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THE ORDER STANDS

Negro Enlisted Troops Will be Discharged.

FULL HISTORY OF CASE

Investigation Conducted by Army Officers Made Public.

Statement Issued From the War Department Concerning the Suspension of the President's Order by Secretary Taft and Later the Directions to Proceed With the Dismissal—History of the Investigation Conducted by Army Officers Made Public in a Pamphlet Called "The Affray at Brownsville."

Washington, November 21.—The war department issued the following statement today concerning the negro troops ordered dismissed at Fort Reno: "In the matter of the order discharging the enlisted men of three companies of the 25th infantry, issued by the president, application was presented to the secretary of war by a number of persons on which the action was taken. The secretary telegraphed the president of the application, and delayed the proceedings of the discharge until the president could indicate his wishes. The secretary was meantime called out of town. No answer was received from the president. The secretary on his return did not feel justified further delaying the execution of the order of discharge, especially in view of the fact that the secretary then learned that the president had fully and exhaustively considered the argument against the order of the persons who now appear for a rehearing. Accordingly the secretary directed yesterday, Tuesday, that the proceedings for discharge be continued without delay."

The investigation of the conduct of negro troops of companies B, C, and D, 25th infantry, as reported upon by Major Blockson, inspector general department, Lieutenant Colonel Levering, fourth infantry, acting inspector general, and Brigadier General Garlington, inspector general of the army, was made public at the war department today in a volume entitled "The Affray at Brownsville, Texas."

Major Blockson declares that the affair was preconcerted, and both he and General Garlington exonerate the officers from blame. General Garlington says it was evident from the first that the three companies had entered into a compact to give no information about the affair. Secretary Taft said today that no steps will be taken to make a further investigation of the conduct of the officers.

In his summary of the reports made by the other officers and of his own efforts to discover the guilty soldiers, Brigadier General Garlington declares that every means of getting evidence concerning the shooting was exhausted. All the men of the three companies were talked with individually on different occasions, he says, and the dire consequences of their failure to give up the guilty soldiers were pointed out. All the soldiers avoided questions, and even refused to discuss the events at Brownsville which were known to have enraged the negroes before the riot.

"The secretive nature of the race, where crimes are charged to members of their color, is well known," General Garlington said.

"Under such circumstances self-protection or self-interest is the only lever by which the casket of their minds can be pried open. Acting upon this principle, the history and record of the regiment to which they belong, the part played by these old soldiers in this record were pointed out and enlarged upon. The odium and disgrace to the battalion, and its individual members by this crime were indicated. The future effect upon the individuals and upon the battalion as a whole was referred to; and finally the concern of the president of the United States in the matter, his desire and the desire of the war department to separate the innocent from the guilty were explained, but without effect."

Continuing General Garlington's report says: "No absolutely accurate verification of the rifles and men of the battalion was made on the night of August 13, in time to account for the firing or immediately upon its conclusion. The failure is explained as follows:

"The commanding officer and his associates, when the alarm was sounded, and they heard the firing, assumed that it came from the city of Brown-

CELEBRATE SILVER WEDDING

Mr. and Mrs. G. W. Linder Had Many Friends With Them.

The Occasion was one of Great Enjoyment—Delicious Refreshments Were Served and Fine Music was Rendered by the Kneisel Orchestra—Many Handsome Presents Were Received and also a Number of Congratulatory Telegrams.

Yesterday was a happy occasion in the life of Mr. and Mrs. G. W. Linder, it being their silver wedding, and last night a large number of their friends gathered at their hospitable home on South Seventh street where they were entertained in a most delightful manner. The house was tastefully decorated by Mr. Will Rehder and all presented a scene of festivity. Between the parlors in letters of silver were the latest "551" and "100" over each suspended a wedding bell. Excellent music was furnished by the Kneisel orchestra. During the evening Rev. C. W. Kegley, pastor of St. Matthew's Lutheran church, made a talk which was much enjoyed. Talks were also made by other friends who had gathered to help Mr. and Mrs. Linder celebrate the happy event.

In the dining hall the tables were laden with all manner of refreshments and the guests enjoyed themselves to the fullest extent.

On the second floor the presents were displayed and they were numerous and very handsome. Gifts were received from several other states. A large number of congratulatory telegrams were also received and several of these were from friends in the northern cities. A feature that made the evening an especially enjoyable one was the fact that all of their children were present.

