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## TURKEY YIELDS TO FRANCE AND THE TROUBLE IS OVER

### The Sultan Agrees to the French Claims and Relieves the Situation

Paris, Nov. 8.—The trouble between France and Turkey over the quays claims at Constantinople has been settled, and the crisis that threatened to have far-reaching results is at an end. It was stated here this morning that the sultan had notified the French government that he had agreed to all the French claims, and that the matter would be equitably adjusted as soon as possible. The Turkish embassy in this city confirmed the report.

M. Delcasse, minister of foreign affairs, has informed the Turkish government that the French squadron will leave Mitylene as soon as he receives official communication that the sultan has ratified the decision of the port. There is great satisfaction here over the fact that the sultan has taken action and agreed to yield to the demands of France. There was strong opposition to a conflict with Turkey. In its issue today The Matin declares that the country would refuse to follow

the government in a conflict with the sultan. "If the government says it is for honor," says The Matin, "the country will reply that it is for interest. If Turkey makes any movement in the direction of respecting the French flag the difficulty must be settled."

The anxiety over the situation, which has been full of uncertainty, is followed by welcome relief. The body of the people is gratified because the dispute has been settled without bloodshed.

There are numerous confirmations of the fact that the sultan has decided upon the peaceful way out of the controversy. Several of the newspapers here today published telegrams from Constantinople to the effect that Abdul Hamid had decided to comply with all the demands made by France, and has issued an urgent summons for a meeting of the council of ministers in order that his wishes may be carried out as soon as possible.

According to a dispatch from Athens, the Greek minister at Constantinople has telegraphed his government informing it of the sultan's acceptance of the French conditions for a peaceful settlement of the trouble.

A dispatch from Vienna says that the Neue Frie Presse announces that the port has conceded all the French demands, including the recognition of the quays concessions.

today that the new invention was revolutionary and that he would be willing to take one regiment equipped with the new guns and with any three regiments that might be using any rifles so far known. The eight and ten inch guns, he said, would be equally revolutionary in their effect upon naval warfare.

### NOT FOR A DEMOCRAT

#### One Thing Settled in Regard to the Vacant Judgeship in Virginia

Washington, Nov. 8.—Indications point to an early decision in regard to the filling of the vacancy on the Federal bench of the Western District of Virginia caused by the death of Judge Paul. The president, it is understood, will not appoint a Democrat. Henry Clay McDowell, of Big Stone Gap, is a strong candidate, but meets with opposition because he has been a resident of the state only a few years.

A delegation of prominent Virginians presented the name of A. P. Gillespie, of Tazewell county, to the president this morning. Mr. Gillespie is a life-long resident of Virginia. He is a member of the Virginia Constitutional Convention.

Captain J. H. Wood, of Bristol, Va., has become a candidate for the vacant judgeship. He called at the White House this morning accompanied by General Thomas L. Rosser.

Four members of the House Committee on Ways and Means—Representative Payne (Indiana), Grosvenor of Ohio, Russell of Connecticut, and Steele of Indiana—conferred with President Roosevelt this afternoon on the subject

## Impetuous Charge and Stubborn Resistance

### Graphic Report of Battle at Brakenlaagte—Boer Dash and British Valor

Pretoria, Nov. 8.—The correspondent of the Sun visited the camp of Benson's column at Prugspruit and there learned the details of the fight at Brakenlaagte. The story gives ample proof of heroism on the part of the British mounted troops and artillery and of most resolute bravery on the part of the Boers.

The fight began with sniping at the British rear guard, which was defended by the Third mounted infantry. About three o'clock Colonel Benson, finding that the Boers were being reinforced by great numbers, sent back a squadron of the British horse to assist his rear guard. At the same time he halted two guns with an escort of one company of Buffs, which took up a position on a low ridge. Major Woods-Sampson was sent forward to strike the camp, and when this had been done he ordered the Yorkshire mounted infantry and the Scottish horse to retire back on the guns. The Boers immediately upon seeing this move, dashed forward in a charge of extraordinary vigor. Seven hundred of them rode full tilt on the British lines, yelling defiance as they fired from their horses. The British troops galloped to meet them and gained the ridge two thousand yards out from their camp, in which Colonel Benson stood with his mounted men in extended formation. In his van the Scottish horse held the right, facing the Boers, and the Yorkshire mounted infantry, on the left. Colonel Benson himself, with his staff and the artillerymen, were by the guns.

