

CONGRESS AT WORK

Bill Were Passed Yesterday in Both Branches.

SUBSIDY BILL COMES UP

Positive Vote in Favor of Considering the Interests of American Shipping in the Senate - The President Pro Tem Takes the Floor and Argues in Support of the Bill - New Measures Introduced.

Washington, Dec. 4.—House.—When the House of Representatives convened at ten o'clock there was barely a quorum on the floor and very few spectators in the galleries.

The session was a brief one and unimportant being devoted mainly to the call of absentees. The features of the day were the refusal of unanimous consent to take up the reorganization bill.

The introduction of the re-organizational bill, and the point of order made by Mr. Richardson, of Tennessee, against the Loud postal bill were the only matters of importance in the House calendar.

Mr. Cannon called up the joint resolution providing for a legal holiday within the district and providing for the proper observance of the centennial anniversary of the permanent seat of government in Washington.

Mr. Marshall called up the bill providing for the pay of retired officers of the army who are employed as military instructors.

Mr. Richardson, of Tennessee, wanted to know whether the bill was on the House calendar and whether it had regularly come from the Military Committee.

Mr. Richardson desired to know whether the calling up of the bill was authorized by the committee.

Mr. Richardson contended that though the bill was not to raise revenues it should be referred to the public revenues committee.

Mr. Morgan presented a resolution providing that 10,000 copies of the report of the Isthmian Canal Commission be distributed.

NAVY COURT-MARTIALS AND COURTS OF INQUIRY

The bill provides that in all cases where the accused cannot secure the attendance of witnesses for the defence by reason of officers being ordered away from the scene of the trial, deposit on may be taken and will be accepted by the court.

Mr. McComas called up the bill amending section 2 of the act incorporating the corporation of the Protestant Episcopal Church of the Diocese of the District of Columbia.

Mr. Cockrell argued against the bill, stating that he wanted some limitation placed on the holding of real estate by this corporation.

The resolution offered by Mr. Chandler May 25 last, referring the credentials of William A. Clarke and Martin Maguire (appointed senators from Montana) to the Committee on Privileges and Elections, was on motion of Mr. Carter taken from the calendar and briefly discussed.

At 2 o'clock Mr. Frye moved the Senate proceed in consideration of the Hanna-Payne ship-subsidy bill.

Mr. Jones of Arkansas demanded the yeas and nays, and the vote was taken. It resulted—yeas 38, nays 20.

So the shipping bill was taken up and becomes the unfinished business of the Senate.

The vote in detail follows: Yeas—Aldrich, Allison, Baker, Bard, Beveridge, Carter, Clarke, Cullom, Doliver, Elkins, Fairbanks, Foster, Frye, Gallinger, Hale, Hanna, Hansbrough, Hawley, Hoar, Lodge, McComas, McCumber, McMillan, Mason, Nelson, Penrose, Perkins, Platt of Connecticut, Platt of New York, Quarles, Scott, Sewell, Shoup, Stewart, Thurston, Wetmore, Wolcott—38.

Nays—Bacon, Barry, Butler, Clay, Cockrell, Culberson, Harris, Heffield, Jones of Arkansas, Kenney, Lindsay, Morgan, Pettigrew, Pettus, Sullivan, Tallaferro, Teller, Tillman, Vest, Wellington—20.

Senator Frye of Maine then took the floor and made a speech in favor of the bill.

Mr. Frye reviewed what had been done in the past to revive the merchant marine of the United States, saying that every effort so far made by legislation had failed of its purpose.

MORGAN FEELS EASY ON HISTORIC GROUND

Has Votes Enough to Pass the Canal Bill

HIS ATTITUDE DEFIANT

Republican Steering Committee Will Not Be Permitted to Side-track the Measure in Favor of the Ship-Subsidy Bill—Niagara Route Will Be Adopted—Question of Fortifications Will Be Deferred

Washington, Dec. 4.—The Senate Committee on Inter-Oceanic Canals held an important meeting this morning and decided to oppose any attempt made by the Republican Steering Committee to side-track the Nicaragua canal bill by doing away with the special order for Monday next and making the ship subsidy bill the special order in its place.