Mrs. Linder wore a becoming dress of silver gray taffeta and as young looking as she is one would not have believed it her silver wedding did they not know such to be the case. Mr. and Mrs. Linder were felicitated on the happy event last night and there was many a hope expressed by those present that they might help to celebrate with Mr. and Mrs. Linder their golden wedding.

Before her marriage Mrs. Linder was Miss Annie E. Magarity. They were married on the 21st of November, 1881, the ceremony having been performed by the late Rev. Pate Ricard, pastor at that time of the Fifth street M. E. church.

STILL AFTER THE VAGRANTS.

Few Days Pass Without Several Facing the Mayor—Two Women Given Terms on the County Farm Yesterday.

Slowly but surely the vagrants are being roped in and the men sent to the roads and the women to the county farm. It is a hard lot to break from their lazy way of living for a term of thirty days seems to do but little good toward making them useful citizens. When they are on the road though the community is free from such worthless characters and they are made to put in some good work for the county. It is no child's play on the county roads. It is work from early morn until dewy eve and the negroes are kept moving in a manner that causes some work to be done and not in the listless way they do work when allowed to go their way.

Mayor Waddell has sent a long list of offenders to the county roads already and he is by no means through with them. It is not the easiest thing in the world to gather in the vagrants, a fact that Chief of Police Williams has become clearly cognizant of during the past few months. Many of those roped in find some way to get free.

Yesterday two women faced His Honor, Henrietta Jones and Kate Brooks, both charged with vagrancy, and each of them got thirty days at the county farm. The superintendent of the county farm has all the laborers he needs these days.

Last day of Polvot's Hed tag sale.

ville and that the guns were in the hands of civilians; in other words that the garrison was being fired into from the outside. It does not appear to have occurred to any of them that certain enlisted men of the 25th infantry had possession of their arms and were committing the crime of firing into the houses and upon the citizens of Brownsville, until the mayor of the city came to the garrison and informed the commanding officer, Major Penrose, that one man had been killed and another wounded by his soldiers."

Majors Blockson regards it particularly mended that if satisfactory evidence concerning the identity of the criminals who "shot up" Brownsville, did not come from members of the battalion all enlisted men of the three companies present on the night of August 13 be discharged from the service and debarr'd from re-enlistment in the army, navy or marine corps. Major Blockson regards it particularly unfortunate for the reputation of the battalion that the officers did not discover a single clue to the "terrible preconcerted crime," in the investigation that was conducted by the commanders of the colored force.

CONGRESS WILL GIVE

TIME TO ROUTINE WORK

Not Much Important New Legislation Will be Accomplished. The Tariff and Currency Will Probably be Brought Up for Consideration—Longer Sessions Seem Necessary.

(Special to The Messenger.)

Washington, Nov. 21.—If any optimistic American citizen looks forward to the doing of great things at the coming session of congress, he has naught but disappointment in store for him. Congress will be too busy to tackle any new and novel schemes of legislation. If it gets through with routine business and such matters as were left over from the first session by March 4 without working overtime, it will be doing very well indeed.

Some aspiring statesmen, no doubt, will persist in talking tariff, despite the tacit agreement that there shall be no tariff legislation, until after the next presidential election; and it is certain a strenuous effort will be made to secure currency legislation, but the chances of these efforts being successful are very remote.

The currency commission of the American Bankers' association has a plan framed up for reforming the monetary system, and a sub-committee has been appointed to draft a bill for introduction into congress. If congress were only willing now to allow the bankers to do its legislating, everybody would be happy, and the currency would be reformed by Christmas time. But congress is not willing. By some stubborn sort of reasoning—or unreasoning, if you are inclined to think that way—the opinion prevails on capitol hill that it is the business of congress to construct and pass the nation's laws, and there never has been manifested a disposition to farm out the job.

And so, there will be nothing reverential in the attitude of congress toward the bankers' currency project. It will be handled without gloves, knocked and kicked about and battered out of all semblance to its original shape. The fact that it has the imposing endorsement of the country's financial brains will carry no more weight in senate and house than if the endorsement were that of the allied hot-diggers of the country. In fact, the handling of the currency bill is likely to be just a little more ungentle because it has the endorsement of the bankers.

