# The Wilmington Messenger.

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# TROOPS TO EMBARK

## General Miles Issues the Orders for the Advance on Cuba to Begin.

## WAR COUNCIL AT WHITE HOUSE

**Naval and Military Plans Discussed, But Kept Secret---Troop Available for the Invasion---To be Four Military Expeditions---Volunteers to be Held Chiefly in Reserve---General Miles and Staff Leave for Tampa---Our Government Closes Reciprocity With France---The Conclusion of the Treaty Causes Great Satisfaction.**

Washington, May 30.—The military invasion of Cuba has begun. Unless the order of the war department miscarried, at an early hour this morning the troops that have been gathered at the gulf ports began to break camp and march aboard the ships waiting to carry them to the enemy's territory. About twenty-five of these ships, the biggest and fastest that could be obtained suitable for the purpose, had been gathered ready to receive the troops. They will accomodate about 30,000 men, for in a short voyage like that from one of the gulf ports to Cuba it is possible with safety and comfort to carry a much larger number of men aboard ship than would be admissable in the case of a cruise to the Philippines, for instance. How many troops started this morning, where they took ships, where they are bound, are questions which the directing spirits of the campaign refuse positively to answer. They have no desire that the Spanish should have opportunity afforded them to gather forces to attack our soldiers as they land. Therefore, nothing of the details of the first movement can be learned. There is a suspicion that the start will be made from Tampa and Mobile, and it is probable that in such case the fleet of troop ships will converge at Key West to pass under the convoys of the warships which Admiral Sampson has provided to ensure them against attack at the hands of some stray Spanish cruiser or gunboat.

It is probable that there will be no less than four separate military expeditions and that these will be landed at four different points. Whether Porto Rico is one of these points or not cannot be learned. Before the entire force which it is proposed to use in Cuba can be landed, the troop ships must make four separate voyages across the straits.

Arrangements have been made to utilize the service of the insurgents to the greatest possible extent. The government already has sent expeditions to a large number of points on the island and landed arms for the insurgents. Most of the parties succeeded perfectly in their object and it was said at the war department today that a sufficient number of the insurgents have been armed to constitute a very effective support for the troops as they land.

### A WAR CONFERENCE.

A war conference was held at the White house at 3 o'clock this afternoon between the president and his war secretaries, Alger and Long, and Major General Miles, in command of the army. Vice President Hobart, who accompanied the president to a Arlington and returned with him to lunch, was present a part of the time, and Secretary Day, who had just returned to Washington, also dropped in during the conference.

After the entire situation, naval and military, had been gone over, Secretary Long retired and Secretary Alger and General Miles remained to discuss more in detail the military operations now about to be put into execution as a result of the definite official information that the Spanish squadron is securely held within Santiago harbor.

Naturally, those who participated in the conference observed strict reticence regarding it. It was stated, however, in an authoritive quarter, that the discussion covered the entire range of naval and military operations, with particular view to the active movements about to begin. Generals Miles brought with him a memorandum showing the exact disposition of the military forces now concentrated at various points throughout the country, with the number of men at Tampa and other southern points ready for embarkation.

### ORDERS FOR TROOPS TO EMBARK

General Miles also made known that at 1 o'clock this morning, immediately following the receipt of definite information as to the presence of the Spanish fleet at Santiago, he had gone to the war department and had issued telegraphic orders putting the troops in motion, thus starting the forward movement of the military arm of the service. Further than this, those attending the conference would not discuss their plans.

It was said at the war department that chief reliance would be placed at the outset on the United States regulars, most of whom are centered in Florida, and in such volunteer regiments as were thoroughly equipped and reasonably well seasoned for service. Although the officials will not say how many troops are available for immediate active service, it is roughly estimated that there are about 20,000 regulars and 13,000 volunteers at Tampa. The infantry force, regular and volunteer, is about 28,000 men, the cavalry about 4,000, the artillery about 1,200. How many of these have been of will be despatched to any given point, or to several points, is not disclosed, and that is a part of the secret campaign plans of the government. Back of this force are other available regiments at Mobile, New Orleans and other points easily accessible to Tampa. Still further back is the large volunteer camp at Chickamauga, comprising about 40,000 infantry volunteers, 1,000 cavalry volunteers and three regiments of artillery volunteers. It is understood to be the plan—although as to this there is no precise official statement—to have the troops at Chickamauga take the place of those at Florida ports as fast as the latter leave for active service, thus keeping a large force always ready for embarkation from Florida. Aside from the troops already specified, there are the 18,000 men at Camp Alger, near Washington and lesser bodies of troops on Long Island and in various states. The 75,000 volunteers under the recently issued second call constitute still another reserve which, however, is yet to be organized and equipped.

General Shafter will be in immediate command of the forces now embarking, while General Miles will have general supervision of these and all other military movements.

