

RALEIGH, N. C., FRIDAY, JANUARY 28, 1898.

1895 and 1896, covering the operations of the railroad lines now forming the Southern Railway system in that State, is of interest, as indicating the very large reduction which has been made in rates generally throughout that State has already resulted in the expendiduring the past five years. The increase in the freight earnings

of the lines in North Carolina is large-

ly due to the opening of the Norfolk terminals, and the transfer to that line

of through traffic such as was formerly

handled from West Point to Danville

over the Virginia lines of the company.

The increased earnings thus accruing

to the North Carolina roads do not

mean corresponding profits to the

Southern Hailway Company, nor do

they result from any increased pay-

ments made by the citizens of North

Although the earnings from passen-

in North Carolina were less in

97 than in 1896, and much less than in

1891, the railway company has, never-

heless given to the people of that

State a constantly increasing and im-

proved train service, and additional

road in North Carolina have received

cilities for making travel more rapid,

are comfortable, and, at the same

That

A comparison of the reports of the

WEAT IER TODAY:

Raleigh and Vicinity-Fair; this morning.

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Railroads Make Answer to pailway Commission.

STATE RAILIZO TOS WOLLD RETROGRADE

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VOL 1

uced, so Offl testified Be plais of All the sterday-An thern-Coast is and Argu stand Would m Decords and . Scaboard.

the benefit of these increased improvements and facilities without any increase in the cost of transportation to ontion of them; whereas, the increased cost to d the exthe railway company has been very + - to the arge, and the company can look only 11114-5 111 to the future development of the State Scalmard for any return upon the money thus SILE THEF--xpended.

The average rate per ton per mile n the year 1890-91 was 1.394 cents on Tim Tillhe lines now operated by the South-Hiv- Herserorn Railway Company in the State of a notices messys- North Carolina. The average rate per on per mile obtained by the Southern The South hand not dailway Company in North Carolina in he year 1896-97 was 0.970 cents, a derease in six years of 30 per cent. in the

iverage rate. is that Under the rates now existing the local Among assenger trains operated by the South-Southern en Railway Company in the State of U.S.: VICE North Carolina do not earn, in passen-Section 21

arolina

ger fares, an amount sufficient to pay ark, genhe bare cost of running such trains. Harr Son. The average passenger earnings of he Southern's local trains in North 'arolina were only 48 cents per train nile in the year ended December 31, 14-11243 11122251

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1856. This includes all passenger train service, except the essential y "through' rains, whose earnings are principally senieral ir largely derived from interstate pas-DISTING. engers. The operating expenses of railroads modent

n the United States, as reported by the Interstate Commerce Commission, averige about 90 cents per train mile. Of his amount fully 70 per cent., or, say

from 60 to 65 cents per mile, were expenses of conducting transportation and whit eltinaintenance of equipment. This ex-

If such is to be the policy of the Rail- possible, every precaution adopted for MAR A comparison of the reports of the reports of road Commissioners, and of those re-Railroad Commission of North Carolina for the year 1891 with the reports of inevitable result must be a series and of those re-its every patron. Negligence, however inevitable result must be a serious slight, is resented, and oftentimes re-modification, if not the abandonment, sults in damages which the railroad by the Southern Railway Company of company must pay, and cases can, 1 the policy of improving and enlarging think, be cited where awards in conits facilities in North Carolina, which tested cases have at least seemed excessive. ture of over \$650,000 in improvements in

The perhaps popular idea that it hat State within the past three years. costs less to carry passengers in cer-It seems inconceivable that the people tain States-North Carolina includedof North Carolina, when they shall than it did some years ago, is a falclearly understand the financial condilacy. The cost has increased. Passentions under which the railway company ger coaches have been improved, and s operating in that State and elsecost more than they did in former where, will support a policy that will years; wages have by no means percep force the railway companies to reduce tibly decreased, but, on the other hand heir expenditures and service in North he educated or skilled labor required Carolina to the lowest practicable point, to manipulate the various devices used nstead of continuing that progressive upon passenger trains, exacts, and natolicy of improvements from which the urally so, a higher rate of compensapeople of North Carolina have already ion. The laws of Congress and of most lerived and must continue to derive States demand the application of safety such material benefits.

