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RALEIGH, NORTH CAROLINA, FRIDAY MORNING, SEPTEMBER 29, 1899.

PRICE FIVE CENTS.

LEADS ALL NORTH CAROLINA DAILIES IN NEWS AND CIRCULATION.

DECORATED AND ALL IMPATIENT THE CITY WAITS

Million Visitors in New York to Participate in the Celebration.

DEWEY'S ALL DAY LEVEE

MILES, MERRITT AND ROOSEVELT AMONG THE CALLERS YESTERDAY.

THE SAILORS RECEIVE THEIR MEDALS

Some Idea Given of What the Naval Parade of To-Day Will be. The Magnificent Display of Fireworks Coming. A Preliminary Flash of Electricity Makes a Scene of Glory.

New York, Sept. 28.—New York is gorgeously decked today in honor of the gallant sailor who is waiting at her gate. Had an ocean of color swept through the city its ebullient tide could not have stained the streets more brilliantly. Hundreds of miles of red, white and blue bunting cover the noble facades of Broadway and Fifth Avenue, and a million flags flutter over the town. Not even the churches have escaped the universal decorations. The doors and Gothic windows of old Trinity on lower Broadway are gracefully draped with the national colors, and in ancient Trinity grave-yard the tomb of that gallant sailor, who, dying, issued the command not to give up the ship, lies shrouded in the silken folds of the flag for which he died.

A million visitors are here to participate in the glorious celebration. Every road is pouring in a steady stream until the streets are crowded morning and night, the surface and elevated cars are filled to overflowing and the hotel corridors are jammed with visitors. The gaily attired soldiers of many States, who are to take part in the land parade on Saturday, began trooping in today and there was no hour when uniformed men were not moving in some quarter of the city to the sound of fife and drums and horns.

Sailors and marines ashore from the big fighting machines helped to swell the crowd trooping in all directions. Uniformed members of the staffs of the arriving governors were everywhere.

The arrangements for the two days' celebrations are completed. The great arch at Madison Square, modeled after the triumphal arch of Titus and upon which the most famous sculptors of America have lavished their genius, is practically finished and stands as a superb tribute to the nation's hero. It is more beautiful than the arch in Rome.

Today the flotilla lay quietly at anchor off Tompkinsville, a towering spectacle of naval might and power to the tens of thousands who sailed down in tugs, in yachts and in steamers to see the ships. The crush to get aboard the Olympia never abated for a minute, and as great indulgence was shown by Admiral Dewey, a goodly portion of those who besieged the gangways got aboard. At times the ship was fairly overrun. These crowds and the official visits the Admiral received scarcely gave him and his officers time to breathe.

The jacksies today got the medals which Congress voted them, and proudly displayed them to the visitors until Jefferson, the president, came aboard. Jack loves a fighter, and while the big slinger was aboard, the tars were oblivious to all else.

Owing to the stream of official visitors, the roar of salutes continued almost without interruption all day. Major General Nelson A. Miles, at the head of the Washington committee, called to submit the program for the reception at the National capital.

As the Washington committee stepped aboard George W. Baird, who sailed with Farragut and Dewey in the West Gulf Squadron in 1861, unrolled a package which he had carefully guarded all the way to the Olympia, and displaying a faded blue Admiral's ensign upon which a faded blue Admiral's stars, which were stitched four white stars, he said to Admiral Dewey: "Admiral, I wish to present to you the first Admiral's flag ever 'broken out' in the navy of this country. The grand old Admiral whose name and memory all so reverently hoisted this ensign upon the good ship Hartford, before New Orleans, and afterward upon the Franklin; and since it came down from that masthead it has never been whipped by the wind or worn by the elements. You, the worthy successor of that great Admiral whose tactics you so successfully followed a short while ago, I deem the proper person for Farragut's mantle to fall upon."

This flag was made by Quartermaster Knowles out of a blue "number" flag when Farragut was first made a Rear Admiral. Two white stars were sewed on it. When Farragut was made an Admiral two more white stars were sew-

ed on it. Farragut flew this flag on the Hartford at New Orleans and afterward in the Mediterranean.

Admiral Dewey was deeply affected and tears were in his eyes as he gazed at the souvenir. It was several moments before he could find his voice. Finally he said:

"I'll fly it—I'll fly it at the masthead—I'll fly it in the parade—I'll fly it always—and—and, when I strike my Admiral's flag this will be the flag I shall strike."