### GENERAL MILES GOES TO TAMPA

Major General Nelson A. Miles, commanding the United States army, accompanied by the members of his family and his personal and official staff, left at 11 o'clock tonight for Tampa, Fla. The party, comprising thirty-four persons, occupied a special train on the Southern railroad. No demonstration of any kind occurred as the distinguished visitor left its lease.

General Miles will proceed directly to Tampa, where he will establish temporarily the headquarters of the army. He will personally direct the movements of the troops and the invasion of Cuba.

Following is the personnel of the party which left tonight: General Miles, Mrs. Miles, Miss Miles and Sherman Miles; General Rogers, General Stone, Colonel Maus, Colonel Michaelis, Colonel Osgood, Major Daly, chief surgeon; Major Seburn, Major Davis, Captain Alger, Lieutenant Rowan, Lieutenant Parker and Lieutenant Townsley. General Collazo and Colonel Hernandez, of the Cuban army, were of the party, as were also four privates of the Sixth cavalry, who will act as orderlies, and eleven secretaries and clerks.

### RECIPROCITY TREATY WITH FRANCE.

The United States and France have concluded the first commercial agreement entered into under section 3 of the Dingley tariff. The negotiations have been pending for the last eight months and after many vissitudes were concluded on Saturday last, when Ambassador Cambon, in behalf of France, and the Hon. John A. Kasson, reciprocity commissioner for the United States, affixed their signatures to the formal agreement. The president today issued a proclamation granting the reciprocal reductions specified. The French authorities will also decree a reduction in the French rates in accordance with the agreement. The agreement makes important changes in the tariff rates on a number of articles constituting the chief trade between this country and France. The particular advantages secured by the United States are on meat products and lard compounds, France reducing her rates one-half on the former and about one-third on the latter. The chief benefits to France are in reduction in rates on brandies, stilled wines, vermuth and works of art. There is no reduction in the rate on champagnes, although the Dingley law contemplated a reciprocity reduction on champagnes in case mutual concessions were given. By the terms of the agreement the new rates go into effect on June 1st, next Wednesday.

The conclusion of the agreement is a source of general congratulation among the officials of the state department and of the French embassy. Several reciprocity negotiations have been in progress and it was thought those with great Britain were likely to be concluded first. The French negotiations began last October when M. Patenotre was the French ambassador here. It soon developed, however, that the United States expected much larger concessions, particularly on meat products, than M. Patenotre was ready to yield. M. Cambon, formerly governor general of Algiers, and regarded as one of the most capable diplomatic officials in the French service, resumed the work when he succeeded M. Patenotre, who was promoted to the Madrid mission, and, acting under instructions from Paris, concessions were made which allowed the two governments to come together. It was a matter of no little surprise that the arrangement was concluded at the present time when the war emergency compelled this government to look for very possible recourse for revenue and when there was a concentration of official attention on measures relating directly to the war.

Aside from the tariff changes made by the new agreement, the convention is regarded as significant in showing the good will existing between the United States and France. In official circles there never has been any question as to the continued cordiality between the two countries, but in unofficial quarters there have been reports of friction. It is believed that the agreement will serve to dispel misapprehensions as to the satisfactory relations between the two governments.

### Notes From Camp Russell.

(Special to The Messenger.)

Raleigh, N. C., May 30.—The following is the language of the reply of Governor Russell to the secretary of war's telegram: "I can give you two regiments, but none to increase the regiments which have been mustered in, and are under your command."

The adjutant general has written a very feeling letter to the parents of Matthew Barbee, the private of the Durham company, of the First regiment, who was killed in the collision near Savannah.

It is reported that States Auditor Ayer will join one of the regiments as a volunteer.

The governor and the adjutant general visited the camp of the Second regiment this afternoon.

W. H. Henderson, the colored senator from Vance county, is appointed to succeed James H. Young as chief fertilizer inspector, Young being major of the negro battalion of volunteers.

### Mr. Haar's Funeral This Eorning.

The funeral of Mr. Arthur C. Haar, who departed this life yesterday morning, will take place this morning at 9:30 o'clock at the residence of his father, Mr. John Haar, on Fourth and Nun street, thence to St. Paul's Evangelical Lutheran church. The interment will take place at Oakdale cemetery.


## For Those Who Are Suffering

With indigestion, Dyspepsia, Kidney or other similar affections Drink freely of Aetna Lithia Water and be relieved. We can show you from our books the names of some of the most reliable people in the city, who are drinking this water freely, and, who will tell you that they are being benefited by it. Ask your doctor if he prescribes Lithia Water, If so try

AETNA LITHIA WATER.

At $1.50 per case, 25 cts per gallon.

R. E. WARD, Agent,

BUNTING'S PHARMACY.


### A GROWING CHURCH.

**The Membership of Southside Baptist Church Increased Two Fold in Ten Months—A Successful Revival Just closed.**

A very successful revival which commenced at Southside Baptist church, on Fifth and Wooster streets, last Sunday two weeks ago, closed last Sunday night. The Rev. F. M. Woods, of Alabama, conducted the meetings up to last Wednesday, when he left. The Rev. W. E. Crocker, a returned missionary, then continued the meetings till the close.

