

## AFTER THE RAILROADS.

### Sweeping Orders by the Commission.

## PASSENGER RATES CUT.

### Stringent Regulations as to Free Passes—Abbott Stands No Showing With the Other Commissioners—He Files a Statement Regarding His Position on Reduction of Passenger Rates—Railway Case Heard in Supreme Court.

(Special to The Messenger.)  
The railway commission today decided to make the rate of passenger fares ever lower than Commissioner Pearson yesterday said it would go. He wanted the rate to be 2 1/2 and 2 1/2 cents, but finally agreed to Chairman Caldwell's view and introduced the following, which was adopted, Caldwell and Pearson voting for it and Abbott against.

"That on and after March 23rd next fares for the transportation of passengers shall be 2 1/2 cents per mile for first class tickets, and 2 cents per mile for second class tickets on the following railroads in North Carolina, to-wit: The Wilmington and Weldon, from Wilmington to Weldon, and that part of the Wilmington and Weldon from Contentnea to the South Carolina line; the Petersburg, from Weldon to Virginia line; that part of the Tarboro branch from Rocky Mount to Tarboro and the Norfolk and Carolina, from Tarboro to Virginia line; the Raleigh and Gaston, from Weldon to Raleigh; the Seaboard and Roanoke from Weldon to the Virginia line and the Raleigh and Augusta Air Line from Raleigh to Gibson; the North Carolina from Goldsboro to Charlotte; the Piedmont from Greensboro to the Virginia line; the Northwestern North Carolina, from Greensboro to Winston; the Western North Carolina, from Salisbury to Palm Rock; the Atlantic Tennessee and Ohio, from Charlotte to Statesville; the Atlanta and Charlotte Air Line, from Charlotte to the South Carolina line and the Charlotte Columbia and Augusta, from Charlotte to South Carolina line.

A substitute offered by Abbott that the commission consider the reduction of freight rates instead of passenger fares was voted down by Pearson and Caldwell.

It is stated that the railways will carry the matter into the courts and that an injunction will be immediately obtained. United States District Attorney Bernard so said at the railway commission office this afternoon.

Another radical measure was the following resolution by Chairman Caldwell for which he and Pearson voted:

Whereas, Section 4, chapter 320, acts of the general assembly, session 1891, known as the Railroad Commission act, makes it unlawful for any common carrier within the state either directly or indirectly, by any special rate, rebate, drawback or other device to charge, demand, collector receive from any person or persons a greater or less compensation for any service rendered or to be rendered in the transportation of passengers than it charges, demands or receives from any persons, and

Whereas, Section 25, of said act enumerates the exceptions along permitted, and

Whereas, Absolute equality is the demand of the law:

Resolved, That said act condemns and prohibits free passes or free mileage transportation to all editors, staff correspondents and employees of the newspapers of the state; that said act applies with equal force to free pass or free mileage transportation to attorneys within the state not actually employed by the common carrier for a certain and definite sum and not the actual and bona fide employees of the same.

Abbott did not vote and said he understood there was to be a hearing on this matter, whereas, there was none at all and only a few minutes discussion.

Caldwell was interviewed as to this free pass order and said: "We want to test the matter. The courts will have to decide whether we are right or wrong. We don't know what particular editor has a pass so as to bring suit for its issue."

Governor Russell appoints the following delegates to the national pure food and drug congress, which meets at Washington March 2nd: Walter Grimes, of Winston; Rawley Galloway, of Raleigh; John C. Cunningham, of Cunningham and A. B. Anderson, of Hub. Professor Withers, one of the promoters of the congress, will attend. Mrs. Gaston Broughton, stepmother of Rev. L. G. Broughton, died here today. She was Miss Fields of Randolph county.

