Truly "the world do move."

ISTHMIAN CANAL BOARD.

Washington, July 6.—The Isthmian Canal Commission, the successor of the Nicaragua Canal Commission, held an all-day session today but refused to make public anything beyond a general statement to the effect that they had been considering the details of the work before the various committees.

The observation work begun by the old commission is being kept up and four additional men will be sent to the field by Saturday's steamer from New York. They are J. O. Jones, of Alabama, and Thomas F. Boltz, of Philadelphia, both with the expedition last year, and Stanford A. Harris, of North Carolina, and W. C. G. Magruder, of Washington, both new appointees.

The commission is hurrying to make up its field plans and it is thought the majority of the members will sail for the Isthmus by the end of July.

An all-round writer ought to be able to get up a good circular.

YACHT COLUMBIA SHOWS HER HEELS

The Defender Left Far Behind in the Race.

COLUMBIA MAY KEEP CUP

SIR THOMAS WILL GO HOME SORROWING.

COLUMBIA WON BY THREE MINUTES

She Would Have Done Much Better Had Her Sails Fitted as Well as Those of the Defender. An Exciting and Beautiful Race.

New York, July 6.—Over a triangular course of thirty miles in comparatively light winds the new Iselin-Morgan yacht Columbia to-day vanquished the Vanderbilt yacht Defender and convinced the yachtsmen who saw the royal struggle that she is worthy of defending the precious trophy which Sir Thomas Lipton and his merry tars hope to take back with them in the Shamrock next fall.

Based upon the showing she made as a better boat than the Defender under adverse conditions the nautical sharpers are strongly convinced that Sir Thomas will sail home without the silver mug, the possession of which has given us the yachting supremacy of the world since 1851.

To-day's race plainly demonstrated that, no matter how skillfully constructed a yacht may be, her sailing and ability to go to windward may be killed by imperfectly setting sails.

The Columbia won the race by a margin of three minutes fifty-three seconds (unofficial time). There is no doubt she would have won by a larger margin if her sails had fitted as well as the Defender's.

But to-day's race was an unsatisfactory one. Shifting, baffling winds and a bad, unappreciated, which slight winds made the conditions anything but ideal for yacht racing.

In windward work the Columbia with sails drawing badly, demonstrated her superiority, and in a long reach with sheets eased, she outfooted the Vanderbilt boat. Sudden shifting of the wind prevented a trial at running with spinnakers. In light weather, close hauled, therefore, it can be said that she is undoubtedly the Defender's superior, but what she can do in a piping breeze remains to be seen.

Through a blunder or by design Captain Barr, of the Columbia, gave the Defender a start equal to her time allowance, about two minutes. The heat to windward made a beautiful race. The interest was intense. The Columbia seemed more tender than the Defender—more tender but perhaps more stately as she lay down to work. Miniature cataraacts poured from her glistening decks when the water spurted twenty feet high from her bows, but as she lifted beautifully she looked like a huge gull rising from the water. Then the talent began to get nervous. Gradually but surely, the Defender was drawing ahead. It did not take the yachtsmen long to discover the cause. The Defender's sails fit to perfection, while those of the Columbia were loose and cracked in the ten-knot breeze.

Half an hour later the wind sank to about five knots and immediately the sails of the Columbia began to draw, and she began to gain upon her adversary.

The Columbia continued to gain on every tack, and a few minutes before the first mark was reached, she crossed the Defender's bow on the starboard tack. Then the nautical sharpers breathed easier. She rounded the stake exactly one minute ahead of the Defender.

On the long reach for the second mark, with the wind abeam, the Columbia gained 58 seconds. It was now only a question of how much the Columbia would beat the Defender, and many of the steamers and tugs headed back for the finish. Gracefully and noiselessly the Columbia swept over the invisible finish line, and when she crossed she was given a royal salute.

As the Defender crossed the line she also was greeted with a demonstration quite as enthusiastic and prolonged.

Herbert Leeds, on behalf of Mr. Iselin, said after the race that the friends of the Columbia were very well satisfied, and hoped to do better when their sails were made more trim.

The race to-day was an informal trial for a cup offered by the New York Yacht Club.

HENDERSON AND McKINLEY.

Washington, July 6.—General Henderson, of Iowa, the prospective Speaker of the House, had a conference with the President today, but at the conclusion of the call stated that no general questions had been discussed.