Congress always has resented outside attempts to dictate legislation. Witness the fate of the reciprocity treaties, which were nothing more nor less than legislation by the executive; and of the repeatedly urged but always rejected scheme to have a commission of experts regulate the tariff schedules. Senators and representatives will admit in private conversation that the

expert commission plan would be a happy solution of the tariff problem, but you couldn't get one of them to vote to give such a commission the necessary authority. They will tell you that the constitution by providing that congress shall have control of the revenues, stands in the way, but that is merely a happy subterfuge. The truth is that the legislative branch of the government is jealous of encroaching executive power, and for the next decade or two the tendency is going to be to curtail rather than extend the authority of the co-ordinate branch of the government.

The fact that congress this winter will not be able to do much more than pass appropriation bills and attend to other matters of necessary routine probably will revive agitation for longer sessions of congress. No less authority than Speaker Cannon is on record as having said that time is not far distant when congress will have to sit the year round. So tremendous has been the growth of the nation, with a corresponding growth in the necessary routine work of congress, that not much time is left for the serious consideration of new legislation. In the days of the fathers, practically every bill was debated and reshaped in open session. Today, on most things, both houses accept the reports of the committees almost without question. If they refused to do so, congress never would get through its work. This has served for times, but at best it is only a makeshift. Not much additional relief can be looked for in this direction, because the committees now have all they can do. The time is close at hand when some other scheme of relief must be devised, and longer sessions is the only thing in sight.

As it is now, members of congress—of the house, that is—are elected for two years, and of the twenty-four months of their terms they spend but nine or ten at the capitol. The last session rarely lasts more than six months, though it may run a couple of weeks into the seventh. The short session lasts but three months, and out of this time comes the holiday recess. The advocates of longer sessions propose that congress shall be in session about nine months each year, giving the lawmakers a vacation through July, August and September, when it is too hot in Washington for comfort. This plan would give congress time to dispose of its routine business and still have a chance to give serious and statesmanlike consideration to new matters of legislation. There could be an easing up, then, of gag rules, and the house of representatives might regain some of the importance and prestige it once held in the equation of government.

THE CONGESTION OF FREIGHT

Subject That was Principally Discussed at the Meeting of the Chamber of Commerce Held Yesterday Morning.

A meeting of the chamber of commerce was held yesterday morning and quite a number of the members were in attendance. The principal matter to be taken up was that of transportation, a subject which interests the members of the chamber more than any other one thing for nearly all of them are merchants and see each day the conditions as they actually exist. Several other matters were taken up but to the congested condition of freight was devoted most of the discussion. Several officials of the Atlantic Coast Line were present and expressed themselves as only too glad to glad for an opportunity to make his escape but this he was destined not to do although he made a strenuous attempt to do so.

The negro worked at the store and he is about 17 years of age. In the entrance to the Smith building there is a small window near the top of the shelves of Mr. Taylor's store and it was through this that the negro effected an entrance. Some one passing along the street heard a slight noise in the store and called the attention of Mr. John Pool to the fact. He waited near the door and it was not long before he saw the negro open the store door and slip into the street. Mr. Frank Shepard, who clerks in the store, happened along at this time and Mr. Pool pointed the negro out and told what he had seen. The two young men started after the boy who was going towards Front street. When he saw Mr. Shepard and Mr. Pool following him he started to running and they followed close upon his heels. The cry of "stop him, stop him" rang out as the negro dashed down Front street and then down Polvot's alley towards the river. He could not shake his pursuers and by the time he got to Water street they had gained on him. When he reached the wharf of Stone and Company near the foot of Market street he took to water, having dived into the river only a few yards from the steamer Compton was lying. For a few minutes he managed to keep against the dock and did not call for aid but when Mr. Pool told him to stick out his hand so he could pull him out of the river the negro lost no time in getting his hand as far towards Mr. Pool as possible. With the assistance of Mr. Sam King the would be thief was pulled out of the Cape Fear and a few minutes later turned over to Officers Mark Jones and Will Harris who carried him to the city hall. Mr. Frank Shepard preferred charges against him. The negro declared that he had not gone into the store for the purpose of stealing anything.