The Progressive Farmer, the Farmers' Alliance organ, tonight says strange things editorially referring to the address delivered by free silver republicans, populists and democrats: "It strikes us as strange that the populists with a baker's dozen of planks in their platform, should be willing to give up all of them except the least one. The question now is: 'Is the silver plank wide enough?' It seems to us a question of paramount importance should be made the issue. Are there not other things of more importance than free silver. True, it is of more importance than tariff, over which two old parties wrangled for forty years; but we wonder if alliance men are willing to vote for a man who endorses one plank in their platform, but openly opposes other nine."

Arrivals today are: E. J. Hale, Fayetteville; W. J. Lamb, Williamson; W. M. Bond, Greenville; D. J. Black, Washington; Dossey Battle, Rocky Mount; Graham Daves, New Bern; Charles M. Cooke, Louisburg; Hugh W. Harris and D. M. Tedder, Charlotte. M. V. Richards, land and industrial agent of the Southern Railway, arrived tonight, accompanied by John P. Campbell, and W. S. Walcott.

A letter to the adjutant general tonight from Adjutant General A. D. Ayling, of New Hampshire, says: "I have the pleasure today in sending by express paid, flag of the Fourth North Carolina Volunteers. I have previously stated the flag is returned by permission of Mrs. P. E. Chase, whose brother, Colonel C. E. Cross, commander of the Fifth New Hampshire Volunteers, which captured it at Antietam (Sharpsburg)."

Railway Commissioner Abbott this evening filed a statement with the clerk of the railway commission, regarding his vote today on passenger rate question. He says he is not one of those who believe railways the natural enemies of the people, and that the railway commission, to which certain power are delegated, necessarily assume responsibility of dealing justly and fairly with railways; that over 600 petitions have been filed since the organization of the commission but not one has asked for reduction of fares; that no political party has a plank in its platform demanding lower rates; and that railway commission is making this investigation upon its own volition. Evidence all in shows that local passenger traffic is not even profitable at present rates, and unless it is shown that the railways are making unreasonable profit on passenger traffic in the state the commission has neither legal nor moral right to reduce those rates. He contends, further, that the greatest good to the greatest number will be secured, not by reduction in passenger, but in freight rates and he concludes by saying that the passenger rate reduction now made will so decrease railway revenues as to make it absolutely impossible to make any freight rate reduction.

This afternoon ex-Judge MacRae counsel for Railway Commissioners Caldwell and Pearson, received a telegram from W. H. Day at Washington saying the United States supreme court had heard the railway commission case by brief and without oral argument and has taken the papers. Governor Russell and Pearson declared they were elated at this news. Caldwell and Pearson feared a division of the case.

By Associated Press.  
Washington, February 21.—In the North Carolina railroad commission case which came up in the supreme court of the United States today a motion to dismiss was submitted by J. C. MacRae, W. H. Day and A. C. Avery, and to affirm by R. O. Burton, and Thomas N. Hill. A motion for attachment for contempt and to restore plaintiffs in error to office was submitted by Mr. Burton and Mr. Hill and opposed by Messrs. MacRae, Day and Avery.

Daughters of the Revolution  
Washington, February 21.—The seventh continental congress of the National Society of the Daughters of the American Revolution began here today at the Grand opera house. Mrs. Adlai E. Stevenson, the president general presided. An incident of the session was the offering and unanimous adoption of a resolution of condolence for the families of the officers and men of the Maine, destroyed in Havana harbor last week. The afternoon and evening sessions were unimportant.

## THE INQUIRY BEGUN.

### The Court Meets to Investigate the Maine Disaster.

### No Information to Be Given Out During the Trial—Divers at Work in Wreck—An Eye-Witness' Description of the Explosion—Alphonzo XII Moved Just Before the Explosion—Another Warship to Be Sent to Havana—The Vizcaya's Stay in New York to Be Short—Her Officers Go ashore.

Washington, February 21.—Today's developments in the Maine disaster were of a negative character, greatly to the disappointment of a considerable number of persons who were looking for some startling discovery by a diver working in the sunken hull.

