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ON THE NAVAL BILL

Price of Armor Plate Still Unsettled

ALSO THE ARMOR PLANT

After Some Time Spent in Debate the Senate Begins Voting on Amendments but a Quorum Disappears Before the Vexed Question is Disposed of—Resolution Adopted in Regard to the Lafayette Monument

Washington, May 12.—The House was not in session today.

When the Senate convened today Mr. Davis reported from the Committee on Foreign Relations a joint resolution respecting the unveiling of the statue of LaFayette at Paris, July 4, 1900. The preamble recited that the school children of the United States had contributed \$500,000 for the statue, and the government of the United States had added \$500,000 for the pedestal of the statue.

The resolution, as reported, follows:

"That the people of the United States anticipate and appreciate this ceremony with feelings of the greatest satisfaction, and that they regard the statue as expressing the honor and gratitude with which they cherish the memory of LaFayette and those of his countrymen who, by their arms and counsel, assisted in securing the independence of the United States."

"That the President of the United States is hereby requested to transmit a copy of these resolutions to the government of France."

The resolution was agreed to.

Mr. Cockrell of Missouri gave notice that on Saturday, the 19th instant, he would ask the Senate to receive formally the statues of Benton and Blair as Missouri's contribution to Statuary Hall of the capitol.

Consideration was then resumed of the Naval Appropriation bill, the question under discussion being the armor-plate section of the measure.

Mr. Chandler, speaking in support of the erection of a government armor plant, took sharp issue with Mr. Allison of Iowa, who said yesterday that it would be four years before the government could get a plant of armor from its own factory. He then entered upon a discussion of the Harve process of hardening armor and of the methods pursued to secure its adoption by the Navy Department. In this connection he mentioned Commander Folger's name, saying that after the adoption of the Harve armor by this government Commander Folger resigned and joined the Harvey Company at a salary of \$5,000, with an addition of \$20,000 of stock in the company. He then went to Europe in the interest of the company.

Mr. Chandler said that the conclusion of Secretary of the Navy Tracy's term he became counsel for the Harvey Company in defence of the Harvey patents.

In response to a statement by Mr. Chandler that if the price of Krupp armor was forced down the armor trust would immediately try to find some other process for hardening armor that would make it better than the Krupp armor, and thus have a reason for asking a higher price for it, Mr. Hale said that was one of the risks every government had to take. He was not certain that a better armor would not be made in a few years. He predicted that from a government armor plant not a plate could be had under four years.

Continuing, Mr. Chandler said:

"I believe and I am prepared to show that the Harvey patent was a fraud, and that it was imposed upon the Patent Office and upon the government by subterfuge if not by dishonesty. When the government refused to pay more than \$300 a ton for Harvey armor the combined armor manufacturers of the world endeavored to obtain by subterfuge or by injustice another armor. I do not believe that the Krupp armor which they offered us has any merit whatever except that it is hardened deeper than the Harve armor by the well-known means of hardening steel by means of carbonization. There is no patent about it, and there is no secret about it that is worth a dollar in any country."

Mr. Chandler concluded with the statement that the proposed government armor plant could be erected for \$1,500,000, and a steel plant alongside it for \$500,000, and he believed the plants ought to be constructed. He thought that Admiral O'Neil, chief of the Bureau of Ordnance, could build such plants and build them well.

In closing, he urged the necessity of economy and expressed the belief that few of those who were advocating the construction of a big navy without delay and the payment of big prices for armor plate realized how hard it was to raise the necessary money by taxation.

Mr. Stewart of Nevada urged the construction of a government armor plant, not only to prevent the armor manufacturers from "milking" the government, but to enable us to do our own work if it should become necessary in talking and maintaining our place as a world power.

Mr. Hoar of Massachusetts made a sharp reply to a statement by Mr. Stewart.

"I wish," said he, "to enter my protest as emphatically as I can to the assertion that the United States has got to be a first-class power—a world power. I am sick of hearing senators saying that, since this wretched imperialistic

business, we have become a first-class power. The United States came out of the war of 1812 a first-class power, and she has been a first-class power ever since, a power that has kept off the whole of Europe from North America and the West Indian islands, except as it was there before. The United States is not, as strong as it was a year ago, because it has bound itself ever since that time to keep the peace in distant possessions."

