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WILMINGTON, N. C., FRIDAY FEBRUARY 17, 1899.

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A JOINT SESSION.

Of Legislature to Receive Committee Report in Case of the Wilsons.

DECISION OF THE COMMITTEE

Which Recommends Reinstatement of the Commissioners to be Taken Up Next Tuesday--The Joint Session Elects Members of the Board of Internal Improvements--Report of Committee on Resolution of Impeachment of Judge Brown. Mr. White's Apology Received and He is Allowed to Withdraw the Resolution.

(Special to The Messenger.)

SENATE.

Raleigh, N. C., February 15.—Bills were introduced as follows: To abolish the office of county treasurer, to take effect in 1900. To prevent the sale of liquor at LaGrange. To require railroads to give better transportation to truck companies. To extend the non-ferrous law in Pitt and Greene counties. To amend the charter of Chadbourn. The chair announced the time had arrived for the special business, Judge Norwood's impeachment.

Senator Osborne stated it was well known there was delay in the mail service between here and Judge Norwood's home, and asked that the senate delay proceedings until Judge Norwood could be heard from by post.

The request was granted and tomorrow morning was fixed for hearing the matter.

Bills were passed as follows: To amend the charter of Farmville. To restore white government to Washington county by appointing additional commissioners. To amend chapter 284, laws of 1893, allowing the Wilmington and Weldon Railroad Company to consolidate with other roads. To incorporate the North Carolina Society of Cincinnati. To incorporate the Piedmont Savings bank. To require the supreme court to file written opinions on all assignments of error, decisions or judgments rendered by said court. To elect directors of the deaf and dumb school at Morganton on February 16th. To incorporate the Carolina and Northern Railway Company. For a dispensary in Whiteville. To allow the town of Castalia to elect its own officers.

A joint resolution was adopted providing a committee to secure better ventilation for the legislative halls.

HOUSE OF REPRESENTATIVES.

The house met at 10 o'clock. The judiciary committee made a report on the resolution introduced by Mr. White, republican, of Davie, yesterday, charging that it was reported that Judge George H. Brown, Jr., was intoxicated. The report said that on full evidence the charge was found to be baseless; that Mr. White desired to withdraw the resolution; that leading republicans, such as Messrs. Hampton and Petree, said it was no party measure, and that Mr. White had been misled.

Mr. White said that there was a public rumor as to the matter, he had offered the resolution, without prejudice or malice. He asked leave to withdraw the resolution, saying after full evidence it was shown there was no foundation for the rumors. He further asked that the entire matter be expunged from the record. His requests were complied with.

Bills were introduced as follows: To prevent minors from congregating in barrooms and to prevent barkeepers from giving free lunches. To enforce collection of taxes upon lands sold for taxes. To incorporate the Emancipation Proclamation Association. To charter the Western North Carolina Medical college at Pilot Mountain. To amend chapter 145, acts 1895, as to Pitt and Greene. To regulate fishing in Albemarle sound. To establish a dispensary at Lexington. To repeal the Wilson county road law. To incorporate the Bank of Alamance. By Mr. Thompson, of Onslow, to allow the penitentiary to complete the Quaker Bridge road in Onslow and Jones counties. (He says \$50,000 has been expended on this road, but it has never been completed; it runs through state swamp lands.) By Mr. Robinson, to incorporate the Atlantic and Yadkin railway; also to limit the length of attorneys' speeches, save in capital cases. To make Labor day a legal holiday. To direct the state treasurer to pay pensions quarterly.

On motion of Mr. McLean, of Harnett, the house took up the committee's substitute bill to provide separate railroad accommodations for whites and negroes.

The bill provides for a first class car for each race and a divided second class car, the railway commission to be given charge of the regulation of the matter and to be given the power to exempt roads whose income does not exceed \$1,500 per mile.

Mr. Winston sent forward a substitute.

Mr. Gilliam made a motion that the bill and substitutes of Messrs. McLean and Winston, together with other

amendments be printed, and this was adopted so far as the committee's bill is concerned.

The committee on salaries and fees reported as a substitute the bill reducing fees of state and county officers.