The state department, after learning that Lieutenant Commander Sobral was no longer recognized as an attaché of the Spanish legation, decided to ignore the interview attributed to him, which it at first was disposed to resent. It is now learned that Secretary Long late Saturday evening called upon Secretary Day, of the state department, and laid before him newspaper clippings containing the reported interview. Acting Secretary Day agreed with Secretary Long that there was warrant for looking into the matter and called the attention of the Spanish charge to the publications. The charge, however, promptly declared that the naval officer was no longer an attaché of the legation, his successor having been appointed and gazetted December 24th last. He further explained that it was owing entirely to the more important and pressing matters of business before it that the legation had overlooked the sending of the proper notification of the change to the state department. It is frequently great delays in the receipt of such information among attachés at the state department.

**MORE DIVERS NEEDED.**  
For very obvious reasons Captain Sigbee at Havana is making strenuous efforts to hasten the recovery of the bodies, probably nearly 100 in number. It was in the wreck of the Maine. It was the knowledge of the captain's desire that probably led the state department to notify the state department of need of more divers. This had the desired effect, for the navy department took action to send more help.

Admiral Seward telegraphed from Key West this afternoon that he had sent five divers to Captain Sigbee and asked if that was sufficient. The acting chief of the navigation bureau, Captain Dickins, at once took the sensible course of directing the admiral to put himself in communication with Captain Sigbee and learn his needs at first hand. The business of the navy department is getting back to its normal conditions, as is evidenced by the fact that an order has been issued to discontinue the special telegraph service which was established with Key West and hereafter the office at that place will close at 10 o'clock at night as formerly. Commander Forsythe, the commandant at Key West, has also asked permission of the department to stop his daily bulletins and this has been granted, with an understanding that he will report any deaths in the hospital there. Today he reported that they are all getting along nicely. The exchange of official condolences still continues.

Today Secretary Long sent a telegram as follows to Captain Eulake: "Commanding Officer of the Spanish Cruiser Vizcaya, Tompkinsville, N. Y. 'I have the honor to acknowledge the receipt of your telegram of condolence for the loss of the Maine and to thank you for the expression of sympathy.' A similar response was also made to a telegram from Vice Admiral Sparr, at Vienna, expressive of sympathy for the disaster of the Maine. Inquiry at leading embassies and legations today fails to confirm rumors that members of the diplomatic corps have reached the conclusion that a crisis in Spanish affairs is near at hand and that several of the foreign representatives have notified their governments that war is inevitable. The rumors mentioned the French and the British embassies as having advised their governments to this effect, but it can be stated positively that no such reports have been made from these quarters.

**NOTHING DEFINITE FOR SEVERAL DAYS.**  
Several reports came by telegraph to the state department from Havana. All of the naval telegrams, however, bore date of yesterday, while that from General Lee to the state department probably was sent late last night, though marked as received this morning. None of these messages throw any light upon the cause of the Maine disaster, and in fact, the officers in the navy department have about resigned themselves to the belief that nothing definite on this point can be known for several days to come. Their reason for this belief is that the operations of the divers upon the wreck of the Maine are being confined at present to the recovery of the bodies of the dead still entangled in the wreck, and the recovery of valuables, neither of which can be neglected, while the other branch of the work, namely, the investigation of the cause of the disaster, may be more properly left to the conduct of the court of inquiry.

General Lee's despatch was as follows: "Havana, Feb. 21, 1898. 'Assistant Secretary of State, Washington.' 'There is a great need of divers to get effects and bodies from the wreck. Two are now employed, but twelve or fifteen could be used. One hundred and forty-three bodies have been buried. Very few were found today, but over 400 are supposed to be confined in the ship. The sailors now in the two Spanish hospitals number eleven. I visited them yesterday. All will recover except two. They are comfortable and well cared for.' Signed, 'LIDE.' The department believes that the scarcity of divers complained of by General Lee probably has been overcome by the arrival of the Bachu, a force of divers from the North Atlantic squadron at Tortugas, and with the necessary apparatus. Another dispatch was received from Captain Sigbee as follows: "Navy Department, Washington: 'Nine more bodies were buried yesterday—two of which were identified—William Lun and M. E. Harris.' 'I visited the hospital today. The men were very much pleased. Koehler and Holtzer are very low. I have hope of Holtzer. Koehler has a fighting chance only. Some bodies were found and buried today. No investigation of the zone of the explosion. Need regular wrecking divers for that. Sent to General Blanco a telegram relating to expected coming of wrecking vessels.' 'zone of the explosion' in his despatch, Captain Sigbee means that part of the Maine forward of the mainmast that suffered wreck. The reference to the despatch to Blanco touches the formal despatch to the Spanish authorities in the coming of the American wrecking vessels to Havana. A PHOTOGRAPH OF THE WRECK.