Both ministers preached very fine sermons and there has been a great awakening in the church, and the vicinity. The members have been revived, and many souls have been converted. The meeting resulted in sixteen additions to the church. Most of the converts will be baptized next Thursday night at the First Baptist church.

The congregation of the Southside church have been deeply impressed with Mr. Wood's preaching. He preached a series of direct, earnest and logical Gospel sermons. One who heard him tells us that he built his sermons like a pyramid and he pronounces him a truly remarkable and successful preacher of the Word. His sermons were a power for the truths they impressed so deeply on all who heard him. They carried conviction home to every heart.

Southside church is having a wonderful growth under its able and zealous young pastor, the Rev. F. H. Parrington. Mr. Farrington is doing a grand work and since he has been in our city he has made a fine impression. He is from Montevallo, Ala., and came here in May last year to attend the Southern Baptist convention. He made such an impression that he was called to Southside, and so we can say that the convention is responsible for his locating in our city. He began his work here in July with 88 members, and now the membership is 139. There have been fifty-one additions to the membership since he came here. The Sunday school has increased from 53 to more than 100 pupils, and altogether there is a promising future for the little church. In addition to the increase in the membership and of Sunday school, there has been a wonderful and most gratifying development financially. Recently a $160 organ was purchased by the congregation and they have a most accomplished and excellent organist in Miss Mamie Canady.

### DIED IN HIS CELL.

**A Prisoner in Jail Died Suddenly This Morning.**

In his cell at the pail Amos Jones, colored, died this morning.

Jailer W. W. King retired as usual last night, and about 12:30 o'clock this morning was awakened by an outcry from one of the prisoners, James McRae, colored. He immediately arose and was informed that Jones was dying, and when he reached the cell he found Jones cold in death. The superintendent of health, Dr. W. D. McMillan, was immediately summoned and pronounced the cause of death as heart disease.

Jones apparently had only been sick several minutes before death came. When he retired he was all right, and later he was heard gasping for health, dying by a fellow prisoner, James McRae.

Jones is about 28 years of age and original hails from Henderson, although he has been in this city for some time. He has assisted around the jail very often. It was not very long ago he concluded service of a sentence for stealing lead off the revenue cutter Colfax. On the 19th instant he was arrested by Policeman Joseph Anderson for beating a colored woman, and was bound over to the criminal court.

The body of the deceased is still at the jail and will be viewed by Coroner Jacobs this morning. He has been notified of the death.

### With Us Again.

Mr. R. W. Vincent is now contributing terse articles to The Evening Dispatch as of yore. He returned to the city Sunday from Baltimore, Md., and the effect of his breezy pen was seen plainly in yesterday afternoon's issue of the paper mentioned.

His many friends welcome him back heartily.

### Was it a Message From a War Vessel?

Yesterday about midday, a carrier pigeon was observed at the foot of Market street by quite a crowd of people. It flew down to the river to get water and Captain E. D. Williams and Mr. Elisha Warren, of the tug Marion, approached close enough to it to observe that it had a brass band around one leg and a message of considerable size attached to the other. Several persons got close to the bird, but it always flew out of reach. It perched at one time on Mr. Neil McKinnon's store, on Water street, and finally disappeared over the postoffice, flying northward. It is said to have come from towards the ocean and is believed to have been turned loose with a message from a vessel at sea.

### The Bladen Democracy.

Colonel C. P. Parker, chairman of the board of county commissioners of Bladen county, was in the city yesterday. He brings cheering news of the outlook for the democracy in this county. He says the people are well satisfied with the work of the recent democratic state convention at Raleigh, and especially endorses the position taken against fusion with Marion Butler and any other clique or party he has anything to do with. He says many populist are tired of the condition of affairs brought about by fusion with the republican party and they will this fall come back to the democratic party. All things considered, the democrats of Bladen are full of enthusiasm and they will see that their county will turn up all right in November.

### Fun on The Blockade.

(Correspondence of Associated Press.)

Key West, Fla., May 27.—Life on blockade duty has its bright, as well as its dull, side. While the large vessels of the blockading fleet are envied by the smaller craft, as those likely to be in "at the death" in a naval battle, the boats, of the mosquito fleet are the only ones at present getting the benefit of the sport attendant upon a summer cruise in southern seas.

The battleships and cruisers stand too high out of water, and the decks of the monitors lie too often buried under the waters to offer facilities for bathing, fishing, or shark shooting.

The gunboats, yachts, and dispatch boats, on the other hand, although wooed to a life of scouting, patrolling and coast surveying, are especially adapted by reason of their light draught and low free-board to follow the chase after fish and fowl while fulfilling the duties to which they are assigned.

Off Diana Key, commanding the entrance to Cardenas harbor, lies a gunboat, placed there to prevent the escape of a couple of Spanish so-called gunboats, reported bottled up in the port.

The consequent leisure afforded to its crew enables the men to spend the day ashore, shooting quails and hunting eggs on the solitary reef, so thickly populated by sea fowl of every description.

