NO. 12.

DUNN, N. C., APRIL 6, 1898.

Tetter, Salt-Rheum and Eczema. The intense itching and smarting, incilent to the rediscuses, is instantly allayed by applying Chamberlain's Eye and skin Oletment. Many very bad cases have been permanently cured by it. It is equally efficient for itching piles and a favorite remedy for sore nipples, chapped hards, chilblains, frest bites and chronic sore eyes. 25 cts. per box.

Dr. Cady's Condition Powders, are just what a horse needs when in bad condition. Tonic, blood purifier and vermifuge. They are not food but medicine and the best in use to put a horse in prime condition. Price 25 cents per package.

For sale by N. B. Hood, Dunn,

Persons wishing to make the voice clear for some special occasion of singing, should use ordinary troches of muriate of ammonlum, purchasable at

Every time we see a woman, we thank the Lord that we are not comnelled to wear a ribbon collar.

Professional Cards.

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(Associated in the trial of civil cases)

J. C. CLIFFORD, Attorney at Law. DUNN, N. C.

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DUNN, N. C. Practice in all courts, Collections a

W. E. MURCHISON,

JONESBORO, N. C. Practices law in Harnett, Moore and other counties, but not for fun. 3 201y. ing to promise, sent the following

ISAAC A. MURCHISON To the Congress of the United States:

FAYETTEVILLE, N. C. Practices law in Cumberland Har- sular reports pointed out the advan-

nett and anywhere services are wanted. | tages to flow from the visit of national

WILMINGTON & WELDON R.P. AND BRANCHES. AND FLORENCE RAILROAD:

Condensed Schedule Dated March 29, 1898. TRAINS GOING SOUTH. Leave Weldon 12 00 pm, 9 43 pm. Arrive Rocky Mount 1 11 pm, 10 36 pm. Leave Tarboro 12 31 pm, 6 00 p m. Leave Rocky Mount 1 15 pm, 10 36 pm, was discussed and accepted, the penin-6 45 pm, 5 40 am, 1 10 pm. Leave Wilson 2 15 pm, 11 16 pm, 7 17 pm,

6 22 am, 2 37 pm. Leave Selma 3 05 pm. Leave Fayetteville 4 45 pm, 1 07 pm. Arrive Florence 7 35 pm, 3 15 pm. Arrive Goldshero 8 00 pm. Leave Goldsboro 7 01 am, 3 20 pm. Leave Magnolia 8 05 am, 4 24 pm. Arrive Wilmington 9 30 am, 5 50 pm.

TRAINS GOING NORTH. Leave Florence 9 48 am, 8 15 pm. Leave Payetteville 12 18 am, 10 19 pm. Leave Selma 1 47 am. Arrive Wilson 2 35 am, 12 09 pm Leave Wilmington 7 15 pm, 9 35 am. Leave Magnelin 8 55 pm, 11 02 am. Leave Goldsboro 5 00 am 10 10 pm, 12 05

Leave Wilson 235 pm, 538 am, 1212 am, 11 20 pm, 12 55 pm. Arrive Rocky Mount 3 29 pm, 6 15 am, cident besides the exchange of cus-Arrive Tarbore 6 45 am.

Leave Tarboro 12 31 pm. Leave Bocky Mount 3 29 pm, 12 49 am. Arrive Weldon 4 33 pm, I 42 am. Train on the Scotland Neck Branch Road leaves Weldon 3 55 pm, Halifax 4 30 pm, arrives Scotland Neck 5 20 pm, Greenville 6 57 pm, Kinston 7 55 pm. Returning leaves Kinston 7 50 am. Greenville 8 52 am, arriving So noticeable was this immediate effect Halifax 11 18 am, Veldon 11 33 am, daily ex-