The Boers dashed recklessly on through the escort company of Buffs and gained the hollow within forty yards of the guns. There they dismounted and took cover behind the shoulder of a ridge, although some continued to fire from horseback. The others crept up and poured a deadly fire on the defenders. Colonel Benson fell shot through the knee, but at once sent a message to Major Woods-Sampson, telling him where to direct the British gun fire. Major Young, with the rearmost gun in the British camp, placed his shells beautifully just over the ridge. After the defenders of the two foremost guns had all been shot down this shell fire from the British camp prevented the Boers from advancing to take away the guns until after dark.

will attack in the morning with 1,400 men unless you surrender."

The men in the British camp had been busy intrenching their lines since nightfall. They continued their defense until morning when the position was impregnable.

From the doctors and prisoners who had been some time in the hands of the Boers it was learned that the latter's casualties were about 200. Christian Botha was wounded in both arms and Field Cornet Opherman was killed. Louis Botha personally admitted that he was not satisfied with the result of the fight. The Boers, about 1,400 strong, concentrated rapidly again; but Colonel Eustace, with the twenty-fifth mounted infantry, had put in such good work in defending the southern end of the British position that the Boers, after reconnoitering the camp, abstained from attacking.

On the second morning other British columns arrived and the Boers dispersed.

### LITTLE JOE WILL MAKE GREAT GUNS

#### Gen. Wheeler Prophesies a Revolution in Equipment of Armies

Philadelphia, Nov. 8.—General Joseph Wheeler, who has been stopping at the Hotel Walton for several days, announced this noon that Philadelphia was to have the largest ordnance factory in the country, that the factory would probably be run in connection with Cramp's shipyards and that a revolution in the weapons used by army and navy was impending.

General Wheeler will probably be president of the \$6,000,000 company now organized under the name of the McLean Arms Company. The entire stock has been disposed of at private sale to New York, Cleveland and Philadelphia capitalists. The manufacture of arms on a large scale will be begun by spring.

General Wheeler will make his permanent residence in this city. He said

## Bradstreets on the State of Trade

New York, Nov. 8.—Bradstreet's review tomorrow will say:

The trade situation presents many points of strength and few of weakness. Colder weather throughout the country has stimulated retail trade in heavy clothing, shoes, groceries and rubber goods, and this has already been reflected in an improved re-order demand from western and southern jobbers. Collections, too, are more satisfactory. Country merchants are reported in good financial shape, and one result of this is found in the rather better supply and easier tone of money. Bank deposits at smaller cities in the corn belt are reported increasing. Holding of cotton is reported from the south, this being aided by the strength of the business community generally. Speculation in stocks and in leading staples has likewise improved, and the broadest, and, to all appearances, healthiest, market in securities since last May is now in progress.

Higher prices have been made for cereals. Bradstreet's figures of the world's visible supply favor the bears but little, and there being few left alive to withstand the bears.

Just before he died Colonel Benson sent for Major Woods-Sampson and said: "Defend your camp for all it is worth. Louis Botha has stated that he

## Tracing Stealings of Captain Carter

Washington, Nov. 8.—The Department of Justice has been for some time tracing the securities in which ex-Captain Oberlin M. Carter, United States Army, is alleged to have invested the proceeds of his fraud at Savannah. About two years ago Carter, it is charged, embezzled from the United States government \$732,582. He was convicted by a court-martial. Carter was detailed at the time of his fraud as engineer officer in charge of the harbor improvements at Savannah. It is alleged that he inspected the work in such a manner as to have it cost the government three times as much as it was worth. The government authorities have traced

the securities referred to to several persons living in different sections of the United States. In West Virginia they have been able to find about \$100,000 held in trust by a relative of the alleged embezzler. This the Department of Justice has seized, receivers having been appointed by the courts. The Department of Justice now expects to prove that this money was stolen by Carter. The authorities have also been able to place their hands on about \$200,000 in Chicago, and that they are taking steps to recover. The department says that Carter is now trying to make the people believe that it was he who brought about these proceedings, whereas it is purely a work of the department.

### WEEKLY MEETING OF THE CABINET

Washington, Nov. 8.—The cabinet meeting today was not marked by the discussion of any important questions. The president read parts of his fortnightly message and advised with members of the cabinet in regard to the matters contained therein.

Attorney General Knox explained that the prospect that Oberlin M. Carter, formerly a captain of engineers in the army and now serving sentence at Fort Leavenworth, will be brought into a civil court in Chicago is generally misunderstood. This does not mean, he said, that the question of Carter's original guilt or innocence will be tried, but merely that Carter will be allowed to

### WOEKENER WANTS HIS "DOLL LADY"

Buffalo, Nov. 8.—Anthony G. Woekener, the young man who was married several days ago to Chiquita, the "doll lady" in this city, has instituted habeas corpus proceedings against Frank C. Bostock to get possession of his wife. Chiquita's right name is Alice Espiridiona. She is a Mexican dwarf and is claimed by Bostock. She was abducted by Woekener and influenced to give her consent to the marriage, which it is said, she now regrets.