The resolution was adopted that the legislature at noon tomorrow elect directors of the deaf-mute school at Morganton.

Bills passed their third reading as follows: To amend the charter of Mount Olive. To allow the Raleigh and Gaston railway and other divisions of the Seaboard Air Line to consolidate. To allow Fayetteville to establish and operate a system of electric lights and motive power. To re-charter New Bern the charter of which was repealed two weeks ago.

The senate and house met in joint session for the purpose of electing the state board of internal improvements as follows: First district, E. F. Lamb, of Elizabeth City; Second, J. W. Grainger, of Kinston; Third, W. J. Adams, of Carthage; Fourth, Armistead Jones, of Raleigh; Fifth, Charles M. Parks, of Hillsboro; Sixth, R. D. Caldwell, of Lenoir; Seventh, A. H. Boyden, of Salisbury; Eighth, Clement Manly, of Winston; Ninth, W. T. Lee, of Waynesville.

Senator Justice made a motion that the joint session continue in order to receive the report of the committee in the case of Major J. W. Wilson, and his removal as railway commissioner, which motion prevailed.

At 2 o'clock Senator Osborne came forward and said: "I desire to file the report of your special joint committee in the matter of the removal of the Wilsons."

The committee reported it had called on the governor for his evidence and reasons, and that in response he had furnished the names of certain witnesses; that as a matter of law the committee did not sit in review of the governor, but the only ground for removal was in two messages of the governor, which were filed as part of the report of the committee. The committee finds that the giving of mortgages to Colonel Andrews by Major Wilson is not such as to make disqualification, as Colonel Andrews is amply protected by the mortgage and by collateral, and that it is not in violation of the railway commission act, and is not of a character to put Major Wilson in Colonel Andrews' power in any way.

As to the Round Knob hotel, the mere owning of it by Major Wilson is not of a character to violate the commission act. Letters written in 1886 showed that he declined to enter into arrangement to make the hotel an eating house, and he did not use influence to have the hotel opened as an eating house. He sold all his interest in the hotel to R. W. Brown, to whom it was mortgaged for its full value. The committee finds that Major Wilson's family did not ride on free passes; that he used pass to save the state expense, and did not, therefore, take allowance for railway travel. It is further found that he had no express or telegraph franks, that charge likewise falling through entirely.

The committee thus finding in favor of Major Wilson, recommends that by vote he be reinstated and his past salary be paid.

As to Otho Wilson, the report was similarly exonerative; that the leasing of a hotel beside a railway was not such an interest as is prohibited by the railway commission act; that he be reinstated and be given back salary.

Senator Ward moved that 500 copies of the report be printed, and that the matter be made a special order at joint session of the two houses next Tuesday.

Senator Justice offered a resolution that the report of the committee be received and adopted; that J. W. Wilson and S. Otho Wilson be not removed from office.

Mr. Moore moved immediate adoption of the resolution.

Mr. Thompson, of Onslow, wanted the matter postponed, saying he had not arrived at the same conclusion as the committee; that he thought both the Wilsons ought to go out; that he wanted time to consider; that he thought the committee was trying to rush this matter; if there was a vote now he would vote "nay;" that he did not think the Wilsons were impartial judges between the railways and the people and that if better men than those

cannot be obtained it was best to abolish the commission. Mr. Thompson disclaimed any intention to reflect on the committee.

Senator Justice said the committee was not pressing immediate action on the resolution, nor was his resolution for that purpose.

Mr. Moore said he was the person who asked that the report be at once adopted, and that he preferred to stand by the able committee. He removed his motion for immediate consideration, and action. It was lost and that of Senator Ward was adopted.

The house met at 4 o'clock. Consideration of the calendar was resumed. Bills passed as follows: To allow Mt. Airy to levy a special tax for graded schools. To incorporate Mt. Gilead. To incorporate Union City. To allow Raleigh to issue \$100,000 of street improvement bonds. To repeal chapter 109, acts 1897, as to non-suits. To allow Anson county to levy a special tax. To amend the charter of Wadesboro. To amend the charter of Winston. To provide for improvement of roads in Alleghany and Watauga. To amend the charter of Gastonia. To substitute sheriff for clerk in execution sales. To amend the stock law in Jackson county.