After citing some of the statements about this country and its people made by the Duke of Wellington, Channing and other Englishmen, he said:

"The little country that did that thing (the remarkable achievements of the war of 1812) came out of the war a first-class power. There has not been a country since that time, great or small, that has ventured to tackle us, and there is not a country on earth, great or small, that would not have gotten out of any trouble with us by diplomacy rather than by war."

Mr. Rawlins of Utah, speaking in support of a government armor factory, made an attack upon the administration's foreign policy, referring to the position of the United States in the Orient, and saying that "to play the bully in the Dardanelles, thus bidding defiance to the rest of mankind."

Mr. Spooner of Wisconsin did not approve of limiting the price of armor to \$300 a ton, for he regarded it as very humiliating to the United States that our ships should stand in the stocks awaiting their armor. He wanted our ships to be completed, and was willing to vote for the committee's proposition to pay \$445 per ton or even \$545 per ton for the armor now necessary.

Further debate followed between Mr. Tillman, Mr. Spooner and others, and at 3 o'clock the voting began on amendments.

The first was upon Mr. Pettus' amendment to establish a government armor plant factory, pure and simple. This was defeated—22 to 24.

Mr. Tillman then offered an amendment that if armor could not be obtained at \$300 per ton the government would erect an armor plant at a cost not to exceed \$4,000,000. On this the vote was 22 to 24.

He then changed the cost of armor plate to \$350 a ton, and the armor-plate plant as an alternative. The vote on this was 29 to 25.

All other propositions in regard to an armor factory by the United States were voted down until a quorum disappeared, and on motion of Mr. Hale, at 4:15 the Senate adjourned until Monday, with the price of armor still unsettled, and the question of a government armor plant still undetermined.

TRINITY'S THIRD TRIUMPH

Hit Horner's Hefty Hurlers Hard and Heavy.

The Methodist Sluggers Win the Rubber of a Series of Hotly Contested Games by a Score of Four to One

Durham, N. C., May 12.—Special.—The last of a series of five games played here today and Trinity won the laurels. Horner came determined to win, having strengthened the only weak place on her team by Capt. Lawson of Western North Carolina. The visitors could not touch Dannehower, their only run being made on two errors. The Methodists didn't score till the fourth inning, when they had a circus at Horner's expense and the balloon went up. Caldwell led off with a single and went to second on a sacrifice and to third on Wilkins' safe hit. Then followed a double steal, Caldwell scoring and Wilkins going to second. Dannehower hit safe for two cushions, scoring Wilkins and on an error went home. Flowers going to second. Card hits safe, scoring Flowers. Features: Glaven's fielding for the visitors. Dannehower pitched a phenomenal game and had good support at the other end of the battery. Caldwell, Wilkins, Anderson and Dannehower did fine work with the willow. Attendance 600.

The score: R. H. E. Horner 1 0 0 0 0 0 0 0—1 3 2 Trinity 0 0 0 4 0 0 0 0—4 10 5 Batteries: Kenna and Oldham; Dannehower and Legrande.

Summary: Bases stolen, Horner, 5; Trinity, 3. Earned runs, Trinity, 2. Left on bases, Horner, 7; Trinity, 9. Two base hits, Dannehower, 2. Passed balls, Legrande, 1. Bases on balls, by Kenna, 2; by Dannehower, 1. Hit by pitched ball, by Dannehower, 1; by Kenna, 1. Double play, Caldwell, Anderson, Blankenship. Struck out, by Kenna, 8; by Dannehower, 11. Wild pitch, Dannehower, 1. Time of game, 1:50. Umpire, Sherwood Upchurch.

Agrarians Oppose Imports.

Berlin, May 12.—The agrarians continue the agitation against every foreign import. At Heidelberg the assembly has passed a resolution demanding an increase of the import duty on tobacco to be at least 125 marks per 100 kilograms and increasing the inland duty to 20 marks, while the granting of facilities for the importation of Italian strawberries between April and June has stirred the agrarians' press to the greatest indignation, though fruit in Berlin and other towns has always been scarce and dear.