It was practically decided to use what is known as the card system in receiving freight. Mr. P. R. Albright, assistant to the general manager, stated that he knew personally of large places where it had worked to great advantage. Mr. Walter Tomlin, agent of the Seaboard here, stated that his company would also be glad to adopt the system as it would greatly facilitate the handling of the freight. Nothing definite was done in regard to the proposed visit to Fort Caswell and nothing will be for the next few days. It was decided to wait to see what time Congressman Small and the other members of the Inland Waterway association are going to be here. It is known that they are going to meet here next week but the chamber wants to wait until it can be told what day will be best to make arrangements for carrying them to the fort. Several other matters were taken up but none of general importance.

Come today—Polvot's Red Tag sale—last day—Big millinery sale, 10 to

STOCKHOLDERS OF A. C. L.

Hold Annual Meeting in the City of Richmond.

Reports Submitted and Directors and Officers Chosen—During the Year 334 Industries Such as Factories, etc. Were Located Along the Line of the Coast Line in the Six States the Road Traverses.

The annual meeting of the stockholders of the Atlantic Coast Line Railroad Company was held in Richmond this week and the reports submitted by the officers were most gratifying. Many new enterprises have been located on the lines during the past year and the country traversed by the road has been in a most prosperous condition, which fact was apparent by the facts as shown in the reports.

The Richmond Times-Dispatch gives the following account of the meeting:

The annual meeting of the stockholders of the Atlantic Coast Line Railroad Company was held in this city yesterday. The following directors and officers were chosen:

Directors—H. Walters, Michael Jenkins, Waldo Newcomer, M. F. Plant, Alexander Hamilton, F. W. Scott, Donald MacRae, E. B. Borden, H. B. Short, J. J. Lucas, J. H. Lucas, J. H. Estill, Warren Delano, Jr.

Officers—T. M. Emerson, president; Wilmington, N. C.; Alexander Hamilton, first vice president, Petersburg, Va.; C. S. Gadsden, second vice president, Charleston, S. C.; J. R. Kenly, third vice president, Wilmington, N. C.

These officers were elected by the directors: H. Walters, chairman of the board; H. L. Borden, secretary; R. D. Cronly, assistant secretary; W. R. Sullivan, assistant secretary; James F. Post, treasurer; H. L. Borden, assistant treasurer; J. J. Nelligan, assistant treasurer; Joseph B. Kirby, assistant treasurer; W. R. Jones, assistant treasurer; C. C. Olney, assistant treasurer; J. Moutrie Lee, assistant treasurer; W. N. Royall, general manager; R. A. Brand, freight traffic manager; W. J. Craig, passenger traffic manager; H. C. Prince, comptroller; Alexander Hamilton, general counsel.

The report of President Emerson showed a net income of \$4,816,942.13 for the fiscal year ending June 30, 1906; and an increase of \$147,229.77 over the net income of 1905.

Quarterly dividends had been declared during the year amounting to \$2,718,630, which, subtracted from the net income, leaves a net surplus for the year of \$2,098,312.13.

Earnings from operations, said the president in his report, had increased 11.90 per cent.; operating expenses and taxes had increased 19.04 per cent, and the net income from operations had decreased 7.1 per cent.

The reports of the officers contain a great deal of data in detail, relative to operation, equipment and maintenance of equipment, ways and structures. The detailed statement of equipment owned at the close of the year shows a total of 545 locomotives of every type; 525 cars for passenger train equipment, including express and baggage cars, etc.; 18076 standard-gauge freight cars, and 32 narrow gauge cars; 501 cars for use in road service equipment, and 11 vessels used as tugs or barges.

During the year the company expended for improvements and additions to property a grand total of \$467,969.72, of which \$152,853.34 was for the construction and improvements of sidings, and \$119,081 for purchase of steel rails for renewal of tracks.

The Coast Line system operates 4,333.63 miles of road, an increase of 11.35 during the year. The earnings from operations during the year increased 11.90 per cent., but the operating expenses and taxes increased 19.04 per cent. The chief item in the increased expenses of operation was on coal consumed, which increased 20 per cent. in quantity, and more than 30 per cent. in cost. The increased consumption of fuel alone amounted in value to \$160,976.

In addition to the equipment summarized, orders have been placed for the following, which have not yet been delivered: 47 freight and 20 switching engines; 450 wooden under-frame cars; 500 steel under-frame cars; 2500 steel under-frame box-cars; 129 wooden under-frame box-cars; 500 steel under-frame coal cars; 12 caboose cars; 75 phosphate cars; and 35 log cars; 28 passenger coaches; 6 express cars, and 2 postal cars; 60 ballast cars, and 2 plow cars.