The bill to regulate measurements of timber in North Carolina and protect timber interests, by making it unlawful to use any other measure than superficial board measure, so as not to allow any calculation of the dimensions of a log less than the amount of inch boards which can be sawed out of it, was sharply discussed. Mr. James being its only defender. It was tabled.

Bills also passed: To amend the charter of Statesville. To incorporate the Raeford Educational Association. To incorporate the Oriental Insurance Company. To amend the homestead law, so as to allow a man only one homestead in case he sells or execution is issued. To amend section 3324 of the Code regarding suits by the state. To amend the Wilson graded school law. To extend the time for building certain roads in Lincoln. To regulate shooting of wild fowl in Dare county.

The bill to provide for the appointment of three tax commissioners by the legislature to study all phases of the tax question was tabled.

The bill to put Cleveland, Gaston and Mitchell in the Eighth and Davie and Yadkin in the Seventh congressional district was made a special order for Wednesday.

FROM THE NORTH TO TROPICS

The Atlantic Coast Line Issues a Handsome Map of Its Lines of Railway--Some of Its Features

We have received a handsome wall map which has just been issued and is being distributed by the Atlantic Coast Line. It is 18 inches wide by 32 inches in length, and contains a clearly and beautifully printed map of the eastern part of the United States from Massachusetts to Florida and excellent maps of Cuba, Porto Rico, Hayti, Jamaica, and other West India islands. The railway lines of the Atlantic Coast Line are laid down in red, and travelers are given a most admirable idea of the various sections traversed by this splendid railway system.

The Coast Line gives a magnificent vestibule train service from Boston, New York, Philadelphia, Baltimore, Washington and other cities to points in the south as far as Florida. The map also shows its connections at Miami, Tampa and Key West with the lines of the Florida East Coast Steamship Company, and the Plant Steamship Company to Havana and Santiago, Cuba, Porto Rico, Hayti, Jamaica, and other parts of the West Indies.

The Atlantic Coast Line's map, besides its contour of railway lines, contains very handsome lithograph cuts of the capitol and other public buildings in Washington, "The Battery," at Charleston, lake and other sub-tropical scenes in Florida, and scenes in Cuba. It is easily seen by the map that the Coast Line traverses and reaches the garden spot of the world, and one can see at a glance that this system is one of America's most important railways. The Coast Line now operates about 2,300 miles of railway, and certainly a great future is in store for it. Its able management is making it one of America's most successful railway systems, and it is destined to be a vast means of developing the south and the West Indies.

THE WRECK OF THE LAWRENCE

The Other Missing Boats of the Steamer Turn Up in Safety Off the South Carolina Coast

The Messenger's press dispatches received Monday night gave an account of the wrecking of the steamship William Lawrence, of the Merchants and Miners' line, off Port Royal, S. C., last Saturday. The dispatches stated that the captain and his crew and passengers left the ship in four boats and that one boat had arrived at Port Royal, but fears for the safety of the other boats were felt.

Last night President Warren G. Elliott, of the Atlantic Coast Line, received a private dispatch from the president of the Merchants and Miners' line, stating that the other boats had turned up in safety.

Georgia Peach Crop Destroyed

Atlanta, Ga., February 15.—State Entomologist Scott today said that the peach crop had been utterly destroyed, and in all probability the growers would be so discouraged they would abandon the business. Last year's crop was valued at \$1,000,000, but there will be none all this year and probably none for three years to come.

NICARAGUA CANAL BILL

Shelved for This Term of Congress.

THE POINTS OF ORDER

Against Its Being Made a Rider to the Sundry Civil Appropriation Bill Sustained by the Chair and His Ruling Approved by the House--Senator McEnery's Question of Personal Privilege as to Motives Charged to Him for Introducing Philippine Resolution.

SENATE.

