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SHAFTER CABLES BATTLE BEGUN

Firing Began Near Caney, Lawton's Division Under Fire.

GARCIA'S FORCES NEARING THE CITY

Fifteen Thousand Americans and Five Thousand Insurgents Ready to Move Against Defenses.

THE BATTLE BEGUN.

Washington, D. C., July 1.—It now looks as though the desire of the nation is to be satisfied and that July 4th will find the American flag floating in the breeze in the city of Santiago.

Secretary Alger this morning received the following dispatch dated at 9:45 a. m. today:

"CAMP AT SAVILLA, CUBA, JULY 1ST.—ACTION NOW GOING ON. BUT FIRING LIGHT AND DESULTORY. BEGUN ON RIGHT NEAR CANEY. LAWTON'S DIVISION. HE WILL MOVE ON NORTHEAST PART OF TOWN OF SANTIAGO. WILL KEEP YOU CONTINUALLY ADVISED OF PROGRESS."

"SHAFTER."

Major General Commanding. The news caused excitement in all departments and the bulletin board friends have greatly increased in number. The words of General Shafter "will keep you advised of progress" have been favorably commented upon and are significant, showing the confidence with which he proceeds against the fortifications of Santiago.

THE FORWARD MOVEMENT.

On Juragua, via Port Antonio, July 1.—More than fifteen thousand Americans including all the volunteer troops operating in Cuba supported by four thousand Cubans under General Garcia lie within view of the Spanish entrenchments at the northeast of Santiago ready for a forward movement and general assault on the city. Major General Lawton will take the lead if the Spanish show signs of retreat and General Wheeler and Kent will join in General Lawton's endeavor to drive the Spaniards before them into the city. The purpose of the advance is to push five thousand troops under General Lawton two miles nearer the city, take the village of Caney and occupy the ridge over Caney which the artillery fire will be rained on the Spanish entrenchments. It is believed that the Americans will be satisfied to accomplish the movement tomorrow and postpone the general attack on the city until the arrival of larger guns and artillery.

IN VIEW OF PICKETS.

Sevilla, June 30.—(Midnight)—General Garcia's Cubans made a dash to the westward in the afternoon and penetrated nearer the defenses of Santiago than any other hostile force. Garcia led personally, striking Caney and passing in plain view of the Spanish pickets. Tonight they camped near by preparing for an attack as soon as permission is given. The Cubans are rationed only for twenty-four hours and argue for an early advance under these circumstances. Garcia expects to have the honor of leading the grand assault. Exhorted the men to fight desperately.

THE FIRST FIGHT.

Siboney, July 1.—By three o'clock today Santiago will be surrounded by Americans and Cubans under General Shafter. Practically all the army are now in sight of the city. Outposts on both sides and so close to the picket that firing is going on continually, but no real fighting. All the light artillery has been conveyed to the front but the heavy guns are still on board the transports. The railroad will probably be finished today when the guns will be speedily brought to the front. It is expected that the first fight will take place at Aquadores where the Spaniards are strongly entrenched.

PROGRESS IMPEDED

Promises of Business Men not Fulfilled

HARGETT TRAMWAY

The Street Committee gives Good Reasons for Delay in Work—A Wild Roast for Manager of the North Carolina Car Company.

The Board of Aldermen will hold an unusually important meeting tonight and the matter of keenest interest to the people of Raleigh to be heard is the report of the street committee printed below.

The report is full and interesting in that it is no dry document rehearsing the doings of the committee, but contains spicy criticism of people doing business with the city.

The report addressed to the Honorable Mayor and Board of Aldermen says:

The work on our streets has been going forward unusually well since our last report, as will be seen by the amount of work which has been accomplished which is given in detail at the end of this report. We are exceedingly gratified at the manner in which the work is progressing, and while we have had many difficulties with which to contend, and may not have pleased everyone in prosecuting the work on the streets, yet we feel that the general results have been good and satisfactory, and that the people of the city will appreciate our efforts, and conclude that we have done the best that we could under the circumstances. In prosecuting this work there are a great many things which confront the committee which never suggest themselves to the mind of the average citizen unless he has been so unfortunate as to have served on the Board of Aldermen and gone through the same experiences which we often have to encounter.