Beyond, under the lee of Point Icacos light, the rocks form a natural breakwater, which renders bathing perfectly safe and secure from the unwelcome intrusion of sharks, which abound in Cuban waters.

Off the Playa del Chivo, to the eastward of Morro castle where the upright plates of the City of Alexandria, jutting out of the restless waves, involuntarily remind you of the more recent wrecking in Havana harbor, the hungry sharks of the gulf seem to have established their headquarters.

Fifteen or twenty of these brown skinned, white bellied monsters hang around a passing vessel or follow it for miles, their sharp pointed fins sticking straight out of the water.

# DECORATION EXERCISES

## At Raleigh of a Unique Character.

## SOUTHERN VETERANS

**Compose the Chief Audience of the Orator of the Day—Elaborate Decorations from Various Sections of the Country Placed on Ensign Bagley's Grave—Confederate Decoration Day at Richmond—President McKinley's Letter of Regret.**

Raleigh, N. C., May 30.—Decoration day was observed here in a manner absolutely unique. The ceremonies were held at the national cemetery, but a rain caused a change of part of the arrangements. The 1,500 graves were decorated with flags and a detachment of sixty men from the Second regiment of volunteers, under command of Donald MacRae, fired a salute over the grave of Private Arthur Watson, of that regiment, who died in camp here last week.

At this stage of the ceremonies heavy rain began to fall and the exercises were concluded at the chapel of the confederate soldiers' home nearby. There, for the first time, was presented tht spectacle of Colonel Charles F. Meserve, a federal soldier, orator of the day, addressing an audience mainly composed of ex-confederate soldiers. Colonel Meserve dwelt upon the death of Ensign Worth Bagley and declared that it forever sealed the death of sectionalism.

Miss Minnie May Curtis read an original poem.

S. D. Wait was master of ceremonies. These concluded, a procession made its way to Oakwood cemetery, where the grave of Ensign Bagley was decorated with flags and flowers. The New York World had elaborately decorated the grave with flowers, and branches of palm and palm. Governor Russell, Mayor Russ and the commander of the local post of the Grand Army of the Republic placed at the head of the grave a memorial wreath of immortelles sent by Meade Post No. 1, of Philadelphia. Other memorials were sent by the Woman's Loyal Legion, of Washington, D. C.; Ensign Alfred McKitland, executive officer of the hospital ship Solace, and Rev. Mr. Tryon, of Battleboro, Mass. The choir sang "America" at the grave. Rev. A. W. Curtis prayed and Rev. Dr. I. McK. Pittinger pronounced the benediction.

Richmond, Va., May 30.—The observance here today of Hollywood memorial day will long be remembered. Despite the threatening weather, the organizations announced to take part assembled at a central point in the city. They included the several confederate memorial associations of the city. The confederate camps, the Sons of Veterans, Daughters of the Confederacy and seventeen of the companies of volunteers now at Camp Lee.

The march to Hollywood was made in a drenching rain, and after the ceremony of decorating the graves, the organizations returned to the city, and the programme was concluded at the Second Presbyterian church. Prayer was offered by Rev. Dr. Hoge, and then Mr. Joseph Bryan introduced the ortaor of the day.

After the oration the assemblage was dismissed with a benediction.

Before introducing Governor Tyler, Mr. Bryan read the following letter from President McKinley to the governor:

"Executive Mansion,
"Washington, May 28, 1898.

"Dear Governor Tyler—I have your favor of the 25th instant. The kind invitation which you have so courteously extended me in behalf of the ladies of Hollywood Memorial Association, and personally, is cordially appreciated and I am very sorry that I cannot send an acceptance, but it is impossible for me to leave Washington just now. The observance of memorial day is a fitting way attributable to our dead. Every citizen should consider it a privilege to take part in these ceremonies. The splendid patriotism exhibited in every part of our common country exalts the American name and the spectacle of the north and the south marching under the old flag, at the nation's call, fills all hearts with pride and gratitude.

"Thanking you heartily for your gracious offer of the hospitality of your home, believe me,

"Respectfully yours,
"WILLIAM M'KINLEY."


S. M. Geary, Pierson, Mich., writes: —"DeWitt's Witch Hazel Salve is curing more piles here today than all other remedies combined. It cures eczema and all other skin diseases." For sale by R. R. Bellamy.


### In the Camps at Mobile

Mobile, Ala., May 30.—There are 6,792 men and officers at the regular camp here and 940 at the volunteers'. One thousand men will arrive tonight at the regulars' camp—the Second Louisiana volunteers from New Orleans.

Nothing of importance took place in the regular camp today. Among the volunteers the incident was the surrender by Colonel Cox to the sheriff, of Frank Kilpatrick, of Pickens county, an enlisted volunteer of the Second regiment, who is charged with the murder of J. D. Burgin at Pickensville, Ala., on March 4th. Cox had refused to give up the man, but the secretary of war ordered that the man should be surrendered.

