

SENATOR LATIMER DEAD

HARVEST AND HONEST WORKER. After Four Days Suffering From Peritonitis, Asbury C. Latimer, Senator From South Carolina, Died At Providence Hospital at 9:15 a. m. to-day, of peritonitis. He had been at the hospital since Sunday last, when he underwent an operation for appendicitis. It was then discovered that he was suffering with a far more serious ailment. The bowels had become twisted and his condition was found to be such that surgeons held out little hope for his recovery. He rallied, however, and his progress was satisfactory until 7 o'clock last evening when he steadily began to grow worse. At midnight it appeared that recovery was impossible.

FAMILY AT BEDSIDE.

The members of the Senator's family were with him when he died, having been informed that there was little hope that he would survive the night. Colonel Bessell, sergeant at arms of the Senate, had made arrangements for the removal of the body to the Latimer home at Belton, S. C. Mr. Latimer was 67 years of age. He was a prominent and conscientious committee workers in Congress, being a member of the committees on agriculture, immigration, manufactures, public buildings and grounds as well as others of less importance. He was especially interested in good roads and probably did more to promote the national movement for government building of good roads than any other member of Congress. He was the author of the Latimer good roads bill. As a member of the manufactures committee he gave much attention to the preparation of the pure food law and also played a prominent part in settling the pending copyright bill. During last summer he visited Europe as a member of the immigration commission and was preparing an elaborate report on the immigration conditions in the countries assigned to him. Mr. Latimer had been a Senator since 1903 and had served five terms in the House.

There will be no official services in Washington. The funeral party left here at 9 o'clock to-night on a special train over the Southern Railway, which is due to arrive at Belton at noon to-morrow. The funeral services will be held there at 2 p. m. to-morrow.

As a mark of respect to the late Senator there was an unusual attendance in the Senate to-day when the Vice President sounded the bell. Chaplain, opened the proceedings with prayer in which he referred with much feeling to the bereavement that had come to the country in the death of a member who only a few days ago had been on the floor of the Senate. The Chaplain's Prayer. "Father, Thou art pleased to show us to-day by day, month by month, hour by hour that we are in Thy presence always and that Thou art passing life to them who survive us. In an instant, in the twinkling of an eye, come to us to-day as we learn that another has gone from this circle and that he and Thou art pleased to see shall be with us to-morrow or life shall speak to us and lead us as only a father can lead us by Thine own care and love that we may learn the lesson of life and of what we call death. We ask for ourselves, we ask for those who are nearest and dearest to us, we ask for the State that he has served and for the nation that he may come nearer to Thee and enter into Thy Kingdom of glory.

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DEATH CAME AS A SURPRISE.

Mr. Latimer seemed to improve steadily until General Fock's Set In—A Special Train Brought the Body Home. Observer Bureau, Congress Hall Hotel, Washington, Feb. 20.

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COMMITTEE FROM THE HOUSE.

In the House Mr. Finley, of South Carolina, feelingly referred to the death of Senator Latimer. He offered resolutions of regret which were unanimously adopted. The Speaker announced the following committee to attend the funeral: Messrs. Finley, Lever, Patterson, Ellerbe, Lezare, Johnson, and Akina, South Carolina; Bennett, New York; Easton, Illinois; Cook, Colorado; Rodenburg, Illinois; Hieshaw and Pollard, Nebraska; Lee, Georgia; DeArmond, Missouri; Webb, North Carolina; Patchell, New York; Easton, Wisconsin. As a further mark of respect the House at 1:12 p. m. adjourned. The immigration commission, of which Senator Latimer was a member, adopted resolutions of regret for his death, saying "his associates in the immigration commission desire to express not only their sorrow at Senator Latimer's untimely death, but also their recognition of his zealous service as a member of the committee and of the energy and ability which he brought to the performance of his important public duty. To the family of Senator Latimer the commission offers its deepest sympathy in the heavy affliction which has come upon it."