In the first place nearly every citizen of the town has ideas of his own in regard to the manner in which the work on the streets ought to be done; what disposition ought to be made of the street forces, and especially how the street in front of his property ought to be improved. The street committee is compelled to listen patiently to all of these suggestions and endeavor as far as it can to comply with the wishes of every citizen. It is absolutely impossible to accede to the desires of every man concerning improvements contemplated in front of his individual property.

The street committee is therefore compelled after hearing as many suggestions as they can to put them altogether, and then call from the general lot a plan which will advance the best interests of the city, and at the same time meet the wishes of the greatest number of property owners concerned. This is sometimes a very difficult task. Then again nearly every man in the city who pays taxes feels that some improvements should be made in front of his property or at least in his neighborhood.

The street committee can understand and sympathize with this feeling, and we are doing the work in as many places about the city as we possibly can to advantage, but it is sometimes a bad plan to divide the hands into too many different squads, and we are endeavoring to push the work as rapidly as we can in the hope that we may be able to do some work in every part of the city before the close of the present city administration.

We stated in a former report that we believed that with the \$50,000 bond issue we could grade and curb twenty miles of street besides doing other work in connection therewith such as macadamizing, putting down streets crossings, paving gutter lines and keeping the ditches of the city in proper order. We still believe that the estimate made at that time was not too large. This will enable us to reach out into almost every community in the city, and we believe that at the end of the present city administration our people will be glad to see the fact in seeing every prominent street in the city graded and curbed, and we will then have good sidewalks all over the city.

We believe that the accomplishment of this purpose will add more to the prosperity of our town, and the general comfort and convenience of its people than anything else.

It will cause our people to take a deeper interest in their property and give the outside world a much better opinion of the Capital city of the State.

The street committee would be glad to adopt every plan suggested, and to push the work in every part of the town at once if it were possible to do so, and when it is realized that this is an impossibility we trust that the people will be as patient as possible with us. The majority of our people have been very kind and considerate, and they have aided us very much

with their words of encouragement and the hearty manner in which they have complied with our requests.

HARGETT STREET.

Fearing that our position has been misunderstood in regard to the Hargett street tramway we desire to make the following explanation.

We did not break ground on Hargett street until after we had placed orders for the railroad iron, cross-ties and other material for laying the track.

We then commenced to grade the street in order to expedite matters as much as possible thinking the rail would soon arrive. The rail was purchased from an Atlanta firm, and was a part of the track taken up between Southern Lines and Pinehurst.

We placed an order for 100 tons of this rail on condition that we be permitted to inspect and select it. Our order was accepted, and then it was that we commenced to grade on Hargett street and placed an order with the North Carolina Car Company for two train cars.

Our Hon. Mayor visited Southern Pines to inspect the rail after having wired the Atlanta firm to send a representative there to meet him, they agreeing to do so.

The Atlanta firm did not have a representative there and the Mayor's visit was unsatisfactory. After further correspondence we sent Mr. W. B. Goodwyn, a railroad man, to Southern Pines to inspect the rail and if satisfactory to load it on the cars.

We ascertained that the rail had been levelled on and could not be moved. We found that it would probably be months before we could get this rail so we cancelled our order and commenced negotiating with other parties for the purchase of rail.

We finally located some rail in Pittsburg, Pa., which we thought would suit our purposes. This rail was ordered and after much delay it arrived and was immediately put down.

We felt sure that the Car Company had completed our cars as the Manager, Mr. Ashley, assured us that he could complete the cars in two or three weeks. It has now been over two months since the order was placed and still we have been unable to get the cars up to the present time.

We have been after him every few days for the past three weeks. He has promised to let us have the cars this week. As soon as we get the cars the Hargett street line will be put in proper condition. The street committee has exerted itself and done everything in its power to give the people about the Hargett street line as little inconvenience as possible, but it seems like everything has impeded our progress.

The people on that street have been put to a great deal of unnecessary inconvenience but it is not the fault of the committee as we did everything that practical business men could have done in order to facilitate the work and get it in proper condition as quickly as possible. We felt that it would be a serious expenditure of the city's money to send teams there to grade the street, and fill in the track when it can be done at one-tenth of the cost after we get the cars on the track, and relying on the promise of Mr. Ashley that we would have the cars inside of a few days we have waited patiently from day to day in order to do this work. We make this explanation in justice to the committee.

SEABOARD AIR LINE.

We recommend that the Seaboard Air Line be instructed to enlarge the culvert which passes under its track where it crosses Peace street.