Senator Morgan, chairman of the Canal Committee, firmly opposed the program outlined by the Steering Committee and stated that he had had enough of underground tactics at the last session when the bill was blocked at every move and was only given a place for consideration on condition that it go over until this session.

Those present at the meeting were Senators Morgan, McBride, Hanna, Harris, Turner, Platt of New York, and Culberson. The report of the Walker Commission was read and approved.

Senator Morgan said that he had already enough votes to pass the measure and was in a position where he might defy the Steering Committee, should the member insist upon sidetracking the measure.

He is now believed that a compromise will be effected between the Steering Committee and the friends of the canal bill. The program provides that the Nicaragua measure be not interfered with.

Mr. Frye said it cost 80 per cent more to run our ships than it did to run the ships of Great Britain and Norway.

He then discussed the preliminary hearing on the presentation of the pending bill, showing what a divergence of opinion there had been as to what was the best method of bringing about the desired object.

Mr. Frye said that he had a law, "As soon as this bill is made a law," said Mr. Frye, "we will have our lines of steamers running to South American ports. These will increase our trade, will benefit agriculture, and almost every branch of commerce."

Mr. Clay took exception to this statement and claimed that these vessels carried no agricultural products. "In fact," he stated, "the ships are run for passenger service to South America and for South American products on the voyage home. I see no reason why a subsidy of \$3,000,000 should be given these lines."

ON HISTORIC GROUND

North Carolina Conference Meets Today in New Bern

MEMORIES OF THE PAST

Momentous Changes Since the Conference: Twelve Years Ago - Whitfield Preached in New Bern in 1788 and Asbury Held Conference There 75 Years Ago - Distinguished Visitors There to Attend the Present Session

New Bern, N. C., Dec. 4.—Special.—Tomorrow morning the North Carolina Conference of the M. E. Church, South, will meet in Centenary church in this city. There are about three hundred ministers, lay delegates, and members of various boards, and the visitors, families and friends will bring the number in attendance on the conference up to five hundred people.

Twelve years ago the Methodist Conference met in this city. Many changes have taken place since then. Many familiar faces will be missed. Important measures have been passed since 1888, not the least being the division of the State into two conferences, the North Carolina and the Western North Carolina, each with about equal territory and membership, and having a total membership of some 140,000, besides some minor bodies.

Methodism had an early beginning in New Bern. In fact it can be said to date from 1738 when George Whitfield followed Wesley to America and he preached a sermon at this place Christmas Day, 1730.

In 1775 all Methodism in these parts was embraced in "Carolina Circuit." In 1798 Enoch Freeman, of the Pamlico Circuit, afterwards became bishop. In 1791 Centenary circuit first appears in the minutes. It was then called as above, but now appears as Centenary.

New Bern first put in an appearance in the minutes as Centenary circuit. The first property was bought by the church here in 1795, a lot in Hancock street, south of Pollock, and it remained the church property for a full century, having been only twice disposed of and the building torn down.

In 1797 New Bern first appeared in the minutes as a separate charge. Its membership then was 296 white and 387 colored. In those days services for white people were held in the morning and for colored in the afternoon, and only half a century of political agitation was able to disturb these harmonious relations.

Among the distinguished visitors present will be Bishop H. C. Morrison, who will be the guest of Mr. J. A. Meadows. The following will be at Hotel Chatham: W. T. Thibet, D. D. of Vanderbilt University, at Nashville; Thos. H. Law, American Bible Society, Spartanburg, S. C.; J. H. Pritchett, D. D., missionary secretary, and E. T. Thompson, L. L. D., of Atlanta, Ga., secretary of the Sunday League.

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Of Bishop Morrison it is to be said that this is his first visit to the North Carolina Conference as Bishop. His home is at Louisville, Ky., but he is well known in this State. Before his election he was missionary secretary of the church, and it was largely due to his efforts that the board of missions was relieved of a debt of \$100,000. He has served in some of the leading churches and has earned a well merited reputation as a preacher of power and much sought after. He will be very welcome among the people here.

ROCK ON THE TRAIL

Wreck on Norfolk and Western at Mayodan.