Trains on Washington Branch leave Washington 8 20 am and 2 30 pm, arrive Parmele 9 10 am and 4 00 pm, returning leave Parmele | kept up by retaining the Maine at 35 am and 6 30 pm, arrive Washington Havana, or, in the event of her recall, 11 00 am and 7 20 pm, daily except Sunday. Train bayes Tarboro, N. C., daily except Sunday 5:30 pm, Sunday 4:15 pm, arrives Plymouth 7 40 pm, 6 10 pm, Returning leaves Plymouth daily except Sanday 7 50 am, Sunday 9 00 am, arrives Tarboro 10 05 am and

Smithfield 2 00 am, arrives at Goldsboro 10 25

Trains on Nashville Branch leave Rocky Mount at 4 % pm, arrive Nashville 5 05 pm. Spring Hope 5 30 pm. Returning leave Spring Hope 8 0 am, Nashville 8 35 am, arrive at Rocky Mount 9 95 am, daily except

Train on thaton Branch leaves Warsaw for Clinton dally, except Sunday, 11 20 a m cially given by the boats of the Spanish mine situated under the bottom of the 7 00 am and 3 00 p m. Train No. 78 makes close connection at Webben for all points North daily, all rail via

H. M. EMERSON, Gen'l Pass. Agent. J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager. cemetery in the city. Tributes of grief



Anyone sending a sketch and description may quickly ascertain, free, whether an invention is probably patentable. Communications strictly confidential. Oldest agency for securing patents in America. We have a Washington office. Patents taken through Munn & Co. receive special notice in the

SCIENTIFIC AMERICAN, beautifully illustrated, largest circulation of any scientific journal, weekly, terms \$3.00 a year; \$1.50 six months. Specimen copies and HAND BOOK ON PATENTS sent free. Address MUNN & CO.,

361 Brondway, New York.

The Investigation Into the Maine simultaneous investigation by the Span-Disaster by the Court of Inquiry

WHAT IT REVEALED.

Subsequent Destruction.

The President Will Advise Congress

of Her Reply, and Advise Deliber-

ate Consideration in the Meantime,

The Sending of the Maine to Ha-

vana an Act Restoring Friendly

by the Spanish Government--The

The President, on the 28th, accord-

exist. Accordingly, on the 24th of

sular authorities at Madrid and Ha-

naval visits at Cuban ports, and that in

that view the Maine would forthwith

The Friendly Call,

the Spanish government with appre-

of an intention to return the courtesy

by sending Spanish ships to the prin-

vana on the 25th of January, her ar-

dence followed the resumption of the

long interrupted friendly intercourse.

of her visit that the consul-general

strongly urged that the presence of our

ships in Cuban waters should be

Destruction of the Ship.

covered bodies of the dead were in-

terred by the municipality in a public

The Investigation.

munity less just and self-controlled

than ours might have led to hasty acts

cesses of reason, and to the resolve to

the nature and measure of its full duty

in the matter. The usual procedure

was followed in all cases of casualty or

official quarters of the island.

This announcement was received by

call at the port of Havana.

Message to Congress.

message to Congress:

disaster to national vessels of any marand a paval court of inquiry

was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duties impose l upon them. Aided by a strong force of wreckers and divers, the court proceeded to make a thorough investigation on the spot, employing every available means for the impartial and exact determination of the causes of the explosion. Its operations have been conducted with the utmost deliberation and judgment and, while independendently pursued, no source of information was neglected; and the fullest opportunity was allowed for a ish authorities.

Finding of the Court. The finding of the court of inquiry was reached after twenty-three days of continuous labor, on the 21st of March, instant, and having been approved on the 23d, by the commanderin-chief of the United States naval

force of the North Atlantic station, was transmitted to the executive. It is herewith laid before the Congress, together with the voluminous testimony she was conducted by the regular gov- out.

half to six fathoms of water. The state of discipline on board and ammunition was handled. POU & POU & YOUNG, The Arrival of the Ship and Her coal bunkers and storage compart-magazines or shell rooms which was but for auxiliary purposes only, with a