Major General Merritt and his staff, stiff with gold braid came over from Governor's Island to officially welcome Admiral Dewey in the name of the army. They were received with all the honors befitting their rank, but the climax was not reached until Governor Roosevelt, of New York, came down the bay in the afternoon on the yacht Wild Duck. He was accompanied by General Francis V. Greene, some officers of the New York naval militia and several of Dewey's Captains at Manila, including Captain Dyer, of the Baltimore; Captain Wood, of the Petrel; Captain Wildes, of the Boston, and Captain Walker, of the Concord. When they got aboard Admiral Dewey took them over the ship, and the sight of the fighting captains set the tars mad with delight. Nothing could restrain their enthusiasm, and round after round of cheers greeted the appearance of these officers.

Governor Roosevelt was Assistant Secretary of the Navy when Dewey was sent to the command of the Asiatic Squadron, and General Greene, who served in the Philippines, is a personal friend of the Admiral of many years' standing. The sight of the Captains who were with him during the stress of that hot day in Manila Bay was good for the Admiral's eyes, so that altogether Admiral Dewey seemed to enjoy this official visit more than any he has received. The local municipal authorities are somewhat piqued because Governor Roosevelt extended the formal welcome of the State to the Admiral before the mayor had an opportunity to offer his official greeting on behalf of the city. This ceremony will occur tomorrow.

While much powder was flung into smoke down the bay today, much more will be burned tomorrow during the great naval pageant up the Hudson river. The marine parade, unless it is marred by bad weather, which the local forecaster unfortunately predicts, is expected to eclipse all previous water pageants on this side of the world. The parade will move at one o'clock in four divisions. First will come the warships, headed by the Olympia and flanked on either side by the torpedo boats. They will be followed by a fleet of white revenue cutters. Following them will be the steam yachts in double column, led by the Corsair, the flagship of the New York Yacht Club. To Sir Thomas Lip-ton's Erin has been accorded the honor of heading the starboard column of this division. There will be 187 yachts in line.

The third division will consist of the merchant marine steamers, and an indiscriminate fleet of tugs, barges and unattached vessels will bring up the rear. It is expected that the line will be nine miles long, and that half a million people will be afloat.

The parade, with the Olympia in the van, will move up the North river to the stake boat, St. Mary's, an old practice ship of the Navy, which is moored opposite the Grant Mausoleum in Riverside Park.

After rounding the stake boat, the Olympia will come to anchor below two beautiful floats representing Peace and Victory, and each warship in its turn will drop in below the flagship. The National salute of 21 guns will be fired in honor of the hero of Appomattox. The torpedo boats and revenue cutters will anchor opposite the line of warships under the bluff, and between these two lines the civic part of the parade will pass in review.

Rear Admiral Howison has gracefully yielded the precedence to Rear Admiral Sampson in the matter of ship's division. The commander of the South Atlantic Station will simply be present as a spectator and bring up the end of the line with the Chicago. Rear Admiral Sampson will follow the Olympia in the New York, but will fly the red flag while Howison flies the blue.

Tomorrow night the grandest illuminations and fireworks display in the history of the city will occur.


Tonight there was a preliminary illumination of rare beauty. All the buildings on the water front were lighted up. On the Brooklyn Bridge in letters of fire thirty feet high flashed the words, "Welcome Dewey," while simultaneously from the shores of the East and North rivers, Staten and Governors Islands, red fire glowed and spluttered, sending up fantastic clouds of smoke, turning the calm water into a sea of lurid flames and transforming the craft in the harbor into red spectres.

THEY SERENADE DEWEY.

New York, Sept. 28.—Twelve hundred strong, the People's Choral Union, led by Frank Damrosch, paid a tribute of song tonight to the sea-heroes. About seven hundred of the singers were women. In the steamer Warwick they left the pier at Beekman street at 7:40 p. m., and forty minutes later the Warwick lay to fifty yards from the stern of the Olympia; where "My Country 'tis of Thee," "The Star-Spangled Banner" and other stirring airs were sung, to the great delight of all who heard. The singers also visited and serenaded other ships in the bay.

HARD PROGRAM FOR DEWEY.

New York, Sept. 28.—Admiral Dewey has already expressed some doubt that he will be able to go through the duties attendant on his reception, without suffering extraordinary fatigue. The routine of the Admiral's movements for the two days of the celebration has been fixed. It will occupy at least 12 hours of Friday and sixteen hours of Saturday.



UNCLE SAM'S WELCOME.