appliances to all equipments, freight CONCLUSIONS. and passenger, costing thousands upon From the foregoing statements it will thousands of dollars; Commissioners o ppear to your Honorable Comission: railroads sometimes order, we think, That the rates of passenger fare on when the real requirements might be the Southern Railway in the State of delayed a little without injury to peo-North Carolina are below the average in the United States, are fully as low ple or railroad, improved station acor lower, than in the neighboring States commodations; the demand for added and improved train service, with an and as low as they are in any other safer. The local patrons of the State of equal density of population. increased number of stops, and faster time, is constantly pressed upon all the facilities afforded to the citizens of North Carolina in respect to managers of railways. This necessineans of transit within the State are tates heavier engines, heavier rails, fully equal to, and in many instances constant expenditures for ballast and other improvements upon the roadway. far superior to, those enjoyed by other States of equal relative population. the reduction of grades, the filling of That these facilities have been largerestles, the elimination of dangerous y improved in amount and are much curves, steel bridges in place of wooden superior in quality as compared with ones, and heavier and stronger coaches, hose enjoyed ni years previous, and n order that the greatest speed conhat they are afforded to the citizens of sistent with safety and comfort may North Carolina without due remunerabe secured and the desired end accomtion to the carrier, and, so far as the plished. Are not these improvements. purely local facilities are concerned, are pressed upon us so strenuously and furnished at less than the actual cash costing such an enormous outlay of cost to the railway company, and the noney, of the very greatest importthe only means by which the Southern ince, and is it not true that the secur-Railway Company is able to thus furng of them adds to the insurance nish them and look solely to the fuigainst accident, and, if so, is it not ture for its possible return is the fact true that railroads in the South, requirthat consolidation into one large sysng so much to bring them up to anytem has produced for the benefit of the hing like the standard of railroads in company as well as the citizens of other sections, should be carefully dealt North Carolina a large volume of with, until a very much higher excelthrough interstate traffic sufficient to ence in their physical condition is obenable it to sustain temporarily the tained, and should not the people conosses in connection with the local traftribute thereto by paying reasonable

ates for transportation, in order that That the security holders of his desired result may be accomplish-Southern Railway Company are not ed? On nearly every railroad the pasnow receiving, and at no time have resenger train mileage, i. e., miles run by passenger trains, has been increased eived, a fair and reasonable return upon the cash investments made in the o meet a public demand for rapid properties, and that the lease for a ransportation, with little promise or ong term of the North Carolina Rail tope of increased business. To meet oad and the consolidation into the Southern system of the East Tennessee, his demand for increased speed necessitates shorter trains and fewer stops. Virginia and Georgia have been the which in turn frequently necessitates neans of sending through the State added trains for local travel, which in arge volumes of traffic which therehe very nature of conditions does not tofore passed over lines largely outand cannot be expected to pay, until

That this increased volume of traffic such time as the population shall have very materially increased. through the State has rendered neces-North Carolina is a n expenditures upon th

The Spanish Guard Increased to Protect General Lee.

e Suorma Lost.

POLICE AT THE CONSULATE

Spain to Enlarge Her Navy, and the Havani Authorities Increase the Police Along the Wharves and at the American Consulate's Residence and Office-Gen. Lee's Return of the Visit of Commander Higbee's Visit, Etc.

By Cable to The Morning Post By Cable to The Morning Post.

Madrid, Jan. 27 .- The Cabinet is deermined to avoid the least action that would be likely to be provocative to the United States. It has cabled to the authorities in Cuba ordering them to promptly check any demonstration during the stay of the American warships in Cuban waters, and to show every courtesy and attention to the officers of the United States vessels.

The Government, nevertheless, is obliged to be careful not to appear as ignoring popular irritation, which has een increased by the visit of the 'Maine" to Havana. The majority of the newspapers continue to publish violent editorials or the subject of Spain's relations with

the United States. They daily advocate firmness in dealing with American pretensions to the right to meddle in Cuba, and demand that the Government send strong naval squadron to the West ndies

It is probably as sop to this agitation that the announcement was made this evening that the Government would imnediately reinforce admiral (erveras' spuadron , which, however, wil not be ent to the West Indics at present, but vill concentrate at Cadiz.