TRAIN IN A MILL POND

Colored Brakeman Buried Under a Coal Car—Engineer and Fireman Escaped—Suit Against the Southern Railway for Ten Thousand Dollars Compromised for Two Hundred—Vacation Case in Court.

Winston-Salem, N. C., Dec. 4.—Special.—A bad wreck occurred early this morning one mile north of Mayodan, on the Winston-Salem division of the Norfolk & Western Railroad. The engine and six cars, loaded with coal, of through freight No. 83, southbound, were derailed and the engine and four cars rolled down a thirty-foot embankment into the pond of the Mayodan Mills. The engine is half-covered with water.

The accident occurred at a curve around the river and was caused by a large rock rolling down the hillside on the track. The engine struck this and the derailment followed. The engineer, Mr. A. G. Spencer, stuck to his post, and, strange to say, was not injured. He remained on his engine until it "struck bottom" and walked out. His fireman, H. P. Seay, came out with bruises.

Engineer Spencer says that he was only running at the rate of eight miles an hour when the accident occurred. He believes that he and his fireman would have been killed if the train had been running faster or if they had jumped from the engine. The track was torn up for fifty feet. It will be repaired so trains can pass tonight.

A \$10,000 suit against the Southern Railway for damages, brought by W. T. Woodlief, was compromised in court this afternoon for \$200. Two years ago Woodlief was section-master on the Mocksville road, and while riding on a handcar fell off and broke one leg and five ribs. The suit was to get pay for his injuries.

The suit brought against the city of Winston, ex-Mayor J. F. Griffith and Alderman Jacobus, by A. Savery, for \$10,000 damages, was called in court today. Counsel for the plaintiff took a retraxit in regard to the city deciding to sue individuals. The case was then continued. Mr. Savery wants damages for false arrest and imprisonment during the smallpox scare last year. He was locked up for refusing to be vaccinated.

Republicans Are Encouraged to Ask for Anything They May Want. Washington, Dec. 4.—Special.—John E. Fowler will contest the election of Charles R. Thomas in the third district of the Fifty-seventh Congress. While this announcement is not made officially, notice of contest not yet having been served, this information comes from high Republican sources and can be accepted as authentic.

Mr. Fowler, in his last campaign, by a simple evolution, blossomed out from Populist into a Republican. The step was not long to take, as the chasm separating Populism and Republicanism in North Carolina is not wide. Mr. Thomas had 1,900 majority over Fowler, but that cuts no figure when a Republican House has to deal with contested election cases in the South. Crawford was turned out with a big majority, among the Norfolk district was unseated with a majority behind him, and now Maynard, who has just defeated Wise in the Norfolk district by 10,000 majority, is threatened with a contest from Populism. Wise, who hoped to misrepresent the people of Tidewater Virginia through the grace of a Republican Congress, and what makes the pill more bitter is, that this Congress was elected in States like Maryland and New York by the votes of sons of men of the South, who since the war have gone north and vote with what they are pleased to term the "business element" in antagonism to their brothers and fathers in the South.

In the Second district Claude Kitchin defeated Martin by over 10,000 votes and in the Fifth W. H. Kitchin received nearly 2,000 majority over Joyce. In all these cases, encouraged by the fact in which Crawford was turned out the defeated candidates do not feel that the decision of the electors of their district is final when they have a Republican partisan House to fall back on. The National Bank of Fayetteville, North Carolina, capital \$50,000, W. J. Edwards, Sanford, N. C., H. E. Clement, W. H. Britton, T. B. Upchurch, J. W. McLaughlin and W. H. Sikks, directors, has asked for a charter. It will be granted.

A new postoffice has been established at Hollow, Brunswick county, with Jno. B. O. Gore as postmaster. Senator Butler and Mr. Knutt appeared in the case today. Congressman Linney today formally filed his application for the position of commissioner of internal revenue. Either Manley of Maine, or Yerkes of Kentucky, will be appointed.