BY JOE LINCOLN.

What? here at last! Come in, come in.
Well, Admiral, how be yer?
Yer're welcome home from 'cross the foam,
We're mighty glad ter see yer.
It does seem good ter have yer back
With us, yer blood relations,
Yer've been away so long, ter stay
Amongst them furren nations.

We've heard from yer quite frequent since
Yer took our Eastern tiller;
We read it yit, that note yer writ
So plain upon Manila.
We liked that message that yer sent
Them folks who riz yer dander,
It showed direct, we'd git respect
Where you was our commander.

We sent yer off, a commodore,
Few knowed or cared about it;
But now yer name is bright with fame
And all the world can shout it.
Yer went away an unknown man,
Yer public praise was—zero;
But now it's flung from every tongue,
You're back agin, a hero.

Yer actions show us what yer be—
A plain man, though a bold one;
They show us that yer wear a hat
No bigger than yer old one.
We love yer, not alone because
Yer fought a fight and won it;
It seems ter me lots more ter be
The manly way yer done it.

No use, we Yankees like a man
Who's there all kinds er weathers—
Who doesn't shirk, but does his work
Without the fuss and feathers.
That's why, George Dewey, we're here terday,
Ter clasp yer hand and shake it,
With this address, "The hull U. S.
Is yours; step in and take it."

PRINT CLOTH MILLS COMBINE.

Much Uncertainty as to Any Such Combine Being Effectual.

New York, Sept. 28.—The Tribune tomorrow will say: "Much uncertainty prevails as to the prospect for the combination of print cloth mills. Two of the three syndicates which, within the last few months have been endeavoring to effect the consolidation of the New England mills have abandoned negotiations, but the one represented by Nelson G. Green, of this city, is still in the field."

"The New England mill owners have within the last few days renewed the price agreement for the sale of their output, but this agreement, which is usually for six months, is this time to run only to January 1st on which date it is said Mr. Green's options become effective. It is understood that the plans of the Green syndicate contemplate the formation of a great corporation, with a capital approaching \$200,000,000 to embrace all the print cloth mills both North and South."

Thomas Branch & Co., bankers of Richmond, who have secured options on a large number of important Southern mills, have just made a contract with a local syndicate, headed by Charles R. Flint, whereby the syndicate will furnish all the capital necessary for the purchase of the mills, and their consolidation into a company with a capital of perhaps \$100,000,000. It was rumored yesterday that this consolidation might prove to be part of the general combination plan with which Mr. Green's name has heretofore been associated."

KILLED IN A PRIZE FIGHT.

Grass Valley, Cal., Sept. 28.—As a result of a prize fight held here last night between Jim Pendergast, of Sacramento, and Charles Hoskins, of this place, the latter is dead. Hoskins was knocked out in the tenth round, and although physicians worked upon the prostrate man all night they could not save his life.

RYAN TOO ILL TO FIGHT.

Denver, Colo., Sept. 28.—Tommy Ryan is ill in this city and he announced today he would be unable to fight Joe Choyanski and Jack Root in Chicago next week. He has also cancelled his match with Jack McDonough for Friday night in this city.

THE COLUMBIA IS DOCKED.

Far More Thoroughbred in Appearance Than the Shamrock.

New York, Sept. 28.—The Columbia was docked at the Brooklyn Navy Yard this afternoon. She will probably remain there until Monday, the day preceding the first of the series of races for the America's cup, during which period every art known to the builder, rigger and sailmaker will be employed in getting the craft in the best possible trim for the contest.

The contrast between the lines of the Shamrock and the Columbia are very marked. In the former one can see a big bulky craft dependant upon a great spread of canvas for superiority in speed, while the latter has the thoroughbred appearance that comes with finer lines and a more slender hull.

The Columbia was viewed from all sides by admiring hundreds, most of whom had also seen the Shamrock in the dry dock, and ninety-nine out of every hundred were of the opinion that the American boat was far more a racer in looks than the cup challenger. Even the English and Scotch writers sent across to report the cup races admitted that the Columbia was the better looking craft of the two, but they hope for heavy breezes so that the Shamrock can make her best showing.

The Columbia looks like a big fin keel. Her lead is thickest and deepest well forward on the keel so as to be directly under the center of effort, while on the Shamrock the lead is heaviest amidships. The American boat is cut away forward much more than the Irish cutter, and has a longer overhang aft. The former's lead keel is about seven feet shorter at the bottom than the latter's, which accounts for her superior quickness in stays.