News From Washington Satisfactory. Havana, Jan. 27 .- In spite of the opimistic cable advices that are being prwarded to Madrid, it is not believed political circles here that the journey of Gen. Blanco through the east of the sland will bring peace. Although he carried about \$150,000 with him when he left Havana, no one believes that any important leader will surrender. It is reported that he wil soon return, because Gen. Maximo Gomez has fallen back across the Moron-Jucaro trocha

nto the Camaguey district.

A MORE POWERFUL BATTLESHIP UNUNLOOIVINH Than the "Maine"-The Spanish Battleship

"Vicaya" Which is Coming. By Telegraph to The Morning Post. Washington, Jan. 27 .- Concerning the

cable despatch published in The Morning Post of yesterday, to the effect that the Spanish battleship "Vicaja," of 7,000 tons displacement, had been ordered to American ports, Secretary of the Navy Long stated : Spanish warships have frequently vis-

ited the United States since the insurrectionary movement broke out in Cuba three years ago without having excited Daniel Attacked His Record First and them the least unfriendly comment, and there was no reason why any significance should be attached to their com-

ing again whenever they felt disposed to do so. The Spanish flagship on this station

with the Indian Appropriation Bill Betook part in the ceremonies connected tore It with the dedication of the Grant Monu-By Telegraph to The Morning Post. ment in New York about a year ago, and also at the subsequent celebration Washington, Jan. 27.-The debate in T in Philadelphia last summer, after he Senate today on the Teller resolustaff visited Washington and paid their respects to the President and the members of his Cabinet. Secretary Long said ncidents. After it was settled that the he recaled with pleasure the visit of time for taking a vote should be postthe party to the Navy Department. Secponed until 6 o'clock to-morrow, the retary Sherman also said he saw no reason why the Spanish ships should session to begin at 10, Senator Daniel, not visit the United States, and, in fact, of Virginia, resumed the floor and conhe would be glad if they did come. They would be welcome. The information from Madrid that the vesterday in support of the resolution. Spanish government had decided to It was a carefully prepared speech. send the warship Vizcaya on a visit to American ports caused no comment and was rehearsed with much oratoriin official circles. She is a formidable cal effect. Its delivery occupied two raft, larger, faster, and more powerful hours. He quoted from the speech by than the Maine. Her points are recorded here as follows: Length, 340 Mr. McKinley, at the meeting of the eet; beam, 65 feet; draft, 21 feet 6 in-Republican clubs in Toledo, on Septem-

ches; two propellors; 13,000 horse-power ber 12, 1890, criticising President Clevewith a 12-inch armor belt and barland, and charging him with "dishon bettes 101/2 inches, and an armored deck oring one of the precious metals, disvarying in thickness from two to three rediting silver and enhancing the price nches. Her battery is made up of two of gold. 28 centimeters, ten 14 centimeters, one Mr. Lodge (Republican, Massachucentimeter (all Honora guns made in setts) followed. He said that he favored Spain), eight 57 millimeters, four 37 milnternational bimetallism, always had meters, and two machine guns. There favored it, and had done what little he are six torpedo tubes. The ship was launched in 1891 and cost \$3,000,000, and is capable of 21 knots speed, while the Maine is but 171/2 knots.

Washington, Jan. 27 .- The papers nere today state that all the advices received by the State Department and the issue tendered them by the reso-Navy Department from Cuba yesterution and had made their first fight day were satisfactory. Gen. Lee at 2 apon it with not only being certain of)'clock reported that all was quiet and heir defeat, but with the consciousness order prevailed in Havana. At about f being wrong in their interpretation. he same hour a cablegram came to He argued that the question presentthe Navy Department from Commander d in the resolution was one of law, not Sigsbee, of the Maine, saying that genof policy. He thought that it would eral interest was manifested on the arnave been better to postpone the resoival of the Maine in Havana harbor, ution indefinitely, as there was no but there had been no demonstration. He had been ashore several times himhere was for the readoption of the deself officially, and had been received claration of independence with the greatest courtesy. He expect-

RESIDENT'S NEW YORK SPEECH the Gold Standard Sust Ba Mainte or diven in his soner Last Ni The Teller Resolution Not Tagraph to The Morning Post. New York, Jan. 37.-President Me-Kinley was the chief guest at the ban-ruet at the Astoria Hotel this evening, fiven by the Manufacturers' Associaken Up Yesterday. ion. It was the most brilliant gath ng in years, over 1,000 bankers, bu BUT GROVER GOT IT TWICE

is men, brokers and manufacture

dent's menu card was be Hartman Turned Upon Him-There Was a Number of Lively Incidents in the Seaate-The House Was Unusually Dull

NO. 50.

tion was marked by many noteworthy that the p

maintain hazards.