Washington, February 15.—In the senate today Senator McEnery, of Louisiana, as a question of personal privilege, made an emphatic denial of the statement that his resolution, adopted by the senate yesterday, was introduced in the interest of the sugar growers of Louisiana. During the debate on his resolution yesterday he said some statements were made with respect to changes in the resolution after it was introduced that would seem to reflect upon him. Senator Lindsay, of Kentucky, had said that upon examination he had found that it was not the same resolution he had supposed Senator McEnery was going to offer. Senator Tillman, of South Carolina, had said that this resolution had been amended "all out of shape."

Senator McEnery said that the resolution had been in his possession for some time, but that no material changes had been made in it. The changes made were only such as were required to make it conform to the conditions when he offered it. There certainly, he said, was no ground for the statement of Senator Tillman. He further said that he was glad, he said, to have a vote upon it yesterday that the resolution was introduced because the sugar planters of Louisiana were afraid of the sugar competition of the Philippines he spoke of in a misapprehension. The sugar planters, as a body, were opposed to the ratification of the treaty. He said he had not consulted them with reference to his vote on the treaty as he did not represent them exclusively. The cotton industry of Louisiana was strongly in favor of the treaty. He said that if it should prove to be true that the resolution would afford protection to the sugar industry, he should be glad of it, that protection to the industry was not his motive in introducing it.

A bill extending the "cordial appreciation" of congress to Miss Helen Miller Gould for her patriotic service during the recent war and providing that the president should present to her a gold medal was passed.

A bill was also passed providing for the admission to the naval academy as a cadet of Oscar W. Deigman, one of the Merrimac heroes.

On motion of Senator Hoar, the senate at 12:50 p. m. went into executive session. After the executive session an open session was held for the purpose of giving Senator Carter an opportunity to try to get consideration for the bill providing a code of laws for Alaska. He made a request for a unanimous consent agreement for a night session to read the bill, which is very voluminous, but objection was made.

Senator Chandler said he was anxious to discuss the bill called a "Ticket Brokerage Bill" which he declared was a measure of monopoly against competition.

Senator Cullom, chairman of the interstate commerce committee, expressed doubt that the anti-scalping bill could be voted on at this session. He would be glad, he said, to have a vote upon it, but saw little prospect of it.

Senator Tillman: "I want to say now that that bill (anti-scalping) cannot pass at this session."

After some further discussion, Senator Carter seeing no opportunity for an agreement moved an adjournment which carried at 5:50 o'clock, p. m.

HOUSE OF REPRESENTATIVES.

The house today settled the fate of the Nicaragua canal bill in this congress by refusing to override the decision of the committee of the whole when the chair held that the canal bill offered as an amendment to the sundry civil bill by Mr. Hepburn was out of order. The friends of the Nicaragua bill were very confident yesterday that they would triumph, but after four hours of debate, the chair was sustained—127 to 109.

Mr. Bailey, the democratic leader, made an argument in favor of the view that if this amendment was declared desired to vote upon that proposition because he realized that sooner or later the house would be compelled to choose between this proposition and one to allow a private corporation with government credit to build the canal. If the canal was to be built by the government, it must be based upon the theory that the canal was necessary for the support of our military and naval defense. Otherwise, if the government could build foreign waterways in foreign territory why could it not come back home and build railroads for the benefit of inter-state commerce.

Mr. Dockery, of Missouri, gave notice that if this amendment was declared in order he would offer an amendment to it to provide for the issue of enough additional legal tender notes to meet the entire cost of the construction of the canal. Mr. Dockery declared himself in favor of building the Nicaragua canal because it would aid the national defense and promote commercial expansion which he preferred to territorial expansion. He hinted strongly at influences outside the bill, the same influences substantially which were back of the Hanna-Payne subsidy bill. These influences, he said, insisted that \$5,000,000 should go to certain gentlemen who were interested in the Maritime Canal Company. He warned the members on his side of the house that they could not afford in the closing days of the session to lend themselves to such an enterprise.

Mr. Moody, republican, of Massachusetts,

sets, made a technical argument in support of the point of order, citing numerous precedents. He, too, favored the construction of the canal, but he protested against being forced into a corner and compelled in violation of the rules to accept a proposition in the closing hours of this congress, the effect of which no man could foretell.