Captain Philip Ellsworth, who designed the Atlantic, saw the Columbia. He said he believed the Columbia would defeat the Shamrock, but thought that the Irish craft would prove as good as the American at every point of sailing except in windward work. Said he: "Build a boat with a hull like the Columbia's, put on a keel like the old America's, cut down the sail and I'll bet she would defeat the Columbia hands down."

THIRTY-NINE NEW CASES.

Key West, Fla., Sept. 28.—There were thirty-nine new cases of yellow fever reported today and one death.

FUNERAL OF GENERAL HETH.

The Confederate Flag Stood at the Head of the Coffin During Services.

Washington, Sept. 28.—Funeral services over the remains of General Henry Heth were held this morning at Epiphany church. The remains were encased in a black casket, trimmed with silver which was covered with purple orchids, pink and white roses and ferns. The Stars and Bars, worked in immortelles, stood at the head of the casket during the services.

The exercises consisted of the Episcopal service conducted by Rev. A. M. Hilliker and Rev. Wm. R. Turner. The casket was taken to the station, where the funeral party left with it at 11:45 for Richmond, over the Southern railroad. The interment will take place at Hollywood cemetery. The active pall bearers were Mr. Edward Rennie, Colonel Edwin Harvey, Major Morgan, Mr. Caleb C. Willard, Mr. L. H. Finney and Dr. Frank Nask. Among the honorary pall bearers were Hon. L. M. D. Curry, Justice A. B. Hagner, General Rooker, General Custis Lee, General Butler, General Lomax and General Payne.

There were present at the funeral services members of the Confederate Veterans Associations, Sons of the American Revolution, the Aztec Society, Mexican War Veterans Association and the Society of American Wars. Ex-Secretary of the Navy Herbert was among those who attended the services.

A LYNCING IN CUBA.

Also the Chasing and Beating of an Editor by a Mob.

Havana, Sept. 28.—Senor Sanchez, who was Secretary of the Municipal Court in Union de Reyes, Province of Santa Clara, and formally a guerrilla, was lynched yesterday. The perpetrators are not known to the authorities. Sanchez, who was shot to death, had the reputation of having committed many crimes during the war.

Senor Canizo, editor of the Eco de Espana at Matanzas, was recently chased and beaten by a mob. The police rescued him and took him to the police station for safety. The people of Matanzas assert that many letters have been received from San Antonio denouncing Canizo as a "Spanish butcher."

The detectives here have recently made several seizures of small quantities of arms in private houses.

Governor General Brooke has ordered all the telegraph lines formerly under the control of the Spanish Government to take instructions from the United States signal corps.

THE CABINET WILL RESIGN.

Irreconcilable Differences Regarding Plans for National Defence.

Madrid, Sept. 28.—The Spanish Cabinet will resign tomorrow as the result of irreconcilable differences among the Ministers regarding proposals for national defenses. This decision was taken at the Cabinet council tonight. The chief subject under consideration was the scheme of the Minister of War Lieutenant General Olaveja, for an extraordinary credit to be used in increasing and strengthening frontier fortifications.

The Minister of Finance, Senor Villaverde, was unable to agree with the suggestions of General Olaveja, and a ministerial crisis followed.

The Premier, Senor Silveira, will therefore go tomorrow to San Sebastian to place the resignation of the entire Cabinet in the hands of the Queen Regent.

BUILDERS OF THE KEARSARGE.

They Are Congratulated by the Navy Department.

Washington, Sept. 28.—The Naval Inspection Board has returned from the trial trip of the Kearsarge, and is preparing the final report. It will show that allowing for tidal and wind corrections, the big battleship made an average speed for the four hours of the trial of 16.816 knots. The ship is said to be remarkably steady, strong of construction and easy, while she responds to her rudder quickly and accurately.

The Navy Department has sent a congratulatory letter to the Newport News Shipbuilding Company on this performance of the ship, and in reply has received a letter stating that her builders regard the Kearsarge as a 17½ knot ship, capable of doing even better than that.

FLORIDA MILL HANDS STRIKE.

Pensacola, Fla., Sept. 28.—The mill hands at Pine Barren, Florida, 150 in number, have gone out on strike. The strikers were recently organized with those in Santa Rosa county, who are also out. The mills in Milton and Bagdad are unable to resume operations, but the differences at Bagdad have about reached an amicable adjustment. Pine Barren is about thirty miles north of Pensacola on the Louisville and Nashville railroad.