A notable feature tinued the argument which he begun national bir sence of anything

He said, among pointing out ev

"The money question of the Un and m

"If doubts remain, they must be moved. Noth down the as through a legal to y referring to the Teller rea Whatever may be the e contract, the United S he contract, the the contract, the child states in curr charge all of its obligations in curr recognized as the zest throughout civilized world at the time of payn "Nor will we ever consent that wages of labor, or its frugal say shall be scaled down by permitting avored it, and had the regretted that the attempt at an international agree-ment had failed, and he hoped that in the future it might succeed. Lindsay (Kentucky, Gold Democrat) hought it unfortunate that those who

inancial le nonorable "All those who rep he great t not only to people to it his great qu ve that It the alternat more reason for its readoption than subm "This is our plain duty to 1 000,000 voters, who fifteen me

of from 60 to 65 cents per train tile is exclusive of expenditures for naintenance of roadbed and structures. a Railway r for general expenses. Hater PRITE

It can, therefore, readily be seen that tust taken he local passenger trains of the South-

an Railway Company in North Caroth ina do not earn from the carriage of Las to the assengers sufficient to pay the cost of minussion Th unning them. They are, therefore, run M. Samue by the railroad company as a part of Southern is general scheme of operation to acommodate local interests and to facili-" that gen write. ate trade, but at a loss to the company when considered separately. That is to f Southful ay, that the citizens of North Caroatellectua ina get the benefits of the interstate with much service and do not pay actual cost

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-perty The

eduction in the local passenger rates ouid be manifestly unjust. If the present tariff was reduced to provision o cents per mile, the losses in passenger ratified evenue per annum to the Southern menission tailway Company on the lines menand just . oned would be \$139,818.30; if reduced enger tariff 21/2 cents, the losses would be \$90,must, there-33.45. and it is

or it.

The present'passenger tariff in North ite that this arolina is reasonab e, because it is not by just to reater than the tariff in effect on railthe that it is oads in other parts of the country

In these circumstances, an arbitrary

here passengers are transported unthe United ler similar circumstances and condi-TH VS. The tons. mporny, 151 As the passenger movement in North

arolina increases the rate will de-Tip (prised to POISE. tronsition

The economic causes to which refer nce has been made which are contantly causing a reduction in rates can recomplish more for the benefit of the people of North Carolina than any aroitray action of this Commission in relucing passenger tariffs.

If the rates are new violently and ar conversion and sitrarily reduced severe losses will re-12 174 (121) ult, and instead of having the present odern service with frequent schedules and fast and comfortable trains over cell-maintained tracks of heavy rails. he result must necessaril be a reducion of schedules and a curtailing of spenditures for improvements in the 5-7 118-1 +183adbed and rolling stock.

This in turn necessarily means the rearding if not the cessation, of that maerial advancement and progress which as marked the history of North Caro ina for the past few years. There has mer throughout the United States :

n rates would be possible all the

s has been greatly improved.

instant reduction of rates, both pasmeer and freight, as population and A Syster he volume of traffic increased, and the cople of North Carolina, have partici-IN BREEDON ated proportionately in the benefits Nonited B ceruing therefrom. Where a fare of 24 H 101 11 15 ive cents per mile was demanded and ST INDERICIES said in 1885, he same passenger . may ow travel the same distance for three a united with nd one-quarter cetns, but in quicker

in e, and with far greater comfort and ssurance of personal safety. ે દીકરવાર્ગ - પ્રસ્થાત Moreover, while the tariff rate 'In North Carolina for first-class is three - \$13,454,447 nd one-fourth cents, the actual averige receipts of the Southern Railway outpany per passenger per mile NOT 1 THAT OF SUL NULUDING RAILROAD EMPLOYthes in the TES AND OTHERS TEEE, is only 2.356 cents, and this re-1- 311. 30.021. ced average rate is due to concessions of the troubless ade to the public in the form of miage books and special excursion fares them. State nisters' rates, and other rates below ariff authorized by the law of North ADDDU Veof arolina. These are concessions which WITE SERVICES IN - people require and which the rail-