The incoming mail at the navy department today brought a most interesting photograph of the wreck of the Maine as it now lies in Havana harbor. This was forwarded to the secretary of the navy by Lieutenant Hood, lately attached to the Maine. It is a view from the pier and in general features resembles the last newspaper cuts of the wreck. Secretary Long took in to the White House and gave it to the president, who was much interested in the details as shown on the photograph.

TO SEND ANOTHER WARSHIP TO HAVANA.  
The navy department has not yet determined definitely which of our warships shall replace the Maine in Havana harbor, although it has been determined that another ship must be sent there. The choice lies between the Montgomery, cruiser, now on her way from San Domingo to Key West, and the Nashville, gunboat, now at Galveston participating in the Mardi Gras festivities. If the latter terminate some time this week, as it is expected, it is said that the Nashville probably will be the vessel selected for the trip.

Steps have been taken by the navy department to fill the vacancies in the enlisted ranks of the navy caused by the loss of most of the crew of the Maine. The legal quota is now about 300 short. An arrangement has been made for the immediate enlistment of that number of men. Telegraphic orders have been sent to the recruiting officers in charge of the recruiting ship at New York, Philadelphia and Norfolk, authorizing them to make enlistments immediately. There will be no difficulty whatever in securing men, inasmuch as there are applications on file for some time to come, unless congress shall immediately comply with the recommendation of the department for an increase of 1000 men in the enlisted ranks of the navy. Numerous letters and telegrams have been received at the department from individuals desiring to join the navy, asking to be enlisted immediately. A telegram was received this morning from an organization in Detroit offering the services of 10,000 citizens of that city in case of need. Patriotic offers also have been received from other places.

Commander Hawley, of the bureau of navigation, navy department, has prepared the following comprehensive statement in regard to the survivors of the battleship Maine, to which is attached a list of the men recovered from the wreck who subsequently died in hospitals. It shows nineteen unharmed, fifty-two wounded and four died in hospital in Havana.

**SIGNIFICANT MOVE OF SPANISH CRUISER.**  
New York, February 21.—The Ward Line steamer Seraguera arrived at quarantine today from Tampico and Havana. The Seraguera reached Havana at 10 o'clock on the morning after

the disaster to the Maine and passed close by the wreck. The Seraguera's passengers said that at the time of sailing the foreign population were generally of the opinion that the Maine was destroyed by design. They cited various other things in support of this theory. The fact that the Spanish man-of-war Alphonzo XII, which was anchored near the Maine, changed her moorings just previous to the disaster. One of the passengers, William L. Carstairs, went so far as to say that he saw a boat to near the Maine a short time previous to the explosion. He said he would go to Washington to make a statement before the proper authorities.

**CONFERENCE OF THE SPANISH.**  
C. P. Holcomb, of New Castle, Del., general manager of a street railroad in Philadelphia, one of the passengers on board the Seraguera, was outspoken in his belief that the investigation at Havana would reveal some startling circumstances. "I went to Havana," said Mr. Holcomb, "not at all in sympathy with the insurgents, but on Wednesday when we arrived there I believe any of the Americans on board was in a mood to commit murder. The fact of the Spanish warship were not then at half-mast. The vessels of all other nationalities had their flags at half-mast. I had a telegram to bring back the remains of Apprentice Glazier, who is the son of my book-keeper. I found that he was among the saved."