The negro company from Montgomery was examined today and made an excellent showing. Three only were rejected for physical disability; nine for under-weight and two for under age.

# THE BEGINNING OF THE END

## Rumors of Early Advance on Cuba.

## MORE TROOPS ARRIVING

**The Date for Embarcation Fixed—Changes Made in the Camps of the Troops—The Seventh Army Corps to be Located in the East Coast Towns—The Chicago Naval Reserves to Arrive Today and Proceed to Key West.**

Tampa, Fla., May 30.—The impression is around headquarters today that the end is now not far off and that definite orders for breaking camp and getting on board the transports in waiting will soon be given. All kinds of rumors were afloat. It was reported on what appeared to be good authority that orders for embarkation had actually been received from Washington and that several of Admiral Sampson's ships were on their way from Cuban waters to act as convoys for the vast fleet of transports on their journey south. This was denied at headquarters. Nevertheless, the report that the date for the embarkation had definitely been decided on and that it was in the near future came from so many different sources that, in spite of official denials, it found many believers. If any such orders were received, however, there were certainly no indications of them at the docks at Port Tampa where scarcely a dozen negro laborers were lazily engaged in cleaning up the rubbish left by the carpenters. No loading of supplies of any kind was done during the day and even the fires in many of the transports had apparently been drawn.

The result of the conference held today between Major General Shafter and Brigadier General Young, in command of the cavalry brigade at Lakeland, also rather indicated that no immediate movement was in prospect. It was decided to abandon Lakeland as a camping ground for the present, but to keep the First and Tenth cavalry at that point until such time as the removal of volunteer troops from Tampa left vacant suitable camp ground, or until actual orders to embark for Cuba were received. It was decided to place Colonel Wood's regiment of Roosevelt's "rough riders" at Lakeland temporarily, while the First Ohio volunteers, now on their way south, will probably be stopped there.

Major General Fitzhugh Lee, commanding the Seventh army corps, will leave for Jacksonville tomorrow with his staff and will establish corps headquarters at that point.

It has practically been decided to place the entire Seventh army corps along the coast of Florida. Most of the corps, it is said, will be stationed at Jacksonville, but troops will also be placed at Miami, St. Augustine and Palatka. Lieutenant Miley, of General Shafter's staff, is now on the east coast inspecting prospective camping grounds and upon his report will depend in a great measure the apportionment of troops at other points than Jacksonville. In this connection it may be stated that the removal of Jacksonville or other east coast points of all the volunteer regiments of the Seventh army corps at Tampa will soon probably be ordered.

The Second Massachusetts volunteers, which for the past two weeks have been stationed at Lakeland, arrived in Tampa today and went into camp at Ybor City, near the heavy artillery. The Seventy-first New York volunteers which, with the Second Massachusetts, are the only two volunteer regiments in the First army corps, came down from Lakeland tomorrow and go into camp at Ybor City near the Sixth infantry at Tampa Heights.

A special train with 216 members of the Chicago naval reserves in command of Lieutenant Prity and Ensigns Hunt and Hewitt, arrived at Port Tampa today. They will go to Key West tomorrow under orders to report to the senior officer in command.

Decoration day was observed in camp today by the suspension of drills. Regular memorial day exercises were held at the Tampa Heights tabernacle in the afternoon under the auspices of the local G. A. R. post.

### Old Glory and the Union Jalk.

Richmond, Va., May 30.—A Cape Charles special to The Dispatch says: Mr. John Holland, of the Pullman Palace Car Company, presented the mayor and council of this place with a British Union Jack flag, which was raised with the Stars and Stripes at 2 o'clock this afternoon in the presence of several hundred enthusiastic people. The choirs of the churches furnished music for the occasion, singing "The Star Spangled Banner," and "God Save the Queen." Mr. Holland presented the flag in a few words. Mayor Stevenson accepted the gift, after which Hon. John W. Daniel, the orator of the occasion, was introduced and made a beautiful and touching address, which stirred the people to the highest pitch of enthusiasm. At the conclusion of Mr. Daniel's speech, several salutes from two cannon were fired, and three cheers went up for Old Glory and the Union Jack.


When a man is suffering with an aching head, a sluggish body, when his muscles are lax and lazy, his brain dull, and his stomach disdaining food, he will, if wise, heed these warnings and resort to the right remedy, before it is too late. "Parker's Sarsaparilla," the "King of Blood Purifiers," makes the appetite keen and hearty—invigorates the liver—purifies the blood and fills it with the life-giving elements of the food. It is a wonderful blood maker and flesh builder. Sold by J. C. tress.


### The Queen to Mrs. Gladstone

London, May 30.—On Saturday last the queen sent the following telegram to Mrs. Gladstone:

"My thoughts are much with you today, when your dear husband is laid to rest. Today's ceremony will be most trying and painful for you, but it will be, at the same time, gratifying to you to see the respect and regret evinced by the nation for the memory of one whose character and intellectual abilities marked him as one of the most distinguished statesmen of my reign. I shall ever gratefully remember his devotion and zeal in all that concerned my personal welfare.