During the fiscal year 334 industries, such as factories, mills, etc., were located along the line of the road in the six states through which it passes.

WILL RECEIVE MESSAGES.

Announcement Made by Chief of the Weather Bureau.

Willie L. Moore, chief of the weather bureau, announces that the vessel reporting station at Sand Key, Florida, is prepared to transmit and receive messages to and from passing vessels at night by flash light signals, using the Morse code as found in Part III, International Code of Signals.

As this work is new to the station it will be necessary for vessel masters to send slowly, using special care in spacing and in giving sufficient contrast to the dots and dashes.

NOW IN PORTO RICO

The President Enthusiastically Received in Ponce.

MAKES TWO ADDRESSES

Pledges Every Effort to Secure Citizenship for the Island.

He Addressed the People as "Fellow Citizens" and His Reference to Citizenship Brought out Enthusiastic Applause—Visited the Roosevelt High School, the Corner Stone of Which was Laid in 1903 by the President's Daughter, Mrs. Longworth—A Trip to San Juan Over the Famous Military Road.

Ponce, P. R., Nov. 21.—President Roosevelt arrived here this morning from Colon on board the battleship Louisiana. He was visited on board the vessel by Governor Winthrop, who extended a welcome to the island. The president at once came ashore, and was greeted at the pier by Mayor Oppenheimer, of Ponce, and a delegation of prominent officials and citizens. The town, which was profusely decorated in the president's honor, was crowded with people from the surrounding country eager to greet Mr. Roosevelt.

As the president stepped ashore the crowd cheered him, crying: "Viva El Presidente." When the greetings were over, the president, accompanied by Governor Winthrop, was driven to the city hall, Mrs. Winthrop and Mrs. Roosevelt following. The president was kept busy acknowledging cheers all along the two mile line of march from the landing place to the principal plaza of the town. At the entrance to the plaza, a huge arch had been erected from which little girls threw flowers to both the President and Mrs. Roosevelt. At the city hall, an address of welcome was read to the president. He delivered his reply from the balcony of the building, addressing the largest crowd that had ever assembled in Ponce.

The president said in part: "I shall continue to use every effort to secure citizenship for Porto Rico. I am confident that this will come in the end and all that I can personally do to hasten the day I will do. My efforts will be unceasing to help you along the path of true self government, which must have for its basis a union of order, liberty, justice and honor."

In conclusion the president said: "I salute you from my heart as fellow citizens."

The reference to citizenship brought out enthusiastic applause from the people. Before leaving Ponce, the president was driven to the Roosevelt high school. Here several hundred school children had been assembled and sang "America" as the president drove up. The corner stone of this school was laid in April 1903, by the president's daughter, now Mrs. Longworth. The president was greatly pleased with his reception at the school, and made a short address. He was showered with flowers by the children as he drove away.

The presidential party left Ponce at half past ten for the run to San Juan over the famous military road, eleven automobiles conveying the party.

TWO RAILROAD MEETINGS

Annual Meeting of the Northwestern Railroad and of the Charleston and Western Carolina Officers Elected for the Ensuing Year.

Charleston, S. C., November 21.—At the annual meeting of the Northwestern railroad held here today, a dividend of four per cent. was declared and the following elected:

Thomas Wilson, president.

J. F. Post, treasurer.

R. D. Cronly, secretary.

John Wilson, auditor.

Directors: H. Walters, Baltimore; J. F. Rhane, Manning; T. M. Emerson, J. F. Divine, Wilmington, N. C.; Alexander Hamilton, Petersburg, Va.

The annual meeting of the Charleston and Western Carolina company followed. All stock was represented. Officers were elected for the ensuing year as follows:

H. Walters, Baltimore first vice president.

T. M. Emerson Wilmington, second vice president.

J. F. Post, treasurer.

R. D. Cronly, secretary.

Patton, Greenville; J. O. C. Flemming, of Laurens; A. F. McKissick, Greenwood; J. A. Brock, Anderson; J. P. Doughty, Augusta; H. Walters, Baltimore; Michael Jenkins, Baltimore; Alexander Hamilton, Petersburg.

The annual meeting of the Charleston Terminal company was held today and W. E. Huger, was elected president. The Union Station company re-elected Fairfax Harrison president.