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THE MAINE DISASTER

A MAN FOUND WHO SOLD SPAIN THE SUBMARINE MINE

Spain's Purchase of Warships—Another of Her Cruisers Arrives at Havana—Three Bodies Found by the Divers—Danger of Conflict Between Federal and Spanish Authorities Over Quarantine Laws—Florida Charge Fraud in Importation of Relief Supplies for the Destitute

Key West, March 4.—After two postponements of its departure the court of inquiry left for Havana this evening on the light house tender Mangrove. It is believed by the best informed here that the court will complete its labors in the Cuban capital within ten days.

Only three of the six days the court was here were devoted to the work of investigation. The inactivity of yesterday and today is still unexplained, except by a semi-official statement that Rear Admiral Siciard was waiting instructions from Washington. The session, it is generally understood, developed no evidence by which the court could definitely determine the cause of the explosion.

WHAT EVIDENCE BEFORE THE COURT.

A naval officer is close touch with the members of the court, said to this correspondent: "With one exception the witnesses who testified here were Maine survivors. The evidence, though, in most cases taking longer to tell, can be summed up in the words of an enlisted man who, when Judge Advocate Marx asked him what he knew about the explosion, replied 'Sir, I was blown up, I was saved and I'm here.' That was all he could swear to."

One important fact has been learned, however. It is this: Although the members of the court may have their individual theories, they are by no means prepared as a body to render a decisive verdict. The officer already quoted said: "The court has not heard any testimony which could enable it to decide intelligently that the Maine was blown up from external causes. I am the most mistaken man in the world. Before the coming Havana sessions are over, it may secure such evidence and possibly find the blowing up was intentional. It will learn from the divers the actual condition of the ship after the explosion, as it has already learned from the survivors most of the details of the ship's condition before the explosion. With these losses thoroughly established, the court will hear more expert theoretical testimony and then reach a verdict."

This statement can be taken as more worthy of reliance than that of the Maine officer who said the other day he believed the court was bound, on evidence already heard, to find the cause of the explosion external. Its conservatism is also at variance with the opinions of many other naval officers here, especially those of the younger set that their ship was intentionally blown up.

Before sailing tonight Captain Sampson had a long consultation with Admiral Siciard. Hules, the court's chief stenographer, has returned to Washington, leaving Bissell, his associate here.

THE MAINE SURVIVORS PAID.

All the Maine survivors received a month's pay yesterday and their claims for lost personal property have been filed. Schwartz, a cook of the Maine, has put in a claim for \$1,229, which he says he had in his chest, which was blown to pieces. Many other enlisted men lost the savings of years.

There have been no movements of the fleet today except in the case of the Nashville, which towed a coal barge out to the Iowa.

DIFFICULTIES OF THE DIVERS.

Havana, March 4.—The American divers, having examined more or less thoroughly the wardroom of the Maine and the senior and junior officers' mess, are today trying to effect an entrance into the petty officers' compartment, in the hope of finding some bodies there. However, each day the belief grows stronger that few, if any, more bodies will be recovered. Not one was recovered today.

Captain Sharp, who is in charge of the Merritt & Chapman wrecking outfit, appreciates the difficulties of the situation better than others. He will not specify any time when the big guns will be released. It is necessary to first remove the tops of the turrets. These are held in place by steel bolts which must be cut loose. The best informed people here think a month will elapse before the turrets are opened. In the meantime, work on the minor details of the wreck will proceed with all possible speed.

The discipline on board the Spanish cruiser Vizcaya is very high, which naturally gratifies the Spaniards.

Senator Proctor, General Fitzhugh Lee, Captain Sigsbee, and many other prominent Americans, attended the ceremony of decorating the graves of the Maine's dead today.

The cable dispatches deny the reports that the flotilla of Spanish torpedo boats and torpedo boat destroyers are to come to Cuba.

END OF THE WORK OF THE COURT NOT IN SIGHT.

Washington, March 4.—It was developed this afternoon through telegraphic correspondence between Secretary Long and Admiral Siciard that the court of inquiry is unable to fix even an approximate date for the conclusion of its investigation into the disaster to the Maine.