A SWORD AWAITS BRUMBY.

Atlanta, Ga., Sept. 28.—The committee of citizens which has in charge the arrangements for a public reception to Flag Lieutenant Brumby, of the Olympia, have communicated with him, and as soon as he names a time to be here, preparations for the presentation of the sword from the people of Georgia, his native State, will be made.

RAPID TRANSIT KILLS TWO.

New York, Sept. 28.—A Brooklyn Rapid Transit train on the Coney Island road ran into a trolley car at Gravesend and Foster avenue, Brooklyn, today. Two persons were killed and a number of others injured.

FIGHTING FIRE AT PINNERS POINT

Library of Congress 1899
Southern Railway Warehouse Number 2.

THE BUILDING DESTROYED

LOSS WITH CONTENTS, HUNDREDS OF THOUSANDS.

LOSS FULLY COVERED BY INSURANCE

Fire Broke out at 1 O'clock this Morning, but the First Fire Tug Did not Reach the Scene Until Ten Minutes Later.

Norfolk, Va., Sept. 29.—Fire was discovered at 1 a. m. in the Southern Railway Warehouse No. 2, four hundred feet long by two hundred wide, at Pinners Point. It was ten minutes before the first fire tug arrived. Later two others turned streams on the fire, but by this time the immense structure, which is filled with miscellaneous cargoes for foreign export, was a mass of flames. The tugs are now endeavoring to prevent the flames from reaching the water tanks and Warehouse No. 1.

No. 2 warehouse and contents, consisting of walnut and other timber, cotton and cotton waste, 600 hogsheds of tobacco and other products were destroyed. Warehouse No. 1 was saved.

The destroyed building was 761x200 feet in dimensions and with contents was valued at several hundred thousand dollars. The loss is fully covered by insurance. There were no casualties.

CHARGE AGAINST SECRETARY.

Officer of Epworth League Accused of Accepting a Bribe.

Elmira, N. Y., Sept. 28.—At the session of the Central New York M. E. Conference here today, resolutions were offered by Rev. D. M. Youngs, of Trumansburg, requesting the resignation of the general secretary of the Epworth League, Rev. E. A. Shell, of Chiego, because he is alleged to have accepted \$1,000 from a book publishing firm for giving to it the contract for printing an Epworth League hymn book. The resolution was referred to the Epworth League Committee.

TO SHUT OUT JAPS' PEANUTS.

San Francisco, Cal., Sept. 28.—A circular letter is being framed by several of the large wholesale nut merchants in San Francisco to be circulated among the sellers and growers in California, Virginia and other peanut raising States, asking signatures to the petition Congress to raise the tariff on peanuts from the half-cent duty to at least 3 cents.

The object is to shut out Japanese peanuts which are largely imported and can be sold at much less than the domestic product.

LIVES LOST BY THE FLOODS.

Calcutta, Sept. 28.—Lieutenant Governor Sir John Woodburn announced to the council yesterday that four hundred lives were lost through the floods at Darjeeling, capital of the district of that name, in addition to those drowned on the plains.

A huge landslide below Mt. Mary's Seminary destroyed the railroad bridge and completely blocked the road. A breach thirty yards wide has been made and the rails are hanging in the air. It is thought the break cannot be repaired within thirty days.

TRIAL OF JAUDENES.

Madrid, Sept. 28.—The trial by court martial began today of General Jaudenes, who succeeded Governor General Augustin as Spain's chief representative in the Philippines, after Augustin's precipitate departure, and who subsequently surrendered Manila to the combined forces of Admiral Dewey and General Merritt. The testimony of Generals Nieto and Tejero was taken.

JULIA MORRISON INDICTED.

Chattanooga, Tenn., Sept. 28.—Miss Julia Morrison, the actress, was indicted today by the grand jury for the murder of Frank Leiden, or Fred Leidenheimer, of the "Mr. Plaster of Paris" Company at the opera house in this city, Friday evening, September 22nd. George J. Antz, of New Orleans, brought a law of Leiden appears on the court papers as prosecutor.

FOR REED'S VACANT SEAT.

Portland, Me., Sept. 28.—The Democrats of the First Maine Congressional district today nominated Luther P. McKinney, of Bridgeport, for the seat made vacant by the resignation of Thomas B. Reed.

HANNA DENIES IT.

Columbus, Ohio, Sept. 28.—Senator Hanna denies with emphasis the report that he will resign the chairmanship of the National Republican Committee.