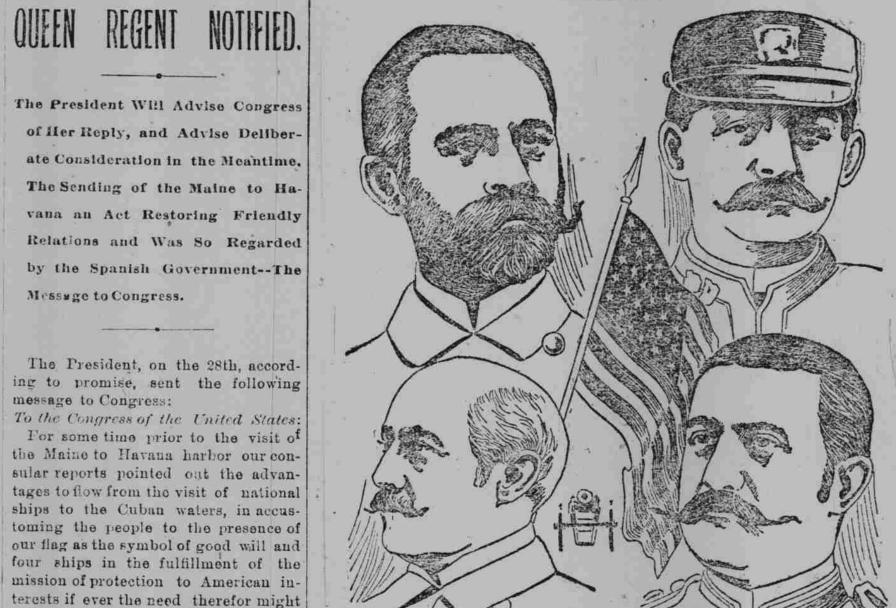
REPORT OF THE COURT. Text of the Findings of the Board of Inquiry Into the Destruction of the

The following is the report of the court of inquiry: In re explosion of the United States Battleship Maine, Before a Court of Inquiry, Key West, Fla., United States Steamship Iowa, first rate, Key West, Fla., Monday March 21, 1898.

That the United States battleship Maine arrived in the harbor of Havana, Cuba, on the twenty-fifth day of January, eighteen hundred and ninety-wording war. from five and a half to six fathoms of water, by the regular government pilot. The United States consul general at in use that day, and "A 16" was full of

ernment pilot to buoy No. 4, to which All ammunition was stored in ac-

THE MAINE COURT OF INQUIRY.



January last, after conference with the Spanish minister, in which renewals of visits of our warships to Spanish waters

COMMANDER ADOLPH MARIX.

this government to resume friendly quarter. ruary 15, everything had been reported having been reported secure that even- over to starboard, folding the forward secure and all was quiet. At forty minutes past 9, the vessel The temperature of the magazines and on top of the after part. was suddenly destroyed.

brief interval between them. The first had an undue amount of heat was not or more of the forward magazines of the cation of the friendly character of the lifted the forward part of the ship very exploded at the time the Maine was Maine. visit of the Maine and with notification perceptibly; the second, which was destroyed. time the Maine entered the port of Ha- the forward magazines.

rival being marked with no special intomary salutes and ceremonial visits. tion a very few minutes after the ex- the explosion. The Maine continued in the harbor of pletely demolished. The evidence of a board the Maine to obviate danger. Havana during the three weeks following her arrival. No appreciable excitement attended her stay; on the of the court is as follows:

and six feet above the keel when in its destruction of the Maine. surface of the water; therefore about 34 | the scene of the explosion. bottom plating is bent into areversed V rooms. shape, the after wing of which, about The coal bunkers were inspected two officers and 264 of her crew per- broken in two, and the flat keel bent ished, those who were not killed out- into an angle similar to the angle formright by her explosion being penned be- ed by the outside bottom plates. This tween decks by the tangle of wreckage | break is now about 6 feet below the surand drowned by the immediate sinking face of the water and about 30 feet above of the bull. Prompt assistance was its normal position. In the opinion of rendered by the neighboring vessels an. the court this effect could have been chored in the harbor, and being espe- produced only by the explosion of a and 4 15 pm. Returning leaves Clinton at emiser Alphonso XIII, and the Ward ship, at about frame 18, and somewhat