"VICTORIA, R. I."

### Discrimination in Freight Rates.

Wilmington, N. C., May 30, 1898.

Editors Messenger:

The following from a special Raleigh correspondent appeared in your Sunday's issue:

"The Wilmington Tariff Association has petitioned the North Carolina Railroad Commission to remove the existing discriminating in first-class rates to North Carolina points in favor of Norfolk and other Virginia points, and to the detriment of Wilmington. In other words, the associations asks for special rates."

The errors in this brief dispatch are in inverse ratio to its length, and while the minor mistake in the statement that the Association has petitioned for relief in "first-class rates" discrimination is not of importance in itself, it is cumulative evidence of ignorance of the whole matter.

It is the last sentence in the dispatch, however, to which I take exception, as it is calculated to create a wrong impression on the public and put the association in a false position. Where discrimination exists just rates cannot obtain, and little tolerance can be accorded false deduction from correctly stated premises.

The difference between "just" rates and "special" rates is not less than that between free trade and protection. The association has petitioned for equitable or parity rates and not for special rates. For the information of your correspondent I will say that special rates are arbitrary as distinguished from rates predicated on distance, volume of business or competition.

The gentleman may be an innocent abroad, but I suspect that his ignorance is more apparent than real and more malicious than innocent.

I hand you herewith copy of the petition in question, and respectfully request you publish it in justice to the association.

The petition speaks for itself.

Yours truly,
J. A. TAYLOR, President.

Petition of the Wilmington Tariff Association, of North Carolina, to the Board of Railroad Commissioners of North Carolina, relative to class rates from Wilmington to North Carolina points:

The Wilmington Tariff Association, of Wilmington, N. C., petitions the board of railroad commissioners of North Carolina to remove the existing discriminations in class rates to North Carolina points in favor of Norfolk and other Virginia common points to the detriment of Wilmington, as hereinafter mentioned.

1. Wilmington is by reason of location and commercial importance the natural distributing point of North Carolina and as such, is entitled to more than ordinary consideration in the matter of freight rates and other transportation facilities, and the voluntary actions of the railroads have established this fact, but while they have admitted this, they have afforded other commercial points out of the state, viz., Virginia, common points freight rates which enable them to control a very large portion of the state's trade, and as an illustration of this unjust and unreasonable discrimination, I cite a few instances in this petition. The greatest discrimination exists to points located on the Southern railway, Carolina Central and Cape Fear and Yadkin Valley railroads, to wit:

2. The average rates given herein include 1st to F classes, on the Southern railway.

To Elkin, N. C., the distance from Wilmington, is 262 miles, from Norfolk 349; average rate, Wilmington 42.3 cents, Norfolk 29.7 cents, Wilmington being 24.9 per cent nearer than Norfolk and paying rates 6.5 per cent. in excess of Norfolk.

To Kernersville, N. C., the distance from Wilmington is 195 miles, from Norfolk 287; average rate, Wilmington 39.8 cents, Norfolk 32.7 cents, Wilmington being 30.8 per cent. nearer and paying rates 21 per cent. in excess of Norfolk.

To Salisbury, N. C., the distance from Wilmington is 247 miles, from Norfolk 34 miles; average rate, Wilmington 38.2 cents, Norfolk 36 cents, Wilmington being 5.7 per cent. nearer and paying rates 5.7 per cent. in excess of Norfolk.

To points on the North Carolina division of the Southern Railway between Selma and Greensboro, the rates are the same from Wilmington and Norfolk, although Wilmington is only 105 miles from Selma, and Norfolk 156 miles, Wilmington being 32.6 per cent. nearer Selma and proportionately the same to all points between Selma and Greensboro.

3. The discrimination also exists to points on the Cape Fear and Yadkin Valley, to wit:

To Mt. Airy, N. C., the distance from Wilmington is 248 miles, from Norfolk 35 miles; average rate from Wilmington 35.4 cents, Norfolk 38 cents, Wilmington being 25.9 per cent nearer than Norfolk and rates only 6.8 per cent less, proportionately the same difference in mileage and rates exists to stations, Mt. Airy to Gemanton inclusive.

To Greensboro, N. C., the distance from Wilmington is 178 miles, from Norfolk 265 miles. The rates are equal, while Wilmington is 32.8 per cent. nearer than Norfolk and the same inequality exists to stations Greensboro to Walnut Cove and Madison inclusive.

To stations between Sanford and Climax inclusive, the average rate from Wilmington is 30 cents, Norfolk 38 cents, although Wilmington is 41.6 per cent. average nearer than Norfolk.

To stations between Jonesboro and Manchester inclusive, the average rate is from Wilmington 28.8 cents, Norfolk 36 cents, although Wilmington is 32.4 per cent. nearer than Norfolk.

To stations, Hope Mills to Hasty inclusive, the average rate is from Wilmington 28.8 cents, Norfolk 36 cents, although Wilmington is 32.4 per cent. nearer than Norfolk.