91E 1214 Rt S the list the in per annun preferred stor

for dollar, cash the number as description, the ed, and the rate an reduced about

smill valumea had during the year us during 1896(, and

cats more than \$650,000 in excess of hat it would have been necessary to

ines of the Southern Railway Company in the State, including largely increased future, but, as yet, while embracing shop facilities, with large permanent increase of population in connection which tends in other States to make a therewith, large additional expenditures upon roadway, stations and bridges, and a large increase in the permanent xplored.

side of the State.

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train forces constantly employed in the novement of the traffic. That) under these improved .

tions there has been a material reduction in the rates for passenger fare within the State, since 1885, and that hese rates are now as low as can be reasonably expected.

That the loss to the Southern' Railthe United States, or the orders of the way Company, should further reduc tion be made, would be so serious a ot only to interfere with future en argement and improvement of the failities now afforded, but to require heir immediate curtailment and possily permanent impairment to the great letriment of the material welfare and levelopment of the State.

Dated this.26th day of January, 1898. SOUTHERN RAILWAY CO., By Samuel Spencer,

President. W. A. Henderson,

Fairfax Harrison, Of Counsel.

At the conclusion of the reading of Mr. Spencer's answer, Mr. Finley, the second vice-president of the Southern. vas put on the stand as a witness. Mr. Finley was asked a number of quesions by Chairman Caldwell and other nembers of the commission which ould not be answered without an exumination of records, etc. Many of the juestions asked related to matters emodied in the answer of Mr. Spencer. Mr. Finley stated that if the Comnission would furnish him the ques ommission, dated June ions he was unable to answer and such States carried over 3,000,000.000 passenothers as they desired to have answerters one mile. They also carried 95,000,d, he would try to furnish the infor-

nation from the company's books. Col. Turk, the Southern's general pas senger agent, was next examined. He was asked many questions relating to natters in the passenger department, and explained them, so far as he was ble to do so.

Chairman Caldwell asked Col. Turk the railroads could not afford to nake passenger fares 2½ cents, since ,000-mile tickets were sold at the rate of 2½ cents per mile. He replied that hey could not.

Col. Turk said that he did not have record of free passes issued and that ie'did not issue them. He explained ow the railroads ran cheap excursions. often, he said, they are run under the suspices of charitable and religious organizations, and that large crowds are nduced to ride at the ridiculously low prices. Unusual efforts are exerted also o make people ride on such occasions. He said that experience had taught hat a large per cent. of the excursions were run at a loss.

Chairman Caldwell: Have you any ecord of the legal counsel employed by he Southern' Railway in North Caro Who the local counsel are and ina? what is their pay?

Col. Turk: I do not

TRAVELING Second Vice-President Finley was igain called to the stand. He stated hat the Southern did not take into onsideration the free passes issued in he State in tabulating the general nileage of the system. Chairman, Caldwell asked if counsel for the Southern desired to make aray companies allow for the purpose of gument.

Henderson stated that the couraging trade and travel, and Col which are chiefly based upon the faauditing department of the Southern was prepared to furnish such informar principle of wholesale business. ers. as many people at go on an excur-n would travel at the time, excurmation as the Commission might de-

sire by questions or otherwise. Col. Henderson further said that he would prefer to address the Commission after all information and evidence was pre-

Since the Southern Railway Company nonced its operations on July 1. sented. 4. the physical condition of its prop-The notice citing the Seaboard to show cause why its passenger rates Judge Watts, on behalf of the Sea- diers' Monument, at Raleigh, and first in this country. should not be reduced was next read. There have been expended upon the s of the Southern Railway system was ready to make its reply, and he in- urgent request of the lady's committee drawings and counterfeit lottery tick-North Carolina during the past three