Lanu steamer City of Washington, which on the port side of the ship. lay near by. The wounded were generously cared for by the authorities of The Conclusions. The conclusions of the court are: Havana, the hospitals being freely That the loss of the Maine was not in opened to them, while the earliest re- any respect due to fault or negligence on the part of any of the officers or members of her crew. That the ship was destroyed by the explosion of a and sympathy were offered from all submarine mine which caused the partial explosion of two or more of her forward magazines; and that no evi-The appalling calamity fell upon the dence has been obtainable fixing the people of our country with crushing responsibility for the destruction of force, and for a brief time an intense the Maine upon any person or perexcitement prevailed, which, in a com- sons.

Her Majesty Informed. I have directed that the finding of of blind resentment. This spirit, how- the court of inquiry and the views of ever, soon gave way to the calmer promunicated to the government of Her investigate the facts and await material Majesty, the Queen Regent, and I do proof before forming a judgment as to the cause, the responsibility, and if the sense of justice of the Spanish nation 'acts warranted, the remedy due. This will dictate a course of action suggestcourse necessarily recommended itself ed by our friendly relations. It will be from the outset to the executive, for the duty of the executive to advise Contract to the executive to the executiv only in the light of dispassionately as-certained certainty could it determine deliberate consideration is invoked.

WILLIAM MCKINLEY. Executive Mansion, March 28, 1898. tecture.

ed and that no indication of tany cause | always locked after having been opened vanna were advised of the purpose of for an internal explosion existed in any and after the destruction of the Maine the keys were found in their proper ing at 8 o'clock.

and shell rooms was taken daily and This was, in the opinion of the court, There were two explosions, with a reported. The only magazine which caused by the partial explosion of two

more open, prolonged and of greater | The torpedo warheads were all stowed volume, is attributed by the court to in the afterpart of the ship under the ship, from a point 112 feet from the operation of the Spanish commission, cipal ports of the United States. Mean- the partial explosion of two or more of ward room, and neither caused nor The evidence of the divers establishes Maine. The dry gun cotton primers that the afterpart of the ship was plac- and detonators were stowed in the tically intact and sank in that condi- cabin aft and remote from the scene of

plosion. The forward part was com- Waste was carefully looked after on uninjured. concurrent external cause, the finding Special orders in regard to this had been given by the commanding officer. contrary, a feeling of relief and confi- The Nature of the Injury to the Ship. Varnishers, dryers, alcohol and other feet in length (from frame 17 to frame At frame 17, the outer shell of the combustibles of this nature were stowed ship, from a point eleven and one half on or above the main deck, and could feet from the middle line of the ship not have had anything to do with the

as to be now about four feet above the under the ward room and remote from

At forty minutes past 9, in the even-ing of the 15th of February, the Maine (from frame 17 to frame 25), is doubled the forward magazine and shell rooms, feet could have been produced only by

+O+O+O+O+O+O+O+O+O+O+O+O 18, and somewhat on the port side of SPAIN ACCEPTS

McKinley's Proposed Armistice In Cuba Until October.

Spain has agreed to accept President McKinley's plan in regard o to Cuba. The President's plan is: First, an armistice between the

After full and mature consideration of | 6 ber. all the testimony before it, the court Second. the United States to finds, as follows: Spain's consent.

Third, the Maine report is to be

Cubans and spaniards until Octo-

Havana had notified the authorities at that place on the previous evening of the arrival of the Maine.

New River coal. The coal had been carefully inspected before receiving it on board. The bunker in which it was stored was accessible on three sides at The state of discipline on board the all times, and the fourth side at this taken before the court. Its purport in brief, is as follows:

When the Maine arrived at Havana

Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried

time, on account of bunkers "B 5" and "B 6" being empty. This bunker, "A safety of the ship were strictly carried 16" had been inspected that day by the engineer officer on duty.