Judicial Reform in Russia.

London, May 12.—Monday last on the initiative of the Czar the Russian council unanimously passed the bill abolishing transportation to Siberia and arbitrary exile without judicial inquiry.

BOERS KEPT MOVING ANOTHER STRIKE ON

Lord Roberts Camps Nightly on Their Trail.

IN SIGHT OF KROONSTAD

Decisive Battle Will Be Delayed Until the British Approach Johannesburg—Invading Army in Eight Miles of Kroonstad—The Boers Evacuate Line of Intrenchments—Many Boers Taken Prisoner in the Last Two Days

London, May 12.—Lord Roberts is now face to face with the Boer position at Kroonstad, and despite reports of its strength, the result of the meeting of the opposing forces is expected to be very similar to the outcome following the British advance on Brandfont and the Zand river. Lord Roberts is apparently keeping the Boers moving far too quickly to give them time for effective occupation of any position near him, and though numerous kopjes in the neighborhood of Kroonstad afford strong positions from which a delaying action may be fought, it is anticipated by the best experts here that the Boers will now hurry on to the Vaal, where they will once more attempt to stem the progress of the invading army, while the bulk of the federals prepare for what will perhaps be decisive battle on the ridge running east and west southwards of Johannesburg, where open ground to the southwest offers the defenders splendid advantages over any attacking forces.

British Approach Kroonstad

London, May 12.—2:30 p. m.—The War Office has received the following dispatch from Lord Roberts: "Kroonstad, 12th May 12.—9:05 a. m.—I

an eight miles south of Kroonstad. The enemy evacuated the first line of intrenchments during the night. We are now reconnoitering toward Kroonstad. General French's cavalry seized the drift over the Vaalsch river at 4:30 last evening just in time to prevent passage, being opposed by the enemy."

Lord Roberts Reports Movements

London, May 20.—Lord Roberts telegraphs to the War Office, under date of Geneva, Friday, May 11, evening, as follows:

"My headquarters, with Pole-Carew's division, marched twenty miles today and are now at Geneva Siding, fourteen miles from Kroonstad and about six miles from Boschrand, where the Boers are holding intrenched position. Gordon's brigade is in touch with them; Tucker's division is a short distance southeast, and Hamilton's force is still farther east."

"Broadwood's brigade overtook a part of the enemy's convoy yesterday afternoon at Potgeiters laager, southeast of Venterburg, and captured several wagons and some prisoners."

"French, with Porter's and Dickson's brigade and Hutton's mounted infantry, is some distance due north of this place. We have taken nearly 100 prisoners during the last two days. All the Free States who could give a good account of themselves have been disarmed and allowed to return to their farms."

"The nights are getting much cooler."

French in the Advance

Geneva Siding, Friday, May 11.—Morning.—The British forces have arrived here, marching splendidly. General French in the advance. Fighting was heard yesterday in the direction of his force. Some of the Inniskillins had approached a kraal, where a force of Boers was concealed.

Boers Move Lively

Eden, Friday, May 11.—The Boers retired somewhat today, but it is impossible to say where they may of this place, owing to their great mobility. General Grenfell succeeded in pushing them back near Raquishop, while General Brabant pushed forward in the direction of Brandfont, along with General Campbell and the sixteenth brigade. A body of Boers has appeared at Verona, on the Ladybrand road.

Lumber Plant Burned Down

Norfolk, Va., May 12.—The West Norfolk Lumber Company plant, located in West Norfolk, was burned last night. The plant consisted of saw mill, planing mill, sheds, large quantity of lumber and three railroad cars. A brisk northwest wind made it impossible to save anything. The loss is estimated at from \$60,000 to \$75,000, largely covered by insurance. Friction caused by the connection of a pulley with a post caused the fire.

Political Parties in Hawaii

Honolulu, April 30.—Via San Francisco, May 12.—The organization of the Republican party of Honolulu was begun May 2. A number of natives participated in the preliminary proceedings. A Democratic organization will be formed at an early date.

ANOTHER STRIKE ON

Kansas City Street Car Men Ordered Out.