The presumption is that he went in State, and unquestionably has a great the expectation of meeting Gen. Gomez Should he return without having inwithin her territory almost everything luced the principal insurgent chiefs to people rich, it remains largely undevel- surrender autonomy it is believed would be considered a failure at Madrid, a oped, and, may I not truthfully say, unconclusion that would seriously affect the stability of the government at Ha-Values of all kinds, especially real

vana and at the home capital. state values, have doub'ed and trebled The autonomists by their illiberal tacn North Carolina, as in every other tics have excluded the guerillas from state, by their advent, and it is but the suffrage. In that way they will lose

air that proper returns should be about 25,000 votes. The guerillas are at made to their owners for expenditures east 90 per cent natives. which have produced such marked re-Despatches from Manzanillo confirm sults? Yet how are they to secure such the reports that the insurgents have proper returns if the laws of States, or burned nearly all the cane fields of the

plantations along the coast. Railroad Commissioners, or of the In-The Mission of Blanco Likely to Fail. terstate Commerce Commission are to Madrid, Jan. 27.-Senor Sagasta, the such as to preclude such property Premier, read to the Queen Regent last rom more than meeting its current obevening what is described as a very igations for operation and taxes? The 'satisfactory despatch" from Washingnterests of the people and railroads ton. It is probable that Senor Moret are identical, and it is a singular fact, Minister for the Colonies, will announce which every one must have noted, that at the next Cabinet council a project when prosperity comes to one it comes ilso to the other, and when adversity of militical and administrative reforms for the Phillipines. Admiral Bermejo, Minister of Marine omes to one the other becomes depressed, it being necessary that both has authorized the officers of the Spanvork in unison if we are to accomplish ish squadron at Havana to atend the he greatest possible good. There are naval banquet to be given by United arge areas of country yet to be set-States Consul General Lee led, and transportation facilities will be a leading requirement. Capital must

e enlisted in its behalf, or we stand still as a nation. For these enterprises vote £8,000,000 for strengthening the and every other material development navy. capital and labor are factors and must HAVANA, Jan. 27 .- The Spanish govork in close co-operation under laws ernment is engaged in increasing the to New York in search of employment. ust to each and encouraging to both.

The Statistician, a prominent journal, along the wharves and in the principal paying her care fare and obtaining a gives the following interesting figures, which have been compiled from the last eport of the Interstate Commerce 1897 this has already been done. Last year the railroads of the United

The city has been quiet up to this hour, and the "Maine" was this morning lying at anchor near the Spanish cruiser, 00,000 tons of freight one mile. The otal amount paid in dividends on stock 'Alfonso XII."

was \$87,603,371-call it \$88,000,000. Of the Many persons believe that the presotal earnings of the railways, about ence of the American warship here is 0 per cent. came from freight service. designed to bring about disturbauces on the streets of Havana when the Ameri-

and 30 per cent. from passenger service. et us assume, then, that of the \$88,can sailors and marines land. This 100,000 paid in dividends, 70 per cent., or morning two battalions of infantry and 561,600,000, was profit on freight serrice, and \$26,400,000 was profit on pas- a section of artillery arrived from the

enger service. Let us drop fractions province of Pinar del Rio. United States Consul General Lee vis and call it \$62,000,000 from freight and \$26,000,000 from passengers. By dividing ited the "Maine," returning the official he passenger profit into the number of visit paid him by Commander Sigsbee. assengers carried (13,000,000,000) we He was accorded the usual salute. ind that the railways had to carry a The local papers insist that the bassenger 500 miles in order to earn 'Maihe" is here on a friendly visit and one dollar of profit-or five miles to with the view of "offsetting Jingo earn one cent. Their averages profit,

speeches in Washington.' therefore, was less than two-tenths of Gen. Blanco, who reached Jucaro ye one cent for carrying a passenger (and his baggage) one mile. By dividing the terday, has left there for Manzanilla, after inspecting the Moron-Jucaro trofreight profit into the freight mileage (95,000,000) we find that the rallroads cha and reviewing the forces.