The fire alarms in the bunkers were she was moored in from five and one- cordance with prescribed instructions, in working order, and there had never and proper care was taken whenever been a case of spontaneous combustion of coal on board the Maine.

The two after boilers of the ship ments are passed in review, with the conclusion that excellent order prevail
THE MAINE COURT OF INQUIRY.

Inagazines or shell rooms which was not permitted to be stowed there.

The magazines and shell rooms were and being attended only by a reliable watch. These boilers could not have caused the explosion of the ship. The four forward boilers have since been found by the divers and are in a fair condition.

from those on board.

red at 9:40 p. m. on the 15th day of opsis is as follows: February 1898, in the harbor of Havana, Cuba, she being at the time moored to the same buoy to which she duces and proves the absence of all had been taken upon her arrival,

There were two explosions of a distinetly different character, with a very of the explosion of a torpedo. short, but distinct, interval between them, and the forward part of the ship tively close to the Maine at the moment was lifted to a marked degree at the time of the first explosion.

while the second explosion was more open, prolonged and of greater volume. This second explosion was, in the opinion of the court, cause by the partial explosion of two or more of the forward magazines of the Maine.

did not enable the court to form a defi- ways found dead fish.

The following facts in regard to the the explosion was from the inside. forward part of the ship are, however, established by the testimony: "That portion of the port side of the protecdeck from about frame 30 to about zines of a vessel by a toricdo. At 8 o'clock in the evening of Feb. place in the captain's cabin, everything frame 41 was blown up, aft, and slightly part of the middle superstructure over

middle line of the ship, and 6 feet above the keel when in its normal position, has been forced up so as to be now officials commanded to investigate the Lv. Red Springs 543 pm about 4 feet above the surface of the causes of the accident, and later ou Lv. Maxton. 611 pm water; therefore about 34 feet above with those employed in salvage work. where it would be, had the ship sunk!

into a reverse V shape, the after wing 25) is doubled back upon itself against the continuation of the same plating ex- alterated in the process of extraction, tending forward.

and six feet above the keel when in its normal position, has been forced up so The medical stores were stowed aft. At frame 18 the vertical keel is pronormal position, has been forced up so the ward room and remote from ken in two, and the flat keel bent into an angle similar to the angle formed by feet above where it would have been had No dangerous stores of any kind were the outside bottom plating. This break by sending another vessel there to take the ship sunk uninjured. The outside stowed below in any of the other storethe water and about 30 feet above its normal position.

The court finds that the loss of the Maine on the occasion named was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines.

The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maine upon any

person or persons. W. T. SAMPSON, Capt. U. S. N., Fresident. A. MARIX, Lieut. - Com. U. S. N., Judge Advocate. The court, having finished its in-

quiry, was ordered to make adjournment at 11 a. m., to await the action of the convening authority. W. T. SAMPSON, Capt. U. S. N., President.

A. Marix, Commander U. S. N., Judge Advocate. United States Flagship, New York, March 22, 1898, off key West, Fla. The proceedings and findings of the court of inquiry in the above cases are

M. SICARD, Rear Admiral, Commander-in-Chief of the United States Naval Forces on the North Atlantic Station.

THE SPANISH REPORT.

Claims That the Explosion Was Internal -- A Very Weak Document.