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FOREIGNERS ON RAMPAGE

BIG RIOT IN PHILADELPHIA. Army of One Thousand Foreigners Marches Through Streets of Philadelphia. Philadelphia, Feb. 20.—The marching of nearly 1,000 foreigners upon city hall where they said they intended to make demands upon Mayor Reyburn for work, precipitated a riot in Broad Street in the heart of the city, late this afternoon, in which 29 persons were injured before the police by picturesque and heroic methods, dispersed the marchers and arrested 14 of them.

The men, most of them Italians and Poles, marched from the depot in the lower section of the city. They intended to call on the mayor as a preliminary to a meeting which they intended to hold in a hall to-night. The leaders and a score of others in the line carried red flags which they waved in a defiant manner as they reached Broad Street, a few blocks below the city hall, several wagons attempted to pass through the line and the drivers were dragged from their seats by the marchers and badly beaten.

POLICE TO THE RESCUE.

Policemen ran to the rescue of the drivers and wagons and the riot was brought under control. The riot was precipitated by the arrival of a general meeting of the men who had gathered in the depot and the city hall. The riot was precipitated by the arrival of a general meeting of the men who had gathered in the depot and the city hall. The riot was precipitated by the arrival of a general meeting of the men who had gathered in the depot and the city hall. The riot was precipitated by the arrival of a general meeting of the men who had gathered in the depot and the city hall.

FOURTEEN UNDER ARREST.

These fourteen were either foremost in the ranks of the marchers or were flag carriers, who were singled out by the police and arrested when it was ascertained that they had no permit from the city officials to parade. The clash with the police occurred directly in front of one of the big hotels on Broad street and for a few moments it looked as though they would sweep into the hall. Joseph Trol is declared by the police to have been the leader of the marchers, while Dominic Donetti and Michel Costello were assistants. Donetti, a man of about 50 years of age, was the one shot of the police. The other two he was locked up on charges of inciting to riot and assault and battery with intent to kill. The other 11 prisoners are charged with the same offenses.

THE CHAPLAIN'S PRAYER.

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GEN. STOSSEL CONVICTED

RUSSIAN MILITARY COURT CONDEMNS "HERO OF PORT ARTHUR" FOR SURRENDERING. Sentence of Death Passed. St. Petersburg, Feb. 20.—Lieutenant-General Stossel was condemned to death this evening by a military court for the surrender of Port Arthur to the Japanese. General Fock, who commanded the fourth east Siberian division of Port Arthur, was ordered reprimanded for a disciplinary offense, which was not connected with the surrender, and General Smirnof, acting commandant of the fortress, and Major-General Reiss, chief of staff to General Stossel, were sentenced to 10 years imprisonment in a fortress and that he be excluded from the service.

STOSSEL UNMOVED.

General Vodar, president of the court, read the sentences amid a silence. By a great effort of self-control General Stossel maintained a rigid soldier-like impassivity. General Smirnof also was seemingly unmoved, but there were tears in the eyes of General Reiss. The sentence of death was pronounced upon General Stossel "for surrendering the fortress before all the means of defense had been exhausted, for failing to exercise authority and for military misdemeanors."

ANOTHER CANDIDATE OUT.

Mr. C. C. Featherstone, of Laurens, S. C., was announced as a candidate for Governor in the primary this summer. Mr. Featherstone was in the city to-night on his way home from Orangeburg county, where he went to deliver a lecture on the prohibition issue yesterday. He said to-night that he believed the time for the enactment of a State prohibition law had arrived and that he had acceded to the wishes of his friends to enter the race for Governor.

A DRAMATIC SCENE.

The passing of the sentence of death upon Lieutenant-General Stossel is a harsh and tragic ending to the career of this Russian commandant who, three months ago, had been around the world as the "Hero of Port Arthur."

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LILLEY WANTS INVESTIGATION.

Offers Resolution Providing For Committee to Investigate Conduct of Boat Companies. Respecting Past and Proposed Legislation Before Congress—Finding to Be Reported to the House. Washington, Feb. 20.—A resolution was offered in the House to-day by Mr. Lilley, of Connecticut, providing for the appointment by the Speaker of a special committee of five members to investigate the conduct of the Electric Boat Company, of New Jersey, and their predecessors, the Holland Boat Company, respecting the methods employed by the said companies in connection with past and proposed legislation before Congress.