MANY KEEP ON AT WORK

The Strike Only Partially Successful, but the Leaders Will Press the Battle Monday—Walking the Popular Mode of Locomotion in St. Louis—Every Car Line in the City Affected by the Strike—Suburban Lines Running.

Kansas City, May 12.—A strike was ordered early today on all the street car lines of the Metropolitan Railway Company. About five hundred of the fifteen hundred conductors, motormen and gripmen of this city and Kansas City (Kansas) responded. Not enough men struck on any one line to make any appreciable effect on the running of cars on the main lines. Many of the men not already members of the union are, however, joining the order since the strike leaders have taken a stand, and it appears possible that a tie-up will result. Beyond abusing the men who took out cars, the strikers did not cause any disturbance during the morning hours. Police were stationed at the power house and a strenuous effort will be made to check any tendency toward violence. The order to strike was issued after a series of all-night meetings of the men, presided over by Harry Bryan, organizer of the Amalgamated Association of Street Car Employees of America. The Vine street and Prospect avenue trolley lines, short systems in the southeastern part of the city that trans-

fer with the main downtown lines, were the first to be affected. Seven cars were run out early on each of those lines and two trips were made. Then the crews showed signs of weakening, through the persistent efforts of the strikers, and the company decided to shut down these lines. So at 10 o'clock the southeastern portion of the city was without service.

On the main downtown lines considerable trouble was experienced in starting cars, but as a rule new men were found and no serious delays resulted.

The strikers made their greatest show of strength at the Twelfth street power house, where only six conductors and two gripmen out of a total force of ninety men reported for duty. Each conductor and gripman was sworn in as a deputy marshal, and with police stationed at each end of the train, the cars soon moved.

The Metropolitan company has a contract to carry mail-carriers on its cars, and will call upon government officials, if necessary, to prevent the delaying of its cars.

Discouragement is apparent among the strikers, but they threaten to begin stronger efforts Monday to win.

Everybody in St. Louis Walks

St. Louis, May 12.—Every street car line in this city is affected by the great strike which was declared five days ago. The suburban lines are running as usual. Both sides remain firm, the strikers refusing to recede one iota from their demands and their employers declining to accede to them.

Although a few of the lines have been operated, the public suffers great inconvenience as a result of the strike, having to depend almost entirely on the hundreds of vehicles that have assumed the task that the street car companies are unable to perform. Many persons use wheels, while others prefer to walk. The owners of vehicles are making money fast, charging all the way from 10 to 50 cents for a trip that costs but 5 cents on the street cars.

Circles are being formed by those who sympathize with the strikers for the purpose of influencing every one possible to walk until the strike is over. The crowded sidewalks night and morning seem to prove that this is working well. Today the entire suburban system is running on schedule time with its usual number of cars.

At 10 o'clock the first cars to run over the Laclede Avenue division of the Transit company since the strike began was started down town, carrying the usual complement of policemen. By 11 o'clock six cars were operating on that division. Yells of derision greeted the appearance of the cars, but there were no attempt at interruption.

General Manager George W. Bannhoff of the Transit Company is not pleased with the protection afforded by the police, and stated today that there will be no attempt to run cars later than 7 p. m.

On the Bellefontaine division the feed and trolley wires have been cut in a

number of places and obstructions placed on the tracks.

CHAMPIONS CRAWLING UP

Win from St. Louis—Bean-eaters Continue to Drop Their Luck.

Pittsburg 5; Boston 1.

Pittsburg, May 12.—Pittsburg did more batting today than the score shows. Fine fielding by Duffy, Hamilton, Stahl, Barry and Tenney spoiling good bids for base hits. Philippi was never in trouble after the first inning. Tom O'Brien subbed for Ely at short and distinguished himself at the bat and in the field. The game was played in a drizzle.

The score: R. H. E. Pittsburg 0 1 0 0 0 0 0 0 3—5 8 2 Boston 1 0 0 0 0 0 0 0 1—1 5 1 Batteries: Philippi and Zimmer; Lewis and Clements.

Umpire, Emshie.

Chicago 13; New York 2.