4. The discrimination on the Carolina Central railroad against Wilmington in favor of Norfolk exists as follows:

To stations from Charlotte to Rockingham inclusive, the average rate from Wilmington is 30½ cents, Norfolk 36 cents, or Wilmington 15.2 per cent. less in rates and 52.5 per cent. less in distance, and proportionately the same unfair adjustment exists to points on the Carolina Central north of Charlotte.

5. The patronage of North Carolina is now doubtless worth as much to Virginia distributing points as that of Virginia, as the result of the present unjust and unreasonable discrimination in freight rates favorable to them at our expense; our competitors not only have this advantage, but a greater advantage of securing their supplies from the western and eastern markets, at less cost than we; it is not strange then that they should have rapidly developed and we remain practically at a standstill, for our source of development has been taken from us and given to them. These Virginia common points have been built up almost entirely through the favorable freight rates afforded them to points in the southern states, notably, North Carolina, South Carolina and Georgia, and the inability of the commercial points of the states mentioned to compete owing to the unfavorable freight rates given to them. The railroads have treated us as we deserve points in South Carolina and Georgia, inasmuch as we cannot obtain our supplies sufficiently low compared with Virginia points, we are unable to compete in that territory to any great extent; and in addition to the Virginia competition met there, we, as a matter of course, have to contend with the competition of the distributing points of those states, hence we are debarred from our natural and most profitable trade, viz., North Carolina, by reason of the discrimination mentioned. Should Wilmington be granted just and reasonable rates to North Carolina points and thus enable us to control a large portion of our state trade, the transportation companies would undoubtedly receive greater revenue from the business than they do at present, for they would handle the business to and from Wilmington, whereas, at present, they only handle from the Virginia points, although they may handle a small percentage of the business to Virginia points on such business, however, their revenue is not so great as they would receive had the business come to Wilmington instead. Hence in view of the fact that should our just petition be granted, both the railroads and Wilmington would be materially benefitted. We sincerely trust that your honorable board will take favorable and prompt action and reduce rates from Wilmington to points on the Carolina Central, Cape Fear and Yadkin Valley and Southern railway on a mileage basis and order that the parity between Wilmington and Virginia common points be maintained.

Respectfully submitted,
JAMES KLYE,
Manager Wilmington Tariff Association.


One Minute is not long, yet relief is obtained in half that time by the use of One Minute Cough Cure. It prevents consumption and quickly cures colds, croup, bronchitis, pneumonia, la grippe and all throat and lung troubles. For sale by R. R. Bellamy.


## IMPORTANT EVENTS OF THE DAY.

**The St. Paul Captures a British Steamship Loaded with Coal While Trying to Enter Santiago de Cuba.**

**Schley Says 'He has the Spanish Fleet and it Will Never Get Home.'**

**Admiral Dewey will Hold the Authorities at Manila Responsible for the Life of the Captain of the Gunboat Callao.**

**General Miles Issued Orders at 1 O'clock Yesterday Morning for embarcation of the Troops at Key West.**

**When Cervera Left Spain his Intention was to go to San Juan but Admiral Sampson's Fleet was in the Way.**

**A Desperate Fight Occurs Among the Negro Volunteers While on Their Way to Fort Macon, N. C.**

**The Steamer Restormel went to Snn Juan, was Ordered to Curacao and there was Ordered to Follow the Fleet to Santiago.**

**A Steamer Leaves Morfolk for Key West with 2,500 Tons of Ammunition.**

**The Decoration Day Address at Raleigh Yesterday was Delivered to an Audience Composed Chiefly of ex-Confederates.**

**President McKinley Writes to Governor Tyler of Virginia, Expressing Regrets at Having to Decline Invitation to Attend Confederate Memorial Exercises.**

# THE SPANISH FLEET

## Sigsbee Says of It, I Have Them And They Will Never Get Home.

## TRAPPED BY CLEVER RUSE

**Sigsbee Sets the Trap and the Spaniards Sail Into It---Why Cervera Entered Santiago Harbor---The British Steamship Restomel, When Captured Hunting the Spanish Fleet to Supply it With Coal---The Steamship Libelled---The Bancroft's Fruitless Chase---British Subject Captured as Americon Spies in Cuba.**

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Mole St. Nicholas, Hayti, May 30.—The following dispatch has been received from the correspondent of the Associated Press with the American fleet off Santiago de Cuba:

Off Santiago de Cuba, May 29.—Commodore Schley and the flying squadron has the Spanish fleet bottled up in the harbor of Santiago de Cuba. By the most clever manouvreing, the commodore allowed the Spaniards to think he had left in disgust. They took the bait and ran into the harbor. Commodore Schley moved down this morning and at 6 o'clock going close to the harbor, he saw the Cristobal Colon, the Maria Teresa and two torpedo boats. He believes the entire fleet is there.