"The contrast between the bearing of the Spaniards and Cubans is striking. At the funeral of the Maine's scum the Cuban women in the streets were almost all dressed in mourning, while the Spanish women wore colors. The only American flag I saw in the whole procession were two small ones about three by six inches. I went aboard the Alphonzo XII and was received politely. The only expression of regret I heard there was from an officer who complained that the force of the Maine explosion had broken up toilet bottles. There can be no mistaking the indifference of the Spaniards in Havana over the loss of the warship and those on board. On Thursday, while driving to the cemetery with two American friends, I was assailed with jeers and some one threw a large stone at our carriage."

F. W. Bobbett, of this city, who was with Mr. Holcomb in the carriage, added: "That's perfectly true. In fact, one or two children yelled after us and that they had blown up the American flag and that they were glad of it. I did not hear a single expression of regret for the terrible loss of life from any Spaniard during the time I was in Havana."

**AN EYE-WITNESS OF THE EXPLOSION.**  
Frank Weinheimer, of this city, an eye-witness of the explosion and a fellow passenger of Mr. Holcomb, told the following story: "On Tuesday evening I strolled down to the river front for a breath of fresh air. A number of persons were walking about the pier near the custom house. Out in the harbor I could see the dim outlines of the Maine, and close by the Spanish warship. I was about 300 yards from the Maine. The first intimation I had of an explosion was a crunching sound. Then there came a terrible roar. Immense pieces of debris flew skyward from the Maine. Some of them must have been thrown at least 300 feet. It looked as though the whole inside of the ship had been blown out. Many persons on the pier were nearly thrown from their feet by the force of the explosion. The air became stifling with smoke. The crowd on the pier rushed back toward the city. The wreck burned for about two hours and by its glaring light we could see the work of rescue in the bay, but were unable to render any assistance."

Mr. Weinheimer said he heard an excited Spaniard declare shortly after the explosion that if the 'Americano' sent another warship it also would be blown up.

M. J. Naughton, an insurance man of Chicago, who was staying with his wife at the Grand Hotel Passage, said he was seated in front of the hotel when the explosion occurred. It was followed, he said, by another and a much louder one. We thought the whole city had been blown to pieces," said Mr. Naughton. "Some said the insurgents were entering Havana. Others cried out that Morro Castle was blown up."

On the Prado is a large cab stand. The minute after the explosion was heard the cabmen cracked their whips and went rattling over the cobblestones like crazy men. The fire department turned out, and bodies of cavalry and infantry rushed through the streets. There was no sleep in Havana that night. The Spanish officials were quick to express their sympathy and acted very well as a whole, but I think their expressions of regret lacked the spontaneity and warmth which would have been characteristic of an American city had such a disaster occurred under similar circumstances.

William L. Carbin, the passenger who professed to have important information about the explosion, refuses to make any further statement that he made at quarantine. The other passengers on the Seraguera did not take Mr. Carbin as seriously as he took himself.

**MEETING OF THE COURT OF INQUIRY.**  
Havana, February 1.—The United States lightship tender Mangrove arrived here this morning, having on board the officers composing the court of inquiry appointed by Read Admiral Seward to inquire into the loss of the battleship Maine. The commander of the Bern sent a boat at 10 o'clock a. m. for Captain Peral, and his secretary, Lieutenant Salas, of the Spanish navy, who are to take part in the Spanish investigations in the disaster.

The board met on the Mangrove at 10 o'clock this morning, with Captains Sampson and Chadwick and Lieutenant Commanders Potter and Marix present. Captain Sampson presided and Lieutenant Commander Marix, recently executive officer of the Maine, acted as recorder.

Captain Sigbee, the commander of the Maine, was the first witness called.

(Continued on Fourth Page.)