RACES AT BENNING

Washington, Dec. 4.—Results at Benning track:

- First race, 6 1/2 furlongs—Carbuncle 9 to 10, Godfrey 9 to 5, Hutch 1 1/2 to 1. Time, 1:20.
Second race, 5 furlongs—Beggler Lady 6 to 1, Proteg 7 to 1, Dactyle 5 to 1. Time, 1:05 2/5.
Third race, 1 mile 50 yards—Charles Moore 3 to 1, The Driver 1 to 1, The Outcast 2 to 1. Time, 1:54.
Fourth race, 6 furlongs—Sadie S. 3 to 5, The Rhymer 9 to 5, Dandy Boy 3 to 1. Time, 1:18 1/5.
Fifth race, 1 mile 100 yards—Templar 12 to 1, Tyrshena 6 to 5, West Bawen 7 to 1. Time, 1:35 3/5.
Sixth race, 1/2 mile on the flat—Magic Light 3 to 2, Draughtsmen 2 to 1, Bosphorus 20 to 1. Time, 3:20 1/5.
Following are the scratches from today's races: Charentus, Maribert, Speedmas, Richard and Midnight Chimes in the first; Tenderloin in the third; Edgemoor, Chimes 97, Tyrshena 107, Waterhouse 104, Evelyn Byrd 104, Fluke 97, Crosear 97, Applejack 107, Templar 97, Maple 97, Judge Magee 104, Hold Up 104, Ringleader 100. The following can start in the order named as any of the above scratches: Buffon 104, Mordemoor, Kirkwood 107, Lexington 107, Bondman 107, Island Prince 107.
Second race, handicap, 2-year-olds, 5 1/2 furlongs—Sadie S. 126, The Rhymer 125, Robert Waddell 125, Pigeon Post 123, Termless 119, Isla 121, Cherries 114, Antomaton 112, Muffon 122, Saak 130, Quilt Right 107, Jill Greenwood 105, Frank Morrison 100, Ginki 100, Miss Tress 98, J. C. Corbett 95, Schoolmaster 92.
Third race, hurdle, 1 1/2 miles—McFonso 165, Silver Fox 165, Lost Chord 163, Draughtsmen 159, Tankard 158, Magic Light 142, The Driver 132, Bosphorus 132, Thermos 132.
Fourth race, 5-year-olds, 1 mile 50 yards—Bondsman 115, Sir Hubert 112, Elsie Skip 104, Hinsdale 100, Cogswell 100, Uncle Josh 99, Tenderloin 99, Charley Moore 99, Woolgatherer 97.
Fifth race, sell, 1-1/16 miles—McLeod of Dare 114, Buffon 108, The Chamberlain 106, Chararwin 103, Sir Fitzhugh 103, Tyrshena 102, Beau Ideal 99, Charles Estes 100, Miss Hanover 93, Lancelover 98.
Sixth race, handicap, 7 furlongs—Kinikinie 128, Charentus 120, Maribert 113, Carbuncle 111, Hutzilopochette 109, McLeod of Dare 104, Sadie S. 102, Robert Waddell 100, Amoy 98, The Chamberlain 95, Belgrade 95, Moor 93, Carasallo 93, Humboldt 93, Tenderloin 90, Blueskin 89, Queen Carnival 90.

Southern Industrial Convention

New Orleans, Dec. 4.—The Southern Industrial Convention opened its third annual session here today at the Grand Hotel with some 1,200 delegates present, including not only delegates from Southern States, but F. B. Thurber of New York, president of the United States Export Association; U. B. Kelly, secretary and treasurer of the Trades League of Philadelphia; Mayor Wheel of Buffalo; John Weber, commissioner of the Buffalo exposition, and numerous other visitors from the north. The address of welcome of the United States Governor W. W. Heard, of Louisiana and Mayor Paul Capdeville, of New Orleans, and was responded to by representatives of the several States present, including Hon. D. A. Tompkins of North Carolina.

Conspirators to Be Deported

Cape Town, Dec. 4.—Eleven persons who were arrested at Johannesburg in connection with the plot to assassinate Lord Roberts while he was at church a couple of weeks ago will be deported. The evidence against them is not sufficient to justify their trial.

Another Military Park Proposed

Washington, Dec. 4.—Representative McAleer, of Pennsylvania today introduced in the House a bill to appropriate \$200,000 to establish a military park at Valley Forge.