Sharing the general anxiety for some information on this point, Secretary Long today, at the instance of the cabinet, sent a telegram to Admiral Siciard asking him when it was expected that the report of the court would be made and late tonight the following reply was received:

"Secretary of Navy:

"I have talked with the president of the court of inquiry and agree with him that it is not yet possible to fix a date for the finding, as so much depends upon the progress of the divers and the wreckers and the results they obtain. Every effort is being made to advance the inquiry. The court returns to Havana by the Mangrove this evening, having about finished the examination at Key West.

(Signed) "SICARD." Admiral Siciard's message is regarded officially as disposing of the reports that the court has yet obtained positive or conclusive information bearing upon the object of the investigation. It is taken to mean that upon the testimony or discoveries of the divers will depend the finding, the examination of the officers and crew of the ship having been insufficient to enable the court to even form an idea as to what lines may be opened up from the investigation of the wreck itself.

While the telegram was somewhat of a disappointment in leaving the termination of the inquiry as much in doubt as ever, it was welcomed as practically setting at rest the reports as to the results of the investigation up to date. It is stated that the board in all probability will not return to Key West, the department having intimated that it was its desire that the examination of the officers and crew should be concluded at this sitting as they are needed for reassignment to ships.

THE OLYMPIA TO RETURN HOME.

It is probable that the Olympia, flagship of the Asiatic squadron, and the peerless queen of the cruisers will come home to San Francisco. The navigation bureau has this movement under consideration, and in view of the fact that the ship has been three years away from a navy-yard, engaged in cruising services, it is probable that the order would be given.

The torpedo boat Winslow, at Norfolk has completed her repairs and will join the flotilla at Key West as soon as she can be sent on the coast blows itself out and makes the run down safe.

SPAIN'S PURCHASE OF WARSHIPS.

Naval officers are deeply interested in the reports of the purchase of warships by Spain and make the reports of these transactions the text for complaints of the inability of our navy department to do likewise. However, as the report from London to date of the purchase of the Amazonas by Spain, it is said, at the department that this vessel sailed for Brazil several months ago and has been delivered to the Brazilian government. Her sister ship is near completion in the yards, the other two, the other two cruisers, copies of the Barossa, now of the Brazilian navy and their strong point is their great radius of action—8,000 miles—which would enable them to cross the Atlantic and re-cross without renewing their coal supply. The other two ships building for Brazil in France which are also reported to be about to pass into Spanish possession, are presumed to be the Deodoro and the Floriana, which are building at La Seyne, Toulon. These are the largest of modern battleships. Their tonnage is only 5,162, but they carry four 10 inch rifles in turrets, in addition to two 6 inch and four 4.7-inch guns and a good secondary battery. Their coal endurance, however, is small and their force would seem to be confined to defensive operations, or cruising near a base of supplies.

The London reports also caused comment at the state department. In some quarters the feeling was expressed that pending the finding of a court of inquiry on a case having the international phases of the Maine explosion and the obligations of neutrality were as it rightly imposed on England and Brazil in time of war. But, as a general rule foreign governments are free to sell warships, either directly or through their citizens, up to the actual date of hostilities.

QUIET AT THE WAR DEPARTMENT.

Matters were very quiet, at least externally in the war department to day. So it was unknown officially that the troops at Salt Lake are being reviewed and it was said that if this were so, it could be nothing more than the usual periodical inspection officers at Bethlehem to be ready for a quick start, it was said that Captain McNutt and Lieutenant Benet, who have been on inspection duty for several years past, are not to be disturbed and have had no orders such as are reported from Bethlehem.

SCOPE OF DUTIES OF THE COURT.

Admiral Siciard's precept convening the court of inquiry now investigating the disaster of the battleship Maine has been received by the navy department and was made public today. It is important mainly in showing the exact scope of the inquiry and the extent to which the report will go. Aside from the usual orders directing the court to report both findings of fact and his opinions on these findings, Admiral Siciard directs the court to record any information as to person or persons, "not connected with the navy of the United States who are, in his opinion, responsible, in part or wholly, directly or indirectly for the explosion and loss of the Maine," with names, and the degree of responsibility in each case. The court is to make its report to Admiral Siciard.

The state department received the following telegram from Consul General Lee at Havana, March 3, 1898.

"I have established an asylum for destitute small orphans, regardless of nationality. The money sent by you will be applied to the purchase of food for said orphans."