There is a large volume of water which comes down this street every time we have a big rain, and the culvert being too small to carry it under the track the water is banked up at this point and overflows all of the property in that neighborhood owing to the fact that the culvert under the railroad track was too small to carry off the water.

Numerous complaints have been made to the committee from time to time in regard to this matter, and we feel that the above named railroad company ought to be required to proceed at once to give the needed relief to the people in that part of the city.

SIDEWALKS.

On June 9th we addressed the following communication to Mr. J. M. Norwood, Chief of Police: My Dear Sir:—At a meeting of the street committee held this morning it was decided to request you to notify the property owners in accordance with the city charter on the streets named below, to repair their sidewalks along said streets either with hard brick, paving stone or cement. The walkway must be at least five (5) feet wide on all streets named except Newberne Avenue where it must be seven (7) feet wide.

In front of all business houses it must be the entire width of the sidewalk; where there is a driveway crossing the sidewalk it must be paved the entire width of the sidewalk. Please notify the property owners in accordance with the above instructions on Newberne Avenue between Wilmington and Blount streets, on Edenton street between Blount and Salisbury, and on the same street between McDowell and West streets, on Morgan street between Salisbury and West, on McDowell

(Concluded on third page.)

NEW MEN GO IN. LOCAL NEWS ITEMS

Clerks and Deputy Collectors Turned Out.

ARE MANY CHANGES.

New Construction on the Civil Service Permits Collector Duncan to Make New Appointments—Collectors and Clerks to be Named.

This morning the office force in the Revenue Department were surprised by the announcement that a new construction had been placed on the civil service regulations and that they are to have fifteen days more time to serve the government.

The deputy collectors at the various points were also notified and they will no longer continue in the department's work.

The office holders whose successors are to be named are:

- Edgar A. Wombie, clerk.
- C. H. Holloway, clerk.
- E. H. Baker, clerk.
- E. F. McAlloch, Deputy Collector.
- All of the above were under the civil service rules and are recommended for 15 days as Deputy Collector.
- The deputy collectors, also under the civil service, who were appointed under Mr. Simmon's administration, and are now retired are as follows:
- J. W. Dailey, at Newbern, who has served 90 days as W. T. Cahoe's successor.

- H. W. Stubbs, Williamston.
- J. J. Daniel, at Halifax.
- J. W. Jones, at Raleigh.
- J. A. Thomas, at Louisburg.
- J. E. Pickard, at Chapel Hill.
- J. D. Meador, at Reidsville.
- W. E. Gibson, at Hamlet.
- W. C. Troy, at Fayetteville.
- J. D. Grimsley, at Kinston, who has served 60 days as successor to R. C. Hill, deceased. It is thought will be retained. He is a Republican. The names of the new deputy collectors will be announced tomorrow.

The office force Mr. N. A. Brown is retained. He is transferred to the Assessment and Disbursing desk made vacant by the death of Mr. W. H. Walker. Mr. David Duncan, brother of Collector Duncan, who has been acting in the capacity of private secretary to the collector is assigned to duty at the Bonded Spirits desk made vacant by the transfer of Mr. Brown.

Mr. Duncan states that the relations between the force and himself has always been most cordial and he considers each man under him his close personal friend.

THE TROLLEY RIDE TONIGHT.

Remember the Trolley ride tonight. The beautiful car "Venus," will be brilliantly lighted, and her one hundred and sixty lights will add much to the occasion. The ladies in charge want everybody to be on hand. The object is worthy of patronage. It will be a long time before so much refreshing breeze and enjoyment can be had for a quarter. King and Company have plenty of tickets on hand. Call early and buy one.

Go early to the store of the smiling King And the needful quarter be sure to bring. Supplied with a ticket you can get on the trolley And have a good time with Sally and Fanny and Molly and Polly.

FUNERAL OF MR. B. F. PARK.

The funeral of the late Mr. B. F. Park took place yesterday afternoon at 5 o'clock from Edenton Street Methodist church, where a large concourse of sorrowing relatives and friends of the deceased had gathered to do him honor. Manteo Lodge No. 8, I. O. O. F., Centre Lodge, No. 3, K. of P. and Confederate Veterans, turning out in large numbers. A good man has gone to his reward, was the universal verdict of all who knew B. F. Park.