The resolution empowers the proposed committee to compel the attendance of witnesses, administer oaths, etc., and requires the findings of the committee to be reported to the House. The resolution was referred to the committee on rules.

The proposal of a congressional investigation is an outgrowth of the refusal of the House committee on naval affairs to support President Roosevelt's naval construction program. The President personally backed the Navy Department in its request for authorization of the construction of 4 battleships, 10 torpedo boat destroyers, 4 submarines, etc. The committee refused to authorize the construction of two and raised the submarines to eight, and in connection with the latter craft adopted the Loudenslager amendment providing that they should be of the type of the Octopus, unless it was found that a more economical type of submarine could be built.

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VICTORY FOR HARRIMAN

FISH INJUNCTION DISSOLVED. Judge Ball, of the Superior Court at Chicago, Dissolves the Injunction Secured by Stuyvesant Fish Last October Restraining Harriman Interests From Voting Certain Shares at Annual Meeting—Fishes Thru That Harriman Violated Laws and Public Policy of Illinois Decried by the Court—No Appeal to the Decision. But Fish May Take Other Steps to Secure Control—Impossible For Two Roads to Monopolize Traffic. Chicago, Feb. 20.—Judge Ball, of the Superior Court, to-day dissolved the injunction secured last October by Stuyvesant Fish by virtue of which the Harriman interests were restrained from voting 281,231 shares of the capital stock of the Illinois Central Railroad at the annual meeting of the company. The theory of which counsel for Mr. Fish based their arguments in support of the injunction—that it was contrary to the laws and public policy of the State of Illinois to allow foreign corporations to own and vote the stock of domestic corporations—was denied by the court.

Under the ruling of the court, the previously enjoined stock which is held by the Union Pacific Railroad and the Illinois Central Securities Company of New Jersey, can be voted at the annual meeting of the Illinois Central, which is to be held in this city on March 24.

There is no appeal from the decision handed down to-day by Judge Ball, but it is considered probable that Mr. Fish will take further legal steps to regain possession of the Illinois Central. Judge E. E. Farrar, of New Orleans, who has acted as leading counsel for Mr. Fish throughout the case, said to-night that the rendering of the decision, that the case will now be tried on its merits.

HARRAHAN PLEASED.

None of the principals in the case were in court, both Mr. Fish and Mr. Harriman being in New York. President Harahan of the Illinois Central came in while the decision was being read, but his conclusion had been reached he said.

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FLEET ARRIVES AT CALLAO

THE PRIDE OF THE AMERICAN NAVY Steams Into Callao Port, Clean and Fresh—General Landings From City and Surrounding Country Crowd the Water Line to View the Imposing Scene—Peruvian Cruisers Escort Fleet. Callao, Peru, Feb. 20.—The American fleet, under Rear Admiral Evans, looking clean and trim and powerful in tropical sun, came to anchor in this port soon after 8 o'clock this morning. Booming of the salutes announced the arrival of the fleet, but there was no need to send out signals, for every residence of Callao and great crowds from Lima, that stands back on the hills, had awaited with expectancy the first glimpse of the advancing column. Callao was in holiday array, and many thousands viewed from the wharves, the headlands and the ships in the harbor the imposing scene. Enthusiastic crowds went down the bay on excursion steamers and cheered the American men of war.

SHIPS ENTER BAY.

The Peruvian cruiser Coronel Bogogel, bearing the first official welcome, came in from the north and the south, and acted as an escort to the harbor this morning with the flagship of the fleet close beside.

It was stated to-day that Admiral Evans who has been suffering almost from the beginning of the voyage from rheumatism, was slightly better but as yet he does not feel that he should risk the danger of coming ashore. Rear Admiral Charles M. Pardo, commander of the second squadron, will represent him at the official ceremonies but Rear Admiral Evans is still the commander of the fleet.