had to carry one ton of freight 1,530 The German schoolship "Charlotte miles in order to earn one dollar, or has just arrived here, and a British warover fifteen miles to earn one cent. The ship has reached here from Key West. average profit, therefore, was one-fif-La Lucha, replying to an article pub eenth of a cent for carrying a ton of lished in El Diario de la Marina, from a freight, (besides loading and unload-New York coorespondent, calling for the

expulsion of American correspondents I think it will be conceded by all persons of intelligence that in no State from Havana, expostulates with El of this Union can passengers be trans- Diaro de la Marina, saying that any ported at, say, one cent a mile, I mean such action would have a most serious as a regular rate, and yet conditions counter effect, and warning El Diario may, some time in the future, make de la Marina to use more moderate lan-

such a rate reasonable, but the only guas e. condition which can make it possiblewith steam as a motive power, and MADE MONEY PLENTIFUL. other expenses for maintenance, as now -will be when the population has in-Seventeen Lottery Thieves Who Will Land creased many times its present num-In the Penitentiary Soon.

By Telegraph to The Morning Post Passenger business may produce a Cleveland, Ohio, Jan. 27 .- United profit, when taken at one cent per States officers and representatives of mile, in very large numbers, as is the the Honduras Lottery Company (succase when special excursions are run. cessor to the Louisiana Lottery Comfor some great or popular event, and, pany), today arrested Thomas Dolan, I mistake not, the first rate of its the leader of a gang of swindlers, with kind was made for North Carolina at bogus lottery tickets in every big city the time of the dedication of the Sol-By means of a forged list of lottery named by the Seaboard Air Line, at the

ing it) one mile."

-d to visit the palace today A substantial addition to the relief being collected for the Cuban sufferers at the State Department was received vesterday through Senator Hoar, who and that it was under Bryan's leaderlanded to Secretary Sherman a check for \$6,014, sent him by George H. Ly- was to-day sustaining the resolution. nan, of Boston, the trustee for a public ollection in that city.

THE SAD STORY.

Of a Homeless Centenarian in the New York Police Court.

By Telegraph to The Morning Post. New York, Jan. 27 .- Two women, one

he other only 20, were in the Mount side.) Vernon Police Court today as vagrants. The old woman said she had no of the battle between the two standards nome, while the young one said she and gave it as his opinion that the ob- An h was a striker of New Bedford. The cen-tenarian was Mrs. Catherin Bohnay, and give courage to the next President, "Halfwhile the young woman was Miss Cath erine Cole. Mfs. Bohnay told Judge elect Senator Smith T mor Schatz that she was once the owner sey) expressed his "in port of a large stock farm in County Sligo,"

the resolution. Ireland. During the big storm of 1849, Senator Co. in her native country, her farm was. ruined. She had been married four souri) quoted with great effect the times and has outlived all her hus- speech of Senator Allison in the Senate bands. Her brother, Peter O'Connor, is a few days ago, to the effect that if London, Jan. 27.—The Madrid corres-bondent of the Daily Mail says the Govpondent of the Daily Mail says the Gov-ernment will ask the next Cortes to charged, although she had no place to and remonetize sliver there would be a rency on a sound that it Tremendous a vast depreciation in gold, and that it which to go.

metals their money value. Miss Cole said she lost her position, with hundreds of others, by the strike in New Bedford. She decided to come

police at the American corsulates' office, She had some money saved, and after day postponed the vote on the Teller esolution, set for today, until tomorrow joyed by our people, afternoon, when a vote will be taken on the resolution, and also on the pend-ing desirable markets meal in New York, had only 5 cents streets of the city. To a great extent left. She searched for work, without on the resolution, and also on the pending "sound money" amendments. remembering success and then

she had relatives in Mount Vernon, walked there. One of the spectators in the court room said he would give her a position as nurse, and she accepted the offer.

ARKANSAS EARTHQUAKE.

The People of Helena Still Terrified Over the Three Shocks.

defeating the Teller proposition. By Telegraph to The Morning Post. LITTLE ROCK, Ark., Jan. 27.-A special received here from Helena, gives the does not think it is good politics to line following additional description of the earthquake at that place last night :

The shocks were three in number, and the party up on any of the other decla- terprise and in distinct ones, and the people here are rations suggested. In the be adopted praise, not only at the resolution should be adopted praise, not only at without amendment. still terrified over the occurrence, the

noises which sounded like tremendous explosions, etc.