A full synnopsis of the report of the Spanish naval commis- ers' Record, and at one time proprietor The night of the destruction of the sion which investigated the de-Maine, everything had been reported struction of the battleship has been secure for the night at 8 p. m., by re- given the Associated Press. It is taken liable persons, through the proper au from a copy of the original report, horities, to the commanding officer. | which is now on its way from lia-At the time the Maine was destroyed, vana, the synopsis being cabled in the the ship was quiet, and therefore least meantime, and has been placed in the liable to accident caused by movements hands of this government. The conclusions reached are directly opposite to those in the report of the court of in-The destruction of the Maine occur- quiry submitted to Congress. The syn-

"The report contains declarations those attendant circumstances which are invariably present on the occasion

"The evidence of witnesses comparais to the effect that only one explosion occurred; that no column of water was The first explosion was more in the thrown into the air; that no shock to nature of a report like that of a gun; the side of the nearest vessel was feit, nor on land was any vibration noticed, and that no dead fish were round. "The evidence of the senior pilot of the harbor states that there is abundcorroborated by other witnesses. The assistant engineer of works states that Lv. Wilmington

did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship was practically intact, and sank in that continuous of the sides of the vessel the latest the state of the sides of the vessel the latest la dition a very few minutes after the destruction of the forward part.

The following facts in regard to the the explosion was from the inside.

"A minute examination of the bottom frame 30 to about frame 41, was blown of the commission finds no precedent

shown for the extra-territoriality of the Maine, the commission has beer prevented from making such an examination of the inside of the vestel at both with the commander and crew of the Maine, and the different American Lv. Hope Mills 507 pm water; therefore about 34 feet above with those employed in salvage work.

"The report finishes by stating that an examination of the inside and out-The outside bottom plating is bent side of the Maine, as soon as such examination may be possible, as also of the bottom where the vessel rests, will prove that, supposing the remains (of the wreck) not to be totally or partially | Ar Madison 11 55 pm the explosion was undoubtedly due to some interior cause.

No Insurance on Cotton.

A special to the St. Louis (Mo.) Republic from Austin, Tex., says: The cotton buyers and brokers of the State are becoming alarmed at the situation in their business, brought on by war Train on Midand N. C. Branch leaves Geldsboro, daily except Sunday, 7 10 am, arriving Smithfield 3 10 am. Returning leaves Smithfield 3 10 am. Returning leaves and 3 2 4 af her arriving leaves and 3 4 af her arriving leaves and 3 2 4 af her arriving leaves and 3 4 the cotton with the present war cloud hanging over the country.

> Texas Gains \$100,000 a Year. Judge Maxey, of the Texas Federal District Court, has refused an injunction asked for by the Arkansas Building and Loan Association against the State of Texas, enjoining the collection of a franchise tax. The State winning this case means some \$100,000 additional income from foreign corporations.

Extradition Bank Wreckers Denied. Governor Russell, of North Carolina, denied the requisition of the Governor of Georgia for James G. Mehagan and H. T. Latham, ex-president and excashier, respectfully, of the Abbeville (Ga.) Bank. Irregularities of the warrants is given as reason for the denial.

Brief Notes.

The two-cent fare bill, requiring the sale of 500-mile tickets by railroads, has been passed by the Ohio Legislature.

The Peoples' Bank, of Philadelphia, has been closed. Its cashier, John S. Hopkins, shot himself after leaving \$500,000 on worthless paper.

John Simpkins, one of the youngest members of the United States House of Representatives is dead. He represented the Thirteenth district of Massachusetts and bad served in the Tiftyfourth and Fifty-fifth Congresses.

SUPPORTS MCKINLEY.

The Commercial Bodies of Charleston Adopt Resolutions.

The commercial bodies of Charleston, S. C., the cotton exchange, the chamber of commerce, the merchants' exchange and the Young Men's Business League In the opinion of the court, the Maine | all met on the 30th of March, and unanimously adopted resolutions calling on the Senators and Representatives of South Carolina to stand by President McKinley in his efforts to maintain peace. The resolutions adopted, which were signed by the presidents of the

bodies named were addressed to Senator Tillman and are as follows: "As a strong sentiment and desire exists among the business men of Char-leston that President McKinley be given full time to complete his plan to maintain peace with Spain, consistently with the honor of our country, we respectfully urge our Senators and Representatives to support and uphold the President in such efforts. Please communicate this telegram to the entire South Carolina delegation."