All day yesterday friends called at the home on North West street to pay their respects to the family of the deceased. The casket of Confederate gray rested in the centre of the room surrounded by beautiful floral tributes sent by friends, while above the casket floated the Confederate battle flag of L. O. B. Branch Camp of Confederate Veterans, of which the deceased was an ex-commander.

The honorary pall-bearers were Messrs. Jas. A. Briggs, W. C. Gram, W. J. Ellington, W. J. Young, A. Olmstead, D. J. Conn, S. G. Ryan and Amstield Jones.

The active pall-bearers were taken from the membership of the L. O. B. Branch Camp Confederate Veterans. They were Messrs. A. B. Stronach, G. M. Allen, W. H. Hughes, R. H. Brooks, R. H. Bradley, J. C. Birdsong, F. H. Busbee and A. M. Powell.

SHORT STATEMENTS

Buy Travelers from Dusty Trains

Those Who are in the Public Eye—Movement of People who Have or Have Not Gone to the War—News in Little Space.

Judge A. C. Avery returned to the city today.

Dr. and Mrs. D. H. Abbott left this morning for Vanclemere.

Mrs. F. M. Harper, of Athens, Ga., is visiting relatives in the city.

Miss Pearl Robertson, of Clayton, is visiting Miss Janet Pool on Hillsboro street.

Prof. M. C. S. Noble, of the University, was here today on his way to Wilmington.

It is a pleasure to see Mr. A. M. McPheters out again after a week's confinement to his room.

As early as the year 47 B. C. the great Alexandrian library contained over 40,000 valuable books.

Rev. W. W. Staley, of Stanton, Va., who has been in Raleigh several days, left this morning for his home.

Mr. E. G. Rogers, who has been ill for some months at his home on South Blount street, was reported not so well last night.

Regular meeting of Capital City Council, No. 59, Jr. O. U. A. M., tonight at 8 p. m. Every member urged to be present.

Captain John R. Smith left this morning for Seven Springs to be present at the first Farmer's Institute, which promises to be a great success.

Dr. J. C. Kligo was here today on his way to Elm City to attend the Washington District conference. Something warm may be expected from the Doctor about Sunday.

The Board of Aldermen would be doing the proper thing, if at its meeting tonight, provision is made for the raising of United States flags on all public buildings and school houses.

Adjutant General Cowles today received notice from Lieutenant Commander C. T. Hutchins, U. S. N., stating that no more navy reserves, either officers or men were needed and that more had been mustered in than could be used.

Don't fail to enjoy the Trolley Ride this evening. Special music by Second Regiment Band. Tickets for sale at King's Drug Store. Come and bring your girl. Cars leave capital at 8:30. E-c-r-y-th-i-n-g to make life happy. Music! Venus! Moonlight! St. Mary's Guild Chapter 6.

The wagon of Henry Justice was struck by the street car on Hillsboro street, near the Tucker residence about noon today. This was the second smash up today and knocked the wagon all to pieces. It is said the milk wagon belonging to Mr. M. was knocked to pieces later in the day. Raleigh is trying to make a trolley record.

A full programme of the Fourth of July celebration will be printed in the Times-Visitor tomorrow afternoon.

This morning on the corner of Edenton and Wilmington street the Blount street trolley car struck the wagon of David Pool a farmer, who lives near this city. The wagon was completely demolished. Mr. Pool was not hurt, but was much frightened. It is understood that he acknowledges being at fault and does not blame the company.

FAIR SATURDAY.

For Raleigh and vicinity: Fair tonight and Saturday.

Weather Conditions.—The barometer is high over the entire country east of the Mississippi, and throughout this section clear, warm weather continues. The line of 80 degrees at 5 a. m. extended as far north as Raleigh. Only small quantities of rain were reported, at Hatteras, Savannah and Augusta. A considerable barometric depression exists over western Nebraska, which is causing rain at Bismarck and St. Paul, with 1.12 inches at the latter point. A little rain also occurred over Texas. The temperature is lowest from Marquette to Bismarck.

She Knew Him.—"Often, often, dear, during the war I shall pine for the girl I left behind me." "Yes, you act as if you meant me, but I'll wager you will think more often of Bridget."—Detroit Free Press.

On the brink of a creek in Ireland there is—or used to be—a little stone containing a carving of this inscription, intended to help travellers: "When this stone is out of sight, it is not safe to ford the river."—Tit-Bits.

TO IT LIKE MAGIC.

JONES & POWELL.