The battleships will remain here probably for 10 days and will be joined by the torpedo boat flotilla near the close of their stay at Callao. Arrangements have been made for festivities of all kinds, including a bull fight, which will not less than 5,000 of the bluejackets will see and a regatta for which preparations have been going on for several weeks.

Chairman Knapp of the inter-State commerce commission, who by the operation of the so-called Erdman law made one of the two members of a board of mediation—Prof. Charles P. Neill, commissioner of labor, being the other—in accordance with the suggestion contained in President Roosevelt's letter to the inter-State commerce commission, is here in Callao to-day for the purpose of respecting the railroad's wage question, is holding himself in readiness to act under the law whenever he may be called upon by one or the other of the parties to any wage controversy.

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DATE OF BANQUET SELECTED.

The date of the banquet to be given in honor of the inter-State commerce commission is now fixed for the evening of the 25th instant at the Hotel Alhambra. The banquet will be given in honor of the inter-State commerce commission.

CONFERENCE WITH ENGINEERS.

A conference was held here to-day between Southern Railway officials and representatives of the locomotive engineers of that road with a view to a settlement of the wage question. The proposition was made by the company to reduce the wages of the engineers about 7 per cent or to return to the scale of wages in effect in October, 1904. No conclusion was reached.

DAVIDSON SOPHOMORE WILL HAVE A DAY TIME.

Davidson Sophomores Will Have a Day Time. A banquet will be given in honor of the Davidson sophomores on the evening of the 25th instant at the Hotel Alhambra.

NO GENERAL CUT IN WAGES

INDUSTRIAL AND FINANCIAL CIRCLES' APPROXIMATION OF A GENERAL REDUCTION IN WAGES PRACTICALLY GROUNDED—Some Southern Railway Seeking For a Readjustment of Wage Scales Which They Consider Necessary—Situation Will Be Fairly and Impartially Presented to the Employees—They Have No Disposition to Oppose Readjustment Upon Which Employers and Will Not Do So Board of Mediation Ready to Settle All Controversies. Washington, Feb. 20.—Industrial and financial circles have been more or less concerned to-day over what they regard as a prospect that the railroads of the country have in contemplation a general reduction in the wages of their employes. Such apprehension is practically groundless information which has reached the inter-State commerce commission and other officials of the government indicates clearly that there is no concerted action on the part of American railroads to make general changes in their wage scales. Instances of proposed readjustment of wage scales are cited in the cases of three or four Southern systems, the Southern Railway, the Louisville and Nashville, the Seaboard Air Line and the Atlantic Coast Line being named as practically the only roads in the country which may be affected. It is the intention of the officials of the government to consider with their employes the question of a readjustment of some at least of the wage scales now in force with a view to reducing their operating expenses which they regard as necessary. The plans of the officials have not been worked out because it is their desire first to present the situation which confronts them fairly and impartially to their employes. It is expected that the employes may meet them half way and no serious difficulty is anticipated. The proposition, in a general way, will be referred to the wage scales which were in force about a year ago, at which time general advances in the pay of men in the operating departments of the railroads were made.

ASSURANCES HAVE BEEN GIVEN BY THE RAILWAY OFFICIALS THAT THEY HAVE NO DISPOSITION TO IMPOSE ANY HARDSHIP UPON THEIR EMPLOYEES AND THEY WILL NOT DO SO.

Assurances have been given by the railway officials that they have no disposition to impose any hardship upon their employes and they will not do so. The officials have not been worked out because it is their desire first to present the situation which confronts them fairly and impartially to their employes. It is expected that the employes may meet them half way and no serious difficulty is anticipated.

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MAKER OF CONFEDERACY'S ONLY BREACH—LEADING CONFEDERATE DEAD.

Columbus, Ga., Feb. 20.—Fremont C. Stewart, aged 77 years, a prominent Confederate veteran, died to-day. While working for the naval stores during the war, he was the only breach-loading cannon that was ever manufactured for the Confederacy.