When asked as to the prospects of an extra session of Congress he said: "For myself I have never thought that Congress would be called together in advance of the regular time, for I have never thought there was any occasion for an extra session."

A passenger train on the Burlington road was wrecked last night near Walden, Mo. A special train bearing surgeons was sent from Kansas City to the scene of the wreck.

POPULIST WILL NOT FUSE.

They Are on the Matter of Holding the Philippines.

Terre Haute, Ind., July 6.—Mortimer G. Rankin, chairman of the Populist National committee, stated today that the Populists would not form a fusion with the Democrats for the coming campaign. Mr. Rankin said that the Populists will hold their national convention one month prior to that of either the Democratic or Republican conventions. On this account the Populists will prepare their own platform and nominate their own candidates.

Mr. Rankin stated that he was not willing to say much concerning the party's views for the approaching campaign, as it had been the desire of the Central committee to leave the other two political parties in the dark as regards its movements and plans; he stated, however, that the party was split up on the matter of holding the Philippine Islands. Some of the members of the party counselled having nothing more to do with them, while others are in favor of keeping them, fighting the war with the Filipinos until they are brought to terms and then making a republic there.

YELLOW FEVER ON BOARD.

The McClellan Arrives in New York From Santiago.

New York, July 6.—The transport McClellan arrived today from Santiago and was detained at quarantine. Her surgeon reports that three of the passengers have yellow fever.

Health Officer Doty says he will transfer the sic- to Swinburne Island. The transport and the effects of the passengers and crew will be disinfected. All on board will be detained for five days after the disinfection is accomplished.

NO REASON FOR ALARM.

Washington, July 6.—The Marine Hospital Service is of the opinion that there is no cause of alarm in the arrival of the McClellan with yellow fever aboard. The vessel left Cuba as other-wise those infected would have been detained.

Fever ships have arrived frequently at Northern ports, but owing to climatic conditions there is no risk of an outbreak of yellow fever as would be the case at a Southern port. Moreover in being at the quarantine station, the vessel is exactly where she should be to minimize all risks.

A CALL TO DEMOCRATS

BIMETALLIC LEAGUE ASKS THEM TO ASSEMBLE AT CHICAGO.

The Date is the 20th Instant, the Business Devising Plans for a More Thorough Organization.

Covington, Ky., July 6.—The organization committee of the League of Bimetallist clubs of the Ohio Valley today sent out circulars to all States inviting Democrats to meet at noon Thursday, July 20th, at the Palmer House, in Chicago, to devise plans for a more thorough organization, especially in the pivotal States of Ohio, Indiana, Illinois and Kentucky. The Democratic National Committee will meet at the Palmer House, July 20th. The circular is signed by James P. Tarvin, chairman, and Allen W. Clark, Secretary, and concludes as follows:

"The committee is inviting to this meeting Democrats all over the country who are known to favor the adoption of the Chicago platform of 1896 with an omission, and who are opposed to anything in the nature of a compromise or a concession as to any principle involved in that platform. The League, which appointed this committee is particularly and primarily interested in the cause of bimetallism at 16 to 1, and will work especially for its advancement though it is assumed that the new convention will also declare against trusts and imperialism."

WHEELER ORDERED TO MANILA

The General Highly Pleased—Preparing to Cross the Continent Saturday.

Washington, July 6.—Brigadier General Joseph Wheeler was today ordered to report to General Otis at Manila, for service in the Philippine Islands.

General Wheeler is much pleased with his assignment to the Philippine Islands, and that it should be stamped out, he said tonight. "The sooner it is done, the better it will be for the Filipinos, as well as for the United States. Every loyal American should support the Administration in its effort to terminate the strife and to set up good government in the Philippines. I am glad to be able to lend my aid to the Government at this time, when it is in need of support. I shall place myself at the disposal of General Otis, and endeavor to do my duty as a soldier."

General Wheeler is making preparations to leave for San Francisco Saturday.

DEATH OF ROBERT BONNER.

Former Publisher of the New York Ledger and Owner of Famous Horses

New York, July 6.—Robert Bonner, publisher of the New York Ledger and owner of famous horses, died at his home in this city at 7:40 o'clock tonight.

Mr. Bonner had been ill for some months, but was able to be about until ten days ago. Death was due to a general breaking down of the system.