The war department, it is understood, will endeavor to induce the treasury officials to return Tortugas Island to its jurisdiction, but at the treasury department, it is said that no request has yet been made upon the secretary of the treasury for the transfer. Should the request be made it is stated that it would be complied with at once. Some years ago this island, then under the control of the war department, was turned over to the treasury department for use as a quarantine station with the stipulation that it would be retransferred at any time upon request. Since then

the government has established on Tortugas one of the most complete quarantine stations in the country. The fact of its being would not even be considered should the war department need it for its own purposes. Possession, it is said, would be given within forty eight hours.

SPAIN ASSEMBLING WARSHIPS.

London, March 4.—A letter just received here from Madrid says it is definitely reported there that a fresh Spanish squadron destined for Cuba, is being organized at Cadix. It consists of four iron clads the Carlos V., Pelayo, Alfonso XIII, and another, several gun boats and a trans-Atlantic steamer.

Active work is also proceeding upon the torpedo boat destroyers Prosperina, Audaz and Oseada and upon the torpedo boats Habana, Ramona and Barcelo, which form the second boat flotilla that Spain is sending to Cuba.

Washington, March 5.—There is promise of a new and unwelcome development of the Maine affair that in the case may lead up to an issue between the government of the United States and the state of Florida, if the officials of the state endorse the stand taken by the local officials at Key West. The latter have notified Admiral Siciard that on the first of next month they propose to enforce the state quarantine law against all craft arriving from Cuba, as a measure of prevention against the introduction of yellow fever. The notice indicates that the law will be applied to the naval vessels, and in view of the serious interruptions such interference with the free movements of his ships would cause Admiral Siciard has reported the facts to the navy department and awaits instructions. The department officials cannot tolerate with equanimity the stoppage of such craft as the Mangrove and the Fern, on their errands of mercy, nor delays that may result in the prosecution of the work of the wreckers engaged on the Maine's hull and in the work of the court of inquiry. The president himself probably will communicate with the governor of Florida with a view to securing an amendment of the law so far as it is proposed to apply to naval vessels, this being the speediest manner of dealing with the case, although it may be stated that the national government never has recognized the right of any local authorities to stop its vessels in the prosecution of their duty, and that the officers on our warships, returning from any port suspected of infection, but this is asserted to be merely a concession and not the recognition of any lawful right of the port authorities. In view of the fact that the officers on our warships, with the aid of capable surgeons, each ship, make it their pride to keep their craft in the most healthful condition, naval officers feel that they may be unfairly to run their ships between Havana and Key West without restriction.

As an evidence of the care exercised to avoid carrying contagion, the officials point to the fact that without suggestion from any of the health authorities of Florida Admiral Siciard has ordered the survivors of the Maine disaster to be detained in quarantine for several days before allowing them to go to Key West.

It is asserted positively at the state department that there has been no change in the plans for the sending of the Oregon to the Nashville coast to eastern Cuban ports with relief supplies for the reconcentrados. It had been suggested that the offer of a merchant steamer from New York to take some of these goods to Cuba would relieve the naval vessels from the performance of this onerous task, but the declaration from the state department ensures the execution of the original programme and the ships named will sail for Matanzas and Sagua la Grande as soon as the goods arrive at Key West from New York. Reports that have come to the state department from these places show that terrible destitution exists, probably nowhere exceeded on the island, and the officers of the Montgomery saw for themselves on their recent stop at Matanzas the extent of the misery. It is said by some of the correspondents of these officers that they all returned penniless from their Cuban cruise, having been so moved by what they saw that they gave away all of their ready cash.

It is decided this afternoon to abandon the projected order to the flag-ship Olympia to return to San Francisco from Hong Kong. Without this fine ship the Asiatic squadron would be made up of gunboats and unprotected cruisers, without any great degree of defensive and no offensive force against the Spanish fleet. The cruiser Baltimore, now at Honolulu, has been ordered to take the powder, to be brought to that port by the Mohican, further along to Hong Kong for the vessels of the Asiatic squadron. Whether or not the ship will be attached to the squadron permanently has not yet been determined.

The torpedo boat Winslow, which has been under repairs at the Norfolk navy-yard, sailed today for Key West to join the flotilla.

The continued reports that Spain is buying new ships led to counter reports that the navy authorities here were considering similar purchases. In no official quarter at the navy department could this be confirmed, as steps of this character necessarily would be guarded with the greatest secrecy. There is little doubt, however, that the department is informing itself as to the opportunities for purchase should the necessity for more ships arise. Thus far there have been no negotiations for ships and no options asked on particular ships. Quite a number of offers of ships have been submitted to Secretary Long by shipbuilding concerns in this country and abroad. These have been docketed and filed, but beyond an acknowledgement of the offers no steps toward purchase have been taken.