Mr. Grosvenor, republican, of Ohio, vigorously contended that the point of order was not well taken. He could not understand, he said, why members should get excited because the representatives of the people were making an honest effort to do that which all political parties had sworn they would do for the last five years. He said that this bill would not have been offered as an amendment to this bill had not the chairman of the appropriations committee announced that neither the canal bill nor the ship subsidy bill would receive consideration at this session. He contended that the work of constructing the canal was now in progress, within the meaning of the rule. If this amendment was not placed upon the pending bill, he declared that the grand child of no member present would live long enough to see the canal built.

Mr. Cannon denied emphatically that the failure to break down this rule meant abandonment of the construction of the canal by the United States. Mr. Grosvenor reiterated it and said if this effort failed he favored the passage of a joint resolution to inform the nations of the earth that we had given up the project and would welcome the building of the canal upon the terms upon which the Suez canal was built.

At the conclusion of Mr. Grosvenor's speech the chairman of the committee of the whole, Mr. Hopkins, announced that he was ready to rule. When order had been procured he made a careful and elaborate ruling, in which he pointed out that the question presented was purely a parliamentary one. He reviewed the arguments adduced on both sides, cited precedents and concluded by sustaining the point of order against the amendment.

Mr. Hepburn immediately arose and entered "an appeal from the decision of the chair."

Mr. Hepburn said he was willing to allow the appeal to be decided without further debate, but Mr. Fleming, democrat, of Georgia, insisted upon being heard in favor of sustaining the decision of the chair. The rule in question, he argued, was the shield and protection of the minority.

On a rising vote the chair was sustained 152 to 118, and Mr. Hepburn loudly demanded tellers. The vote by tellers confirmed the rising vote. The chair was sustained—127 to 109 and the amendment was ruled out.

No record is made of the vote in committee of the whole. Four lines were not adhered to, the division in favor of and in opposition to sustaining the chair's decision being about equal on both sides of the political aisle.

The reading of the sundry civil bill was continued.

The appropriation for the deep waterways commission was increased from \$60,000 to \$90,000 on motion of the appropriation committee.

After completing ten additional pages of the bill, the committee rose.

The conference report on the Newport News, (Va.) public building bill, which increased the appropriation from \$75,000 to \$100,000, was adopted.

At 5:10 o'clock, p. m., the house adjourned.

After the defeat of the amendment adding the Hepburn Nicaragua canal bill to the sundry civil bill, General Grosvenor, of Ohio, presented a resolution fixing February 20th and 21st for the consideration of the Hepburn bill, with a vote February 21st at 4 o'clock, p. m.

EXTRA SESSION OF CONGRESS
To be Called if This Congress Fails to Pass the Army Reorganization Bill

Washington, February 15.—The senate committee on military affairs, after several conferences today reached an agreement that the army reorganization bill should be reported tomorrow, practically without recommendation.

The committee, with Mr. Proctor absent in Cuba, was a deadlock on the question of favorably reporting the measure.

The democrats simply agreed to let the bill be reported, reserving the right to make a statement of their position and showing the committee to be evenly divided.

The President has conveyed assurances to some of the party leaders in congress, in addition to those given last week, that he will certainly call congress together in extra session if it fails to pass the army reorganization bill at the present session. In answer to repeated inquiries, the administration has been obliged to decline all propositions looking to the tidying over of the needs of the army by passing a joint resolution simply extending the appropriation on the basis of the present organization, holding that this device would be utterly inadequate to meet the absolute necessities of the case. The status of the volunteers, would, it is said, be extremely unsatisfactory and there would be no assurance that the president could retain them in service even when the emergency is great. The same statement would apply to the regular army soldiers who enlisted for the war.

Coughing injures and inflames sore lungs. One Minute Cough Cure loosens the cold, allays coughing and heals quickly. The best cough cure for children, perfectly harmless. R. R. Bellamy.

Mr. Moody, republican, of Massachusetts,

ROYAL BAKING POWDER
ABSOLUTELY PURE
Makes the food more delicious and wholesome
ROYAL BAKING POWDER CO., NEW YORK.