Woekener has been unable to see his wife since the wedding. After the ceremony at the home of Justice Rochford, he and Chiquita returned to the Pan-American Exposition grounds, and Chiquita was seized by one of Bostock's men and restored to the Bostock family, of which she has been a member for some time. Chiquita is said to be wealthy, and Bostock claims this fact is not without influence on Woekener, who is a mere boy.

### Police Prevent a Duel

Havana, Nov. 8.—As an outcome of the brawl at the banquet given to the naval officers of the Chilean cruiser here on the evening of November 5, the Cuban General Montalvo, warden of the Insular penitentiary, challenged Dr. Tamayo, the secretary of state, to fight a duel. The duel was to have taken place today, but the police interfered and the principals were kept apart.

## AMERICAN SHIPPING IS MAKING GAINS

### But Comparisons Are Not Flattering to the Enterprise of the Country

Washington, Nov. 8.—The report of the commissioner of navigation states that the past fiscal year was the third successive year of notable prosperity and growth in American shipping, extending the two previous years. The extent and nature of work under way or projected in shipyards promises an even greater growth for the current fiscal year.

American tonnage has now practically attained the former maximum of 1861. The figures of 1901 compared with 1861 show an increase in coasting trade vessels from 2,794,544 tons to 4,582,083 tons (two thirds of this increase being on the great lakes), a decrease in foreign trade vessels from 2,496,894 tons to 879,595 tons, and a decline in whaling and fishing vessels from 338,375 tons to 61,940 tons.

Of our total tonnage 3,623,201 tons are wooden vessels, and only 1,901,017 tons are iron or steel. In 1900 Great Britain launched 1,440,000 tons of steel vessels.

Porto Rico appears in the returns with 25 vessels of 5,297 tons, and Hawaii with 64 vessels of 37,149 tons. In the Philippines 2,340 vessels of 102,581 tons (of which 149 vessels of 43,598 tons are steam vessels) are under American protection. Until congress has so enacted the Philippine vessels are not vessels of the United States.

Although registered American vessels increased 62,435 tons during the year, American vessels carried only 8.2 per cent of our exports and imports, the smallest percentage in our history. Our fleet of ocean steamers in foreign trade is too small to be compared with that of foreign nations. It is compared with the fleets of the four large British and German corporations, each of which exceeds the American fleet in tonnage, mileage and business.

The tonnage built and documented in the United States during the past fiscal year—comprised 1,581 vessels of 483,634 gross tons. An analysis of this construction was printed in July.

The steel vessels under construction or under contract during the current fiscal year will much exceed similar tonnage built in any previous year. The bureau is advised of 89 such merchant vessels of 355,645 gross tons, to be valued at about \$36,000,000. Besides these 71 naval vessels of 281,148 tons displacement are building at contract prices of \$78,000,000. In this work 44 plants with a capital of about \$68,000,000, employing about 46,000 men, are engaged.

The building of ten trans-Atlantic steamers presumably rests on anticipated legislation by congress. Six for the Atlantic Transport Line are building from the same plans used in building steamers in England for the same company. The American cost of a steamer of the Minneha type will be \$1,846,800, the British cost \$1,419,200. The American cost of the smaller trans-Atlantic cargo steamers will be \$729,000, for which the British price ranges from \$534,000 to \$486,000.

The difference in wages on American and foreign vessels is considered in detail. In illustration the pay roll (excluding master) of 880 men on the steamship St. Louis is \$11,800; of 427 men on the British Oceanic is \$9,900, and of five hundred men on the German Kaiser Wilhelm der Grosse \$7,735. The American is the fastest steamship, the German is the smallest.

The report contains a detailed statement of the foreign voyages of American vessels last year, showing that the American flag was seen much oftener on the North Atlantic during President Jefferson's embargo in 1807 or during the cruise of the Alabama than at present. Foreign shipping in our Pacific trade has doubled in three years.