Under ordinary circumstances, the navy department would require authority from congress to purchase warships. There is no law which permits a larger exercise of authority in times of emergency than at other times. It is understood, however, that the navy authorities feel that such emergency measures as might be required would have the subsequent approval of congress.

A precedent is cited as to the purchase of a naval vessel in a time of emergency without the assent of congress. While Secretary Chandler was at the head of the navy department information reached here that the Greeley Arctic expedition was in a perilous condition and that relief was imperative without a day's delay and it was a matter of history that the relief party had been found four hours later in reaching Greeley and his men the latter would have succumbed from starvation. None of the naval ships at the time were available. The Bear was offered for sale, however, and Secretary Chandler closed the contract for its purchase, stating at the time that if congress failed to ratify the purchase and make the appropriation necessary for the purchase price he would hold himself personally responsible to the contractors. The purchase was successful in its result and congress promptly ratified Mr. Chandler's course by paying for the ship. It is said that the same course of procedure would be followed in case of emergency at the present time.

ENGLISH SUBJECTS IMPRISONED.

Havana, March 5.—The Mangrove, with the United States naval court of inquiry on board, arrived here before noon and at once held a session. Ensign Powellson was examined concerning the work of the divers, and his examination was continued after the recess. Captain Ampar, the president of the court, said he was very sorry, but it was impossible to tell the correspondent any part of the testimony or the conclusion reached. Further, the captain said he had no idea how long the court would remain here, adding that no news had been received from the court to go to Washington at the close of its sessions here.

THREE BODIES RECOVERED.

Three bodies were recovered today from the wreck of the Maine. One of them was identified as that of Robert White, a mess attendant, and another supposed to be that of a man named Stewart, with the remains was found a fine handkerchief, having on it the letter "R." The third body is supposed to be that of an officer, as the clothing was saturated with oil.

The Almirante Oquendo and the Vizcaya, sister ships, are moored a few hours from each other and present a fine appearance.

Senator Proctor visited the hospitals today and this evening he will take a boat to Sagua de la Grande, returning by rail in time to take the next (Wednesday) steamer for home.

SPAIN'S PURCHASE OF WARSHIPS.

London, March 5.—Further inquiries made on the subject confirm the report of state department that the two cruisers which the Armstrongs have been building for Brazil, to Spain. The inquiries further show that a representative of the Chilean government has been negotiating with a representative of the Spanish government for the sale of the battleship O'Higgins, built by the Armstrongs for Chile, and it is believed that the deal is practically completed whereby this splendid warship passes into Spain's possession. It is known that the Chilean representative made a definite offer to Spain recently, but the price was considered too high and Spain made a counter-offer. It is now understood that they have come to terms. The ships which Spain secured in France are too heavily armored coast-defense vessels which the Spanish navy will have no use for.

The statement made in Washington that the Amazonas, one of the vessels Spain has purchased from Brazil, has already left this country for Brazil, is incorrect. She is still at the Armstrong works.

THE MAN WHO FURNISHED THE SUBMARINE MINES.

According to the statement of a man whose cards describe him as being an electrical engineer, whose name cannot be disclosed, but has been forwarded to Washington, he sold to Spanish agents in London several years ago a large number of mines, eight or ten of which were placed in Havana harbor. He says they were made in a special way and had a specially and peculiarly constructed cable, which he contends he can positively identify if the smallest piece is produced. Some of the mines, the man continues, were fixed so they could be fired from a fort, and two of them had bulbs, so arranged that they would explode upon a vessel coming in contact with them. But the alleged electrical engineer adds that he does not believe the bulbs would be used in water as shallow as that of Havana harbor. He exhibited the plans of one of these mines, which, he pointed out, was the most likely to produce the effect described as causing the wreck of the Maine. It was numbered "2" and was constructed to contain 500 pounds of gun cotton. This is the story told by the man who gives one the impression that he has been sergeant of engineers, or has held some similar position. He was apparently thoroughly posted upon electrical matters and submarine mines.

ANOTHER SPANISH WARSHIP ARRIVES.