## RUSSELL CRIES 'ENOUGH.'

### He Desires to Stop the Railway War.

## OVERTURES FOR PEACE.

### Doubts, Though, as to Getting Consent of His Railway Commission to the Terms—Removal of President Hancock Admitted to Be a Political Measure—Murderer of Engineer Bumgardner in Jail—Mormons Narrowly Escape Mobbing

Messenger Bureau, Raleigh, N. C., Feb. 21.  
It was learned yesterday that the railway commissioners (or rather Caldwell and Pearson) would today reduce passenger rates of fare on the leading roads in the state to 2 1/2 cents for first-class and 2 1/2 cents for second-class, a reduction of 1/2 cent per mile. The governor did not desire this action taken.

He wanted the rate war and the war against the lease of the North Carolina railway stopped, provided the Southern railway takes the Atlantic and North Carolina railway off the state's hands at an annual rental of 2 1/2 per cent on capital stock. This was the rate the Southern offered. Then, too, the governor wanted the offer accepted because it embraced the payment by the Southern of all the expenses of the governor's war against the North Carolina railway lease to the Southern, amounting to some \$12,000 or \$15,000. The governor at last sees what the public has seen all the while, that he cuts no figure in the North Carolina lease fight. If we expected the governor would be very angry when he found the very commissioners he created were intent on reducing rates and spilling his plans, Chairman Caldwell, of the commission, was invited to meet with the council of state late Saturday afternoon when the matter of leasing the Atlantic and North Carolina railway was considered. The governor was anxious to know what Caldwell and Pearson proposed to do. It is the argument of the latter that they had said they would reduce rates and must do it. Now the question arises, will their actions really nullify the governor's prospects? They wish, of course, to show their independence, but the public is asking "How will this set on the governor's mind?" The commissioners' stand further that they have nothing in the world to do with railway leases.

It was officially given out Saturday that no one would until next September be elected as president of the Atlantic and North Carolina railway to fill the vacancy caused by Hancock's removal. It is asserted today positively that if the governor had made that announcement when the directors of the road met here ten days ago, a majority of the directors would have retained Hancock, as several of them wanted to be president.

As to the resignation of E. H. Meadows as director of the Atlantic and North Carolina railway, it was tendered because Governor Russell proposed to look at the Hancock matter from a purely political standpoint. Meadows, as a democrat, could not afford to take the republican view. Governor Russell, as your correspondent has stated, wanted to oust Hancock on the ground that it was good politics and would sound well on the highway.

Governor Russell, it is said, turned Hancock for employing F. M. Simmons and C. B. Aycock as attorneys. Hancock retorted, saying the governor had also been employing democrats and had paid Aycock to employ Simmons, a democrat. The governor said that was business, while the case now in hand was politics and would put two leading democratic politicians in the possession of secrets of his administration.

The North Carolina Society of the Order of the Cincinnati meets here tomorrow. Major Charles L. Davis, U. S. A., of Asheville, is here to attend it. No more cigars are allowed to be sold in this city on Sundays, not even in hotels.

Osborne Lambert, the 19-year-old white youth, who murdered Engineer L. M. Bumgardner, of the Southern railway, in Henderson county last November, is at last in jail. For him over \$800 reward was offered. He has not since the crime been more than three miles from his home. His mother and friends had aided him to hide.

Mormons in Cabarrus county are reported to have narrowly escaped being mobbed last Saturday. Judge T. C. Fuller, of the United States court of land claims, returned here today from Santa Fe, New Mexico.

J. B. Barnes, the white man of Wilson, charged with rape, who is in jail here for safe keeping, is called by the sheriff the "star boarder," as he literally wants everything. He is in the corner with W. S. Browning, who has the measles. Barnes yesterday swore if he was not let out of this corridor he would break out of jail. He was at once put in close confinement.

Senator Butler was here yesterday for a few hours, on his way to Washington from Minneapolis. He came to see something about his newspaper. Raleigh is designated as the official residence of Claude Bernard, clerk of the United States district court. The Charlotte Mechanics' Bulletin and Loan Association report that the state auditor today, showing \$28,501 assets, with only \$200 borrowed money. It pays \$100 state tax, and is the largest in the state. The cotton mills here are now running seven and a half days a week, with orders for all products.

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