REMEMBER THE MAINE

The Wreck Decorated Yesterday—Mass in Memory of the Victims—Their Graves Decorated—The Day Observed in this Country

Havana, February 15.—The sun shone brightly this morning for the first time in several days, when the wreck of the United States battleship Maine, destroyed in Havana harbor on the evening of February 15, 1898, was decorated with a large American flag. At 9 o'clock the Stars and Stripes was hoisted at half mast by Captain Eaton, of the United States auxiliary cruiser Resolute, who, with Mrs. Estes Rathbone and Mrs. Dudley and ten sailors of the Resolute, rowed to the sunken battleship. The only others taking part were a battalion, with officers, of the First Maine heavy artillery.

An immense rope of evergreens was festooned about the fighting top, each loop hung with laurel wreaths four feet in diameter and tied with red, white and blue ribbons. The Cuban general assembly had placed an artificial wreath on the boat crane and this Captain Eaton transferred to the peak of the gaff.

At 10 o'clock high mass was celebrated in memory of the Maine victims in the Mercedes church, at which Major General Ludlow and several of his staff were present. The ceremony, which was very impressive, was attended by Brigadier General George R. Ernst, representing Major Brooke; Commodore E. J. Vroomwell, captain of the port, and other naval officers, the city council, the executive committee of the Cuban assembly and other members of the assembly, the secretaries of the civil departments and many officials, together with representatives of the Havana fire brigade and other local organizations. Many women of the better classes were in the congregation which crowded the edifice.

This afternoon the graves at Colon cemetery were decorated in the presence of the American officials, military and naval details participating.

New York, February 15.—In all the schools of the city the story of the blowing up of the Maine was told today and each teacher impressed on the youthful mind the importance of the event and the important happenings that followed. Flags on a large number of buildings were at half mast.

Jefferson City, Mo., February 15.—The house today adopted unanimously a resolution commemorating the destruction of the Maine.

"This house looks with pride upon the bravery and patriotism of the American soldiery and seamen in annihilating the power of Spain in the East and West Indies, and most heartily commends the promptness and energy with which the national administration and national congress prosecuted the war against Spain and eliminated her power in the West Indies."

Pittsburg, February 15.—Today the naval reserves and the Duquesne Grays commemorated the blowing up of the Maine by special services at the grave of Lieutenant Friend W. Jenkins, of Allegheny, who was a victim of the Maine horror.

LOOK OUT FOR GRIP.

IT IS HERE, THERE, EVERYWHERE

Today You are Well; Tomorrow You May be Ill; Next Day Death May Stare You in the Face—It is a Dangerous Disease—Prompt Attention is Imperative.

The great danger from LaGrippe is not so much in the severity of the acute attack, for comparatively few deaths occur from simple grip, but in the terrible after effects which so frequently follow it. When the nerves have been prostrated by the busy little grip germs and the whole system is in a relaxed and congested condition, it requires but little neglect or indiscretion to bring on bronchitis, pneumonia or quick consumption. Fortify the system with Dr. Miles' Nerve and Grip will pass you by. But if you have it, or are suffering from its after effects, there is nothing that will help you so quickly and so surely back to health and strength as Dr. Miles' Nerve and Tonic.

Mr. H. G. Cordes, 41 Market St., Charleston, S. C., writes: "The after effects of the grip rendered me a weak, nervous, prostrate invalid, and I became seriously alarmed. I tried numerous tonics, compounds and other remedies for the rebuilding of a shattered nervous system, but without benefit, until a friend advised Dr. Miles' Nerve and Tonic with the result that today I am now a big result that today I am a new being, full of vigor and strength, entirely restored to health and happiness by these wonderful remedies. I can heartily recommend them to everyone suffering general debility from any cause, knowing full well they will find in them new life, new hope, new health, and strength."

All druggists are authorized to sell Dr. Miles' Remedies on a positive guarantee first bottle will benefit or money refunded. Be sure you get Dr. Miles' Remedies. Take nothing else. Write us about your troubles and ailments and we will give you the honest advice of a trained specialist absolutely free. Book on heart and nerves sent free. Dr. Miles Medical Co., Elkhart, Ind.