Havana, March 5.—The Spanish first-class cruiser Almirante Oquendo arrived in Havana harbor this morning from Spain. She received a hearty welcome from the ferry boats and tugboats on board of which were the civil and military authorities and different societies which had been waiting for the warship's arrival. The docks were crowded with sight seers, peckers, were up and down and other decorations were displayed from the vessels in port, the public buildings and the palaces. The Almirante Oquendo made a fine appearance as she returned the salute from Fort Cabanas and then sailed for the fort and admiral Captain Joaquin Lasaga is in command of the Almirante Oquendo.

Fitzhugh Lee, Jr., son of the consul general, was among the passengers who arrived here today on the Olive.

The smokestack of the Maine have been removed. The divers hope to recover some more bodies today.

The great iron railroad bridge near Holston, known as the Pando bridge,

has been partially destroyed by the insurgents, who used two dynamite bombs.

A FRENCH SUBJECT IMPRISONED.

Havana, March 5.—Honore Laine, the correspondent of a New York paper, an alleged French subject, has been arrested and imprisoned in Cabanas fortress. A Cuban newspaper man named Pardo was taken into custody at the same time. Laine was formerly imprisoned upon a charge of active complicity with the insurgents. It is said that he will be released and sent north on the next available steamer.

The court of inquiry at the afternoon session continued the examination of Ensign Powellson, at the conclusion of which an adjournment was taken. Several Spanish divers were down for several hours today. They make daily reports to Captain Peral, of the Spanish court of inquiry.

The coast survey vessel Bache arrived this afternoon. She will take to Key West the bodies of those recovered from the wreck.

The boat on which Senator Proctor had planned to go to Sagua la Grande this evening did not leave, but Mr. Proctor, accompanied by Miss Barton, John K. Elwell, and Dr. Egan, will go to Sagua early tomorrow by train.

The executive committee of the anti-secession party will publish a manifesto in El Pais and The Diario de la Marina tomorrow, setting forth the intentions of the party in relation to the coming elections.

FRAUD CHARGED BY SPANISH CUSTOMS OFFICERS.

New York, March 5.—A dispatch from Havana today said that Havana customs officials claimed to have discovered evidence of smuggling in the goods consigned to Miss Clara Barton for free distribution among the reconcentrados. Japanese paintings and costly jewelry were said to have been in packages of goods admitted free. Chairman Barton, of the central Cuban relief committee, said that he had not seen how such a thing could be possible. No shipment is made by the Central Cuban relief committee to any other person than General Lee.

PREPARING FOR AN EMERGENCY.

Washington, March 5.—The developments at the state, war and navy departments in connection with the Spanish situation have divided themselves into two distinct branches, one relating to the Maine court of inquiry and the other to the national and military steps to place the navy and military arms of the service on an efficient basis. Concerning the court and its work the information received by the authorities here is of the most fragmentary character and the highest naval officials refuse to say anything at hand to indicate even the tendencies of the members of the court from the evidence they have thus far received.

The other general branch of the subject, that in which various naval and military bureaus, continue without reference to the work of the court of inquiry. This activity up to the present time has not taken the form of any concentrated or elaborate plan of emergency preparations, but has consisted of minor acts, which, taken together, have shown that the heads of departments were not inactive in preparing their branches of the service for any requirements which it was possible might be made upon them.

There is no disposition to anticipate an emergency or to say that any situation will develop which will call into use the preparation now on foot. On the contrary, the highest authorities of the naval and military branches say they do not expect an emergency, but are performing their duty allotted to them of being ready for any result that may come.

Senator du Bose, the Spanish charge called at the state department today and had a short talk with Judge Day concerning recent filibustering movements. The department desired to get fuller information than had thus far been furnished it is understood that subjects which have attracted much interest within the last few days were in no way referred to.

The departure of General Wilson, chief of engineers of the war department for the south, it is now admitted, is for the purpose of inspecting fortifications and river and harbor improvements. His trip may extend to Dry Tortugas in the gulf of Mexico.

Key West, Fla., March 5.—The Mallory Line steamer Lampasas, which sailed for New York today, has on board five survivors of the Maine. They are Master-at-Arms Loal, Cook Schwartz and Topia, Rushida and two stewards. They will be taken to the receiving ship Vermont and from there will be transferred to other ships.

New York, March 5.—The Mallory Line steamer Nuces, sailed today for Key West with seventy-five tons of relief supplies for the destitute in Cuba. At Key West the stores will be transferred to the United States steamship Nashville and Montgomery.