Chicago, May 12.—Buck Ewing's Giants played their first game against a western team in this city today and lost to the local men. Chicago put up the cleanest and fastest game it has played at home this season. The visitors on the other hand, hit an off day and made seven errors. The pitchers were wild and fifteen men got bases on balls.

The score: R. H. E. Chicago 0 0 5 1 4 2 1 0 x—13 12 1 New York 0 0 0 0 0 1 0 0 2—3 8 7 Batteries: Callahan and Chance; Donehey, Seymour and Bowerman. Umpire—O'Day.

Philadelphia 8; Cincinnati 5.

Cincinnati, May 12.—The Philadelphia for the second time took the Reds into camp today. The visitors managed to make five hits off Scott in the first inning and four in the fifth, all of which yielded eight runs and the game. Bernhard kept the local hits well scattered except in the second, when the Reds lunched five hits. There was a good Saturday crowd of about 4,500.

The score: R. H. E. Philadelphia 4 0 0 0 4 0 0 0 0—8 13 1 Cincinnati 0 3 0 1 0 0 0 0 1—5 11 1 Batteries: Bernhard and Douglas; Sackett and Peitz. Umpire—Swartswood.

The Virginia League.

At Hampton—Hampton, 6; Portsmouth, 5.

At Norfolk—Norfolk, 6; Petersburg, 3.

At Richmond—Richmond, 7; Newport News, 4.

Standing of the Clubs.

Club	Won.	Lost.	P. C.
Philadelphia	13	5	.722
Brooklyn	10	7	.588
Cincinnati	9	8	.526
Chicago	9	9	.500
St. Louis	9	10	.473
New York	8	9	.475
Boston	6	10	.375
Pittsburg	5	11	.312

FUTURE OF THE REPUBLICS

Chamberlain Says They Will Be Incorporated in the British Empire

London, May 12.—Colonial Secretary Chamberlain received an enthusiastic welcome yesterday from the Liberal Unionist Association of Birmingham. He made a speech which was cheerful and confident, being in strong contrast to Lord Salisbury's address at the meeting of the Primrose League.

Asking whence the money was to come to pay for the war, Mr. Chamberlain declared that the republics must and should be fully incorporated into Her Majesty's dominions. After the war there must be an interval, long or short, according to the behavior of the people, when the whole administration and the appointment of the authorities to carry it out would rest absolutely with her majesty's government. This might be called a military administration, but he preferred to call it a crown colony administration like that of India and the West Indies. As soon as it was safe, it was possible that the new colony would be introduced into the circle of the governing colonies.

Throughout his speech Mr. Chamberlain referred to President Kruger as "Mr. Paul."

GREAT FIRE AT FUKU

American and European Admirals in the Port of Yokohama

San Francisco, May 12.—Mail advices from Yokohama give particulars of the big fire at Fuku, a large town on the western coast of Japan, April 18th. The flames originated in the suburbs of the city, and were carried by a heavy wind to several parts of the city at once. Sixteen hundred houses, including temples and all the principal buildings, were burned. Sixteen persons perished, and nearly a hundred more were injured. The property loss is estimated at \$2,500,000.

The arrival of Admirals Kempff and Remy of the American navy, April 18th, was the occasion of a great naval demonstration, the transference of flags being accompanied by continuous salutes. In addition to the three admirals now in port, England, Russia and France are represented by naval officers of the same rank, and there are many social exchanges.

Favors Pagnor for Vice President

Madison, Wis., May 12.—Governor Scofield, who has been talked of considerably as a possible candidate for the vice-presidency, in an interview, has announced that not only is he not a candidate, but strongly favors Henry C. Payne of Milwaukee, Wisconsin's representative on the Republican National Committee, as the right man to be President McKinley's running mate.

Fatal Collision of Freight Trains

Seranton, Pa., May 12.—By a collision of freight trains on the Lackawanna Railroad near this city, shortly after midnight, William Eebenbach, a fireman on one of the trains, was killed. The two engineers and other trainmen escaped unhurt. The wreckage was not cleared until late in the morning.