Presbyterian church for prayer meeting Teller resolution. He said-those who sociation and to had voted to take up the resolution had which this a become convinced by the course of the rushed out of the church, expecting the walls to tumble down upon them. There move toward free silver, and that for of were three distinct shocks within quick this reason they were inclined to yote which me succession, the first being the most seagainst it, cr else to modify it by at large. vere, and the three occupying less than a half dozen seconds. They were folamendment. lowed by a trembling or shaking motion Washington, Jan. 27.-The Indian apand not by the usual swaying and wav-

HOUSE.

business since Monday.

ing motion. Telephone messages from country points indicate that the shock

Judge Ewart's Nomination Goes in. or not prosperity is with us.

WASHINGTON, Jan. 27.-The President Jude of the District Oourt of the United States, for the Western District of North Carolina, as was announced in these despatches several days are would a see the several days are would be the several days are several days are several days are would be the several days are several days ar despatches several days ago would be speech had such a stirring enert aleast down this ex-Representative Towne, who was lisdone this week.

Nothing nefinite is known here of the Greensboro, N. C., one of the aspirants the Republican attitude towards Cubs. have for the place, would fight the confirmation of the appointee in the Senate.

M'MILLIN IS A STAYER

At another in Mr. Lindsay's won a m speech, Mr. Aldrich said, with some excitement in his manner, that the reso- States Go ution was in the interest of Bryan, doubt to exist anywhere stability and integrity ship that the Senator from Kentucky or of every kind.

"And he ought to be proud of it," ex-"It will not auffice for elaimed Senator Stewart, of Nevada, imidst great laughter. Senator Wolcott said: "I wish mem-"That is not enough. The propie

must be given the vita side of the chamber would stand by the public law.

"Better an honest effort, with fa principles and tenets of the party, and ing of so plain and co not go off at the behest of an Indianap- ure, than ave oplis convention, which wants to fasten

the single gold standard upon the counreform are, it must be who said she was 100 years old and try." (Applause on the Democratic either few in nume

Senator Caffery, of Louisiana, spoke gree, but progress canno of the battle between the two standards made with a fair and the

whom the friends of silver hoped to the. For us to atte

wamperat. Mis-

aid that the St. L form, which the peop e had ratified, was a mandate to law makers to carry of

Tremendous applaume by. The Proference to sound currency. The Proference to sound currency. lause greeted ev wast depreciation in gold, and that the metals their money value. It is generally believed that the amendment will be adopted. Washington, Jan. 27.—The Senate to-Washington, Jan. 27.—The Senate to-Yashington, Jan. 27.—The Senate to-Yashington,

t facilities for re ing desirable markets. Much of it

Republican silver men have served notice that they will not vote for any of the amendments which have been suggested, even though they may agree with them in general. They argue that the important thing is to adopt the resolution, and that all nse if we would enter into most is to adopt the resolution, and that all amendments proposed are solely for the vantageous bu eas relatio

purpose of destroying the effect of the resolution. Should they persist in this purpose of destroying the ensist in this resolution. Should they persist in this determination, there is no possibility of determination, the Teller proposition. ise that hi Senator Aldrich believes that all the their destination. It is a go amendments should be dropped, except buyers will not come to us, for us

that offered by Senator Spooner. He go to them, It is our

Mr. Foraker said this morning that he "I have t thought there was a feeling growing in serious strain, is the Senate against the adoption of the due both to the

become convinced by the course of the become convinced by the course of the debate that its adoption was simply a debate that its adoption was simply a move toward free silver, and that for of infinite good to the respe-

"It is just begi propriation bill was passed by the the dep House today, having been the nominal ness long contined and a paralleled.

"Progress, therefore, will naturally be But little attention was paid to the

But little attention was part to the gen-bill the discussion running to the gen-"But let us not be im eral condition of the country-whether This bill having been disposed of, the which will in time surely be

This bill having been disposed on bill reward. District of Columbia appropriation bill "I have no fear for the During the debate, Hartman (Mon-

ex-Representative Towne, who out of his upward, tening, entranced, that he fell out of his "upward," "It has never suffered fr chair into an aisle alongside, to the great amusement of the galleries. DeArmond made a bitter attack on "Founded" tal to any te upon right ng to fec. bich may

IN NEW SUIT CONFEDERATE GRAY. Way. n and

Rev James Battle Aver rsity to Delight of Varsity Boys sovereignio

was felt at many places.

Special to The Morning Post.