TRANS-CONTINENTAL CANAL

The President Submits the Report of the Canal Commission to Congress

Washington, Dec. 4.—The report of the Isthmian Canal Commission, submitted by the president to Congress today gives as the unanimous conclusion of that body that "the most practicable and feasible route for an isthmian canal under the control, management and ownership of the United States is that known as the Nicaragua route."

The committee estimates the cost of this route at \$200,540,000. This estimate is much in excess of any heretofore made and is due to increased dimensions and other features not heretofore considered. The commission also estimates the cost of a canal by the Panama route at \$142,342,579, according to one route, or \$156,378,258 according to another route.

As between the Nicaragua and Panama routes the commission sums up a number of advantages favorable to the former. It states also that under the concession given by the government of the Panama Canal Company that government is not free to grant the necessary rights to the United States except upon conditions made by the company.

The report is a document of about 17,000 pages, almost as long as the president's message. Although the work of the commission is not yet completed, many of the field parties still being out, yet it has been sufficiently advanced to make it practicable to present this preliminary report giving the essential findings. A thorough investigation has been made, not only of the Nicaragua and Panama routes, but of other possible routes, the commission keeping in mind military and civil interests, and the value of an inter-oceanic canal, and also the rights, privileges and franchises necessary to be secured for the construction of the canal under the control, management and ownership of the United States.

In all, thirty-one working parties were organized and sent into the field, making a force of about 220 engineers and assistants besides about 600 laborers, boatmen and other workmen employed in the various countries, a total of nearly 1,000. Meanwhile, the members of the commission personally conducted various branches of the work. One party went to Paris, where they examined the details of the Panama Canal project now being carried on by the French company. A detailed description is given of the trip over the several routes.

Along the Nicaragua route it was found that the short section of the partially constructed canal is perhaps as good as completed, and that the balance of the canal to be built, the buildings, however, are all rotten and the dredges, boats, etc., are worthless. The commission visited President Zelaya and other leading officials of Nicaragua and found them greatly interested in the project. The occupation of their territory by the United States for canal purposes did not seem to be regarded as a serious obstacle, provided the sovereignty of the republic was respected.

Along the Panama route the commission found a large force of workmen engaged upon the canal line, about 2,000 in number, according to the Panama Company. The canal had been opened to some extent at both ends. Immense quantities of machinery, implements and tools were found along the route. Much of this property, the commission reports, is ill-adapted to the American methods of work and all of it is now from thirteen to twenty years old, so that no value should be given to the plant now on the isthmus. A visit was also made to President Iglesias of Costa Rica, and his cabinet, where a strong sentiment found to exist for an American canal along the Nicaragua route. Trips were also made along the Darien route.

After going over the several routes, the commission considered the dimensions of the canal to be built. Having in mind the increasing size of ocean-going vessels, it was determined to fix upon a depth of thirty-five feet at mean low water and a bottom width of 150 feet, with some increase of dimensions at certain points. These dimensions are larger than those proposed for any previous canal scheme. While they may seem excessive, the commission points out that the canal is not likely to be opened within ten years, during which time the increase in maritime dimensions is likely to continue. A width of 150 feet will allow all but the very largest ships to pass each other in the canal, while the locks are of a dimension to permit even the largest ships afloat to be manoeuvred. The size of locks is 740 feet length, 84 feet in the clear, with a depth of 35 feet.

The Tiber on a Tear. Rome, Dec. 4.—The River Tiber is in flood and the bank has given way between the bridges Cesto and Caribaldi, causing damage to the amount of \$7,500,000.

All Day Fight with Boers. London, Dec. 4.—General Kitchener cables the War Office that General Knox was engaged with the Boers all day Sunday near Bethule. The Boers retired to the northeast. The British are keeping in touch with them.

Courtslip During the Siege of Peking. Chicago, Dec. 4.—It is reported in Evanston that Miss Ione, daughter of Mr. and Mrs. N. S. Woodward, is engaged to Lieutenant German Bismarck, grandson of the late German chancellor. Lieutenant Bismarck is an attaché of the German legation at Peking. During the Chinese trouble Miss Woodward and her mother were among the Americans in the siege. Lieutenant Bismarck was also in the siege and the courtslip and the engagement are said to have taken place at that time.