ASLEEP AT HIS COST

Consequences of a Telegraph Operator's Drowsiness

SMASH-UP IN A TUNNEL

Engineer and Fireman Killed and Five Tramps Probably Dead—Wreck Takes Fire and Burns Furiously—Oil Cars Explode and Add Fuel to the Flames—More Than Twenty Firemen Injured—Operator Disappears

Philadelphia, May 12.—Frank Lantel, a tower operator in the employ of the Baltimore and Ohio Railroad, stationed at the entrance of the tunnel under Twenty-fifth street, just outside of Fairmount Park, slept at his post. As a result a disastrous rear end freight train collision occurred early this morning in the tunnel, causing the death of Engineer George Loeb and Fireman George Hinchman, and it is believed five tramps, who were stealing a ride. Fire followed the wreck and a dozen or more firemen were injured while fighting the flames and are now in the hospital. All of the dead are still buried in the wreckage, and the fire department has been unable thus far to extinguish the flames, which are slowly consuming the smashed cars.

Operator Lantel has disappeared and the police are looking for him. The accident occurred shortly after midnight. The vicinity of the tunnel early today was the scene of wild excitement. No one could approach nearer than within 200 feet of either opening, owing to the volume of flames and smoke which issued therefrom.

The fast New York-bound express freight train of thirty-eight cars reached the tunnel on time and slowed down so that some of the cars could be shifted. The second section of the same train, composed of thirty-nine cars, was due about ten minutes later. It was Towerman Lantel's duty to signal the second section that the first had stopped in the tunnel. This Lantel did not do, having, it is said, fallen asleep. The second section approached the tunnel at a rapid rate of speed and crashed with full force into the first section.

Engineer Loeb and Fireman Hinchman of the second section were immediately crushed to death and the cars, piled in an indiscriminate heap, began to burn. Four oil cars exploded, adding to the horror of the situation and feeding the flames. At this hour firemen are still at work endeavoring to extinguish the blaze. No attempt has yet been made to secure the bodies of the dead. The loss to the company is estimated at \$140,000.

Four firemen are seriously injured and twenty additional firemen have been treated for minor injuries.

Each of the oil cars contained about 4,000 gallons of the fluid, and the burning oil spilled with great rapidity to other cars. The point where the collision occurred is about midway in the tunnel. The latter is about 2,800 feet long and extends along Twenty-fifth street to the edge of Fairmount Park, close to the famous Washington monument at the Green street park entrance. The firemen are experiencing the greatest difficulty in fighting the flames. Dense volumes of smoke poured from the cars of the tunnel and from holes which had been cut from the street through the roof, and the firemen can penetrate but a short distance before they are forced to return. Several attempts have been made to reach the spot where the bodies are believed to be located, but without success, and it is believed that they have been burned beyond hope of being identified.

Day Watchman George J. Robertson is authority for the statement that Operator Lantel was asleep at his post.

A HUSBAND'S AFFECTIONS

Mrs. Gazzam Assessed \$25,000 in Favor of Mrs. Reading

Philadelphia, May 12.—The jury in the suit for damages brought by Mrs. Elizabeth G. Reading of Williamsport against Mrs. Anna Gazzam for alienating the affections of the former's husband, today rendered a verdict in favor of the plaintiff, awarding her \$25,000 damages.

The case, which had been in progress for nearly a week, attracted widespread attention owing to the social position of both the plaintiff and defendant. Mrs. Gazzam is the widow of State Senator Gazzam, and is reputed to be very wealthy. The hearing brought to the court hundreds of men and women who move in high social circles. It was testified that Charleston Reading was lured from his home and family by the wiles of Mrs. Gazzam, a distant cousin, who secured for him the office of President of the Williamsport Gas Company, and engaged him to perform certain business transactions for her. The defense was that the relations of Mr. Reading and Mrs. Gazzam were purely platonic and business-like. Mr. Reading did not appear in court at any time during the trial.

(The late Senator Gazzam had large investments in Asheville real estate, and was, with his wife, quite prominent in that city, spending their winters at the Kenilworth Inn.)

Honolulu Declared a Clean Port

San Francisco, May 12.—The steamer American Maru, from Hong Kong via Honolulu, brings advices that Honolulu was officially declared a clean port, April 30.

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