Commodore Schley has acted upon his own information and judgment for the past six days and believes the whole Spanish fleet is there. He sat on the after-triangle of the Brooklyn this morning until after the discovery of the fleet and he then went to breakfast, saying: "I have got them, and they will never get home."

The United States auxiliary cruiser St. Paul arrived here this morning and was sent to the Mole St. Nicholas with dispatches. She captured a coal ship which was sent to Key West, by Captain Sigsbee, in charge of a prize crew. The coal was undoubtedly intended for the Spanish fleet. It is believed there is not much coal at Santiago de Cuba.

The officers and men of the flying squadron are jubilant over the fact that the location of the Spanish fleet has finally been definitely established.

The temperature here is 110 degrees in the shade, and in the steel turrets the heat is actually beyond the power of imagination.

The American ships here are the Brooklyn, Texas, Massachusetts, Iowa, Marblehead and Vixen, an auxiliary torpedo gunboat.

### THE BANCROFT'S FRUITLESS CHASE.

Yey West, Fla., May 30.—9:40 a. m.—The unknown steamer supposed to be a Spanish auxiliary cruiser, sighted by the Wilmington and the Bancroft, about fifteen miles off Key West, early on Thursday evening, was not captured. The Bancroft gave up the chase after chasing her an hour and a half. Just before the Bancroft abandoned the pursuit, however, the unknown steamer hoisted her colors, but night was falling and the gunboat was unable to make them out. The officers of the Bancroft believe the ship they chased was a British vessel and that it was the British flag which was displayed, but they cannot account for her running away. During the chase the Bancroft held up a number of ships, which were released after establishing their neutrality.

5:50 p. m.—Everybody knows that Spain's flying squadron, four splendid cruisers and two torpedo boat destroyers, is imprisoned in Santiago harbor. This fact has been known here forty-eight hours and the speculation now is over the probable disposition of the Spaniards—whether they will be blockaded or the forts reduced and the vessels compelled to fight. In the latter case there can be but one result, for Commodore Schley has some of the finest ships in the world, to say nothing of cruisers and various smaller vessels, and could in a few days be reinforced by other powerful warships. It would be foolhardiness on the part of Cervera to offer battle.

### WHY CERVERA ENTERED SANTIAGO.

An interesting story remains to be told of the reasons which led Cervera to Santiago and of the way in which he was hemmed in. It is now known that when the Spanish admiral sailed for the West Indies, he expected to enter San Juan de Porto Rico for coal and supplies. On touching at Curacao for news his plans were upset by the receipt of dispatches telling him that Rear Admiral Sampson had bombarded the San Juan fortifications and was still in the neighborhood of Porto Rico. Thereupon Cervera sailed for the south coast of Cuba. Why he entered Santiago harbor instead of the harbor of Cienfuegos is not known. The American commanders were inclined to think the Spaniards would go to the latter port.

It is certain that Cervera could not have escaped from Santiago without being discovered, for the American scouts had been prowling about the port for ten days and other scouts had not been far away. Practically, Santiago has been blockaded for that length of time. Cervera's coal ship, which followed him from Curacao to Santiago, was captured last Wednesday, and at the very moment when the queen-regent was cabling her congratulations the coils were tightening about him.

The belief here is that all other movements in the West Indies will be held in abeyance until the Spanish squadron is disposed of. In case Santiago is attacked the news of battle will be sent from Mole St. Nicholas and Kingston, and the prizes and wounded will be sent to Key West.

The movements of vessels here today were unimportant.

7 p. m.—According to Lieutenant J. A. Pattson, who is in command of the prize crew that brought in the British steamer Restormel, her capture was a very common-place affair. Lieutenant Pattson says:

"About 5 o'clock last Wednesday morning the St. Paul, scouting off Santiago harbor, sighted the Restormel twelve miles away, apparently heading for the port. She was going in openly and honestly and not skulking along the shore. The St. Paul took a course to cut her off, and when within hailing distance fired a blank shot. The pursued steamer paid no attention but she hove-to immediately when a solid shot was fired across her bows.

"About 6 o'clock I went out with a prize crew and took possession without protest. The captain talked frankly, saying that he was bound for Santiago, though he had sailed from Cardiff on April 21st for San Juan. This was before the declaration of war was received. At San Juan, he was ordered to proceed to Curacao and from the latter place to Santiago de Cuba.

"There never was any possibility of her escaping from the St. Paul, as her best speed was only eight knots. She was leaking badly and her boilers were out of order. In fact, according to her captain's account, she had been leaking for twenty days because of a sprung plate and the leakage was increasing.

"The capture was made less than four miles from Morro castle, but the forts were silent and perhaps asleep, like the San Juan fortifications when Admiral Sampson began his attack. The only exciting part of the adventure came after we left Santiago for Key West. The leak grew worse constantly and all hands manned the three pumps night and day, crew, marines and officers. I have not taken off my shoes or been in bed since we started, five days ago. At times we were about to give up hope of keeping the Restormel afloat and thought of saving ourselves if she went down. We were all very glad when Key West was s