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State Library

HARVARD MAKES HENRY A DOCTOR

President Eliot Speaks Gracefully in Conferring the Degree on the Royal Visitor

Boston, March 6.—Prince Henry of Prussia's first view of Boston was of a snow-clad city upon which there shone a sun from a clear sky. Hundreds of workmen were busy at daylight clearing the streets through which the prince and his party were to pass, and by 8 o'clock the route was in excellent condition. The thoroughfare had been roped off and details of police were at their stations.

The storm of yesterday impaired the decorations, but it did not take long today to repair the damage, and nearly the entire route through the city was brilliant with color before the prince arrived. German flags of red, white and black predominated in many places over the red, white and blue.

Long before the special train was due large crowds began to assemble in the neighborhood of the great South station and extended along the streets assigned for the passage of the procession. The mayor, with his secretary and several of the city officials, reached South station a few minutes after 9 o'clock.

The first battalion of cavalry, one of the best of Massachusetts' volunteer troops, had drawn up in the station ready for escort duty. A dozen open carriages were in waiting to convey the prince and his party to Hotel Somerset, their first stopping place in the city.

The train was made up of two engines and seven cars, and officials of the New York Central, assisted by those of its Boston and Albany branch, were in charge. At the time scheduled, 9:35, the engines puffed into the long train shed.

Mayor Collins and President Doyle, of the Board of Aldermen, and President Nolan, of the Common Council, were received by Rear Admiral Evans as soon as the train stopped. The officials were escorted into the car and introduced to Prince Henry.

Crowds which had come in local trains and which filled the waiting-rooms began to cheer as soon as they caught sight of the party coming from the train. The prince raised his hat in acknowledgment of the greeting. Several minutes were occupied in escorting the visitors to their carriages. That of the prince was placed at the head of the line. The prince and Rear Admiral Evans, who were in full uniform, were cheered at every step of their short walk to their carriage, and Prince Henry acknowledged the greetings by saluting.

As the line of carriages moved out of the driveway at the end of the station the immense crowd outside began to cheer, and the procession made its way through throngs of persons making most hearty demonstrations of welcome.

Each carriage was accompanied by four out-riders, and behind that of the prince were three policemen on foot. At the rear end of the line of carriages was a squad of mounted police.

At the Hotel Somerset a few moments were given the prince and his party to rest. Then, a few minutes before 11 o'clock, the prince received a visit from the Governor of the State. Governor Crane and the royal visitor had a brief chat. At noon Prince Henry returned the visit. He was escorted to the State House by police and state militia and was welcomed there.

After the visit to the State House the prince and his party left for Cambridge. The first stop was at Cambridge City Hall, where Mayor McNamee presented the greeting of the city of Cambridge in an elaborately engrossed form. One thousand school children of the city sang upon the arrival of the prince.

Soon after 1:30 o'clock the party reached Harvard. They were received by President Eliot in Memorial Hall, and the members of the corporation of the university were presented to the prince. Then the visitors were conducted to Sanders' Theatre, where the honorary degree of Doctor of Laws was conferred upon Prince Henry by President Eliot.

President Elliott said in part:

"This occasion is unique. Twice in the history of the university has a special academic session been held to do honor to the President of the United States, making a progress through the country, but never before has this democratic university been called together on purpose to do honor to a foreign prince. Weighty reasons must have determined such unprecedented action on the part of this society of scholars.

"These are the reasons:

"Our students of history know the Teutonic sources, in the dim past, of many institutions and public customs which have been transmitted through England to this New England.

"The Puritan origin of the university makes us hold in greateful remembrance the heroes of Protestantism—Luther, Melanethon, Erasmus and their kindred spirits—and the German princes who upheld that precious cause through long years of confused alarms and cruel warfare. The Puritan government of Massachusetts followed anxiously the vicissitudes of the thirty years war and was in the habit of ordering public thanksgiving to God for 'good news from Germany.'

"In watching the social and ethnological phenomena of our own times we have seen that the largest contribution which a European people made in the nineteenth century to the population of the United States came from Germany, and that the German quota was not only the most numerous, but the best educated.

"As university men we feel the immense weight of obligation under which America rests to the technical schools and universities of the German Fatherland. From them thousands of eager American students have drawn instruction and inspiration and taken example. At this moment hundreds of American teachers who call some German university their foster mother are at work in schools, colleges and universities all the way from this icy seacoast to the hot Philippines.

"Our men of letters and science know well the unparalleled contributions Germany has made since the middle of the nineteenth century to pure knowledge and also to science applied in the new arts and industries which, within fifty years, have so marvelously changed the relations of man to nature.

"Our whole people have the profoundest sympathy with the unification of Germany. We all believe in a great union of federated states, bound together by a common language, by unrestricted mutual trade, by common currency, mails, means of communication, courts of justice and institutions of credit and finance, and inspired by a passionate