A telegram was received here today from H. R. Lewis, secretary of the Oregon relief committee, saying that the first section of a Cuban relief train carrying 150,000 pounds of food left there yesterday.

When You Are Tired

Without extra exertion, languid, dull and listless, your blood is failing to supply to your muscles and other organs the vitalizing and strength-giving properties they require. Hood's Sarsaparilla cures that tired feeling by enriching and purifying the blood. It will give you energy and vigor.

Hood's Pills are easy to take, easy to operate. Cure indigestion, biliousness. 25c.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER

Absolutely Pure

HP DRY TORTUGAS

Its Importance as a Naval Strategic Point. Also Well Suited for a Quarantine Station.

Washington, March 5.—The proposed transfer of Dry Tortugas, which is now regarded as the most important quarantine station off our southern coast, to the war department, would necessitate the immediate selection of another location for a station off the coast of Florida. The quarantine season against ports infected with yellow fever and other infectious diseases begins April 1st, so that if the war department decides to resume control over Dry Tortugas no time will be lost by the marine hospital officials in fitting out another station. Already some correspondence has been had with officials of the service on the Florida coast and several of the Florida keys have been suggested as suitable places to which the station might be transferred. Among them are Fleming Key, which Surgeon Murray at one time considered superior to Dry Tortugas as a location for a quarantine station, Muller Key, which the Florida navy now maintains a station, and Bahia Honda, which is east of Key West.

Owing to the admirable location of Dry Tortugas, which is directly in the track of all vessels bound to the United States from the West Indies, the north coast of South America and Central America and the perfect character of the quarantine station, it will be given up with great regret by the marine hospital service, if the war department insists upon taking possession.

The annual reports show that in 1895, fifty one vessels were disinfectant at the station and in 1896, sixty one vessels. The figures for last year when the number was much greater are not yet available. Yellow fever patients are not treated at Tortugas station, but at Bird Key, six miles away.

The same advantages claimed for Dry Tortugas as a point for quarantine station are claimed for it as a strategic point for a base for a fleet operating against Cuba. It was used during the civil war as a base of operations against confederate states. A report made by Surgeon Murray two years ago contains some valuable information regarding the location, the harbor and the condition of the fort of Jefferson. The group of keys, or islets of which Gordon Key, upon which the station is located, is the center, cover an area of eleven square miles. Gordon Key consists of ten acres. On it are situated the main buildings, the harbor and the condition of the fort of Jefferson. The group of keys, or islets of which Gordon Key, upon which the station is located, is the center, cover an area of eleven square miles. Gordon Key consists of ten acres. On it are situated the main buildings, the harbor and the condition of the fort of Jefferson. The group of keys, or islets of which Gordon Key, upon which the station is located, is the center, cover an area of eleven square miles. Gordon Key consists of ten acres. On it are situated the main buildings, the harbor and the condition of the fort of Jefferson.

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Whopping cough is the most distressing malady; but its duration can be cut short by the use of One Minute Cough Cure, which is also the best known remedy for croup and all lung and bronchial troubles. R. R. Bellamy.

Caution for Pensacola

Augusta, Ga., March 5.—A 10 inch bore breech loading rifle, thirty four feet long, loaded on a special flat car, passed through Augusta this morning bound for Pensacola. It came from the Brooklyn navy yard over the Atlantic Coast line. Two car loads of ammunition taking the same route also passed through here.

The Winslow Goes to Sea

Norfolk, Va., March 5.—The torpedo boat Winslow left the navy yard at 11:40 o'clock today and went at once to Old Point. She left Old Point at 12:30 o'clock and steamed out to the coast. The observer at Cape Henry has not reported her as having passed out, but it is quite probable that she slipped by unnoticed. The Winslow is apparently bound for Key West.

Receiver for the W. N. C. R. B. Company

Raleigh, N. C., March 5.—Judge McIver, at Salisbury this afternoon issued an order to show cause why a receiver should not be appointed for the Western North Carolina railroad. The order is made returnable at Chambers in Lexington Wednesday March 16th.

Don't annoy others by your coughing, and risk your life by neglecting a cold. One Minute Cough Cure cures coughs, colds, croup, grippe and all throat and lung troubles. R. R. Bellamy.

To Re-open Passenger Rate Reduction Order

(Special to The Messenger.)

Raleigh, N. C., March 5.—The railway commission today announced that March 15th it will hear exceptions to the order reducing passenger rates of fare.