The purchase of the Leyland Line is considered as evidence that American capital is willing to invest in ocean steamships, that there is an advantage to American exporters in American control of ocean steamships, even if not under the American flag, and that in the coming development of our ocean transport facilities—the union of trunk railroad lines and steamship corporations will be an important factor. Including the Leyland purchase American capital owns fully 870,000 tons of steamers under foreign flags, which in actual carrying power exceed all American vessels now engaged in foreign trade. The War and Navy Departments also own 126,847 gross tons of foreign built transports and colliers. By various special acts 66 foreign built vessels of 132,187 gross tons have been admitted to register. American money, accordingly, of late years has purchased 931,000 tons of foreign built steel steamers, while since 1891 there have been built in the United States 1,006,000 tons of steel steam vessels of all kinds.

The principal foreign and American ocean mail contracts are printed in full, and it is shown that at the present prices of steamships, British ocean mail contracts are more advantageous for steamship lines than American contracts under the act of 1891.

The report contains the usual statistical tables of American shipping and also tables illustrating the growth of British and German shipping. It will not be printed for distribution until December.

## Yellow Flag of China Floats at Half Mast

### Unusual Mark of Respect to the Honor of the Department Statesman

Washington, Nov. 8.—A half-masted flag—the black dragon on a yellow field—flew from the flag-staff of the Chinese legation today as a mark of respect to the memory of the late viceroy, Li Hung Chang. From the Chinese point of view, it was an unusual sight, and therefore a most appropriate tribute, according to the etiquette of the Celestial Kingdom—an unaccustomed honor for a remarkable personage.

Official advice from Pekin were received late last night by Mr. Wu Ting Fang, the Chinese minister, informing him of the death of Earl Li. The minister thereupon sent his profound personal condolences to the relatives of the great statesman.

No official action will be taken by the legation here, nor will there be any official mourning or observances decreed in China. Such honors are reserved exclusively for the members of the reigning dynasty, and are never expected by those not of the royal blood. Even in the case of such an exalted patriot as Li Hung Chang, he was nevertheless as much a subject as any other Chinese, and governmental semblances of mourning will therefore be lacking.

Mr. Wu is expecting early official advice of the appointment of Earl Li's successor. Apart from the press dispatches upon this point, he has had no information as yet. The advancing of one of the higher provincial rulers by a number of other lesser promotions, resulting in a general re-arrangement of the present roster of governors of the great provinces of China.

greatest importance to have a strong man at the head of the province. Chau-Fu, the provincial treasurer, will act as viceroy until the arrival of Li Hung Chang's successor, Cheng Tien Chin, the director general of river transportation, will succeed Yuan-Shi-Kai as the governor of Shantung. This appointment is regarded here as one of doubtful expediency, as Cheng Tien Chin is strongly opposed to foreigners and sympathized with the Boxers during the recent uprising.

Yuan-Shi-Kai is now governor of the province of Shantung, and is believed to be acceptable to the foreign powers by reason of his conservative conduct heretofore, and because although governor of a province in which the Boxer outbreak had its inception, he ruled his subjects with much strength and tact, thereby preventing many serious difficulties.

Li Hung Chang's Fortune  
Pekin, Nov. 8.—The court is hurrying to Kaifeng Fu, where it is expected to arrive the first of next week. Prince Ching, who is now traveling to the place to meet the court, will not remain there to take part in the celebration of the empress dowager's birthday, but with Wang-Wen-Shao, who has been appointed peace plenipotentiary in Li Hung Chang's stead, will leave for Pekin November 12.

It is understood that Li Hung Chang's fortune amounts to only from ten to twenty million taels. [A tael is equal to about 65 cents.] It will be divided equally among his two sons, his adopted son and his eldest grandson.

The commanders of the foreign troops have met in Tien Tsin to consider amending the regulations adopted by the provisional government in order to permit the large revenues pledged for security for the indemnity to be transferred to the imperial customs.

### Successor to Li Hung Chang

Pekin, Nov. 7.—Yuan-Shi-Kai, the present governor of Shantung, has been appointed to succeed Earl Li Hung Chang as viceroy of Chi-Li province. The appointment was officially announced today.

Wang-Wen-Shao, a member of the grand council and second in rank in the Wan-Wu-Fu (the new foreign office), who is now with the Chinese court, has been named as plenipotentiary and acting head of the foreign office as the successor of Earl Li. As soon as the court arrives at Kaifeng, Wang-Wen-Shao will start for Pekin. It will take him about a fortnight to make the journey. The appointment of Yuan-Shi-Kai as viceroy of Chi-Li province indicates that the court is of the opinion that it is of the

### Small Commandos Active

Bloemfontein, Nov. 8.—Small Boer commandos are active in the country around Ficksburg and Ladybrand. Sixty Boer renegade refugees from these districts were brought into Bloemfontein today.