General News Notes.

Two hundred of 1600 striking em. ployes at the York Cotton Mills, Saco. Me., has returned to work.

The leading wire-nail makers have been successful in making a "combine" to control three-fourths of the world's output.

Mayor Rice, of Houston, Tex., was obliged to call on the State militia in consequence of the street-car strike

William H. Edmunds, founder and editor of the Southern States Magazine, died at Baltimore on the 27th. He was one of the founders of the Manufacturof the Anniston (Ala.) Hot Blast.

Foreign Notes. The latest returns from the Spanish elections show that 192 liberals and 46

conservatives were chosen. The Reichstag adopted the navy bil! providing money for increasing Germany's power on sea.

Russia has taken possession of Port Arthur and Ta-Lien-Wan, which she has obtained by lease from China. In the Cuban elections the autonomists chose twenty-one deputies to the

Spanish Cortes and the union constitutional party chose nine. Some married couples are so quarrelsome that they dare not sit near the

open window for fear of falling out.

CONDENSED SCHEDULE.

ance of fish in the harbor and this is IN EFFECT JANUARY 23RD, 1898. The evidence bearing upon this, being principally obtained from divers, did not enable the court to form a defi-ways found dead fish.

after explosions made during the executary.

Ar. Fayetteville.

Lv. Fayetteville.

Lv. Fayetteville Junction.

12 10 pm

12 13 pm

12 15 pm South Bound.

Lv. Bennettsville...... 8 00 a m Ar. Maxton 902 a m South Bound, Ar. Bennettsville 7 15 pm North Bound. | Lv. Ramseur. 6 40 a m | Lv. Climax 8 30 a m | Ar. Greensboro 9 17 a m | Lv. Greensboro 9 35 a m | Lv. Stokesdale 11 07 p m

At Fayetteville with Atlantic Coast Line, & Maxton with Carolina Central Railroad, a Red Springs with the Red Springs and Bowmore Railroad at Sanford with the Sezboare Air Line, at Gulf with the Durham and Charlotte Railroad, at Greensboro with Southern Railway, at Walnut Cove with Nor-folk & Western Railway.

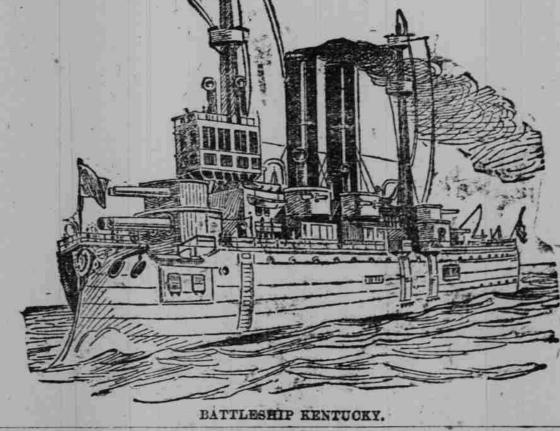
Gen. Pass. Agt



MOST POPULAR SEWING MACHINE for a mere song. Buy from reliable manufactor have rained a reputation by bonest and dealing. There is none in the world that ren mechanical construction, durability of warre, frames of fifish, beauty in appearance as many improvements as the 86 W HORTH

WRITE FOR CIRCULARS. The New Home Sewing Machine Co.

ORANGE, MASS. BOSTON, MASS. 28 UNION SQUARE R. C. CHICAGO, M. ST. LOUR MO. DALLAS TELLAS CALLED TO GALLE BY Gainey & Jordan, Dunn, N. C.



in such fashion as to make the combination almost unequalled in naval archi-

The twin battleships Kentucky and Kearsage were launched successfully at Newport News, Va., last week.

The Kentucky and Kearsage are to cost \$2,250,000 each. Save the Indiana class, they carry the heaviest batteries in accord with modern naval practice. and with primary batteries fully equal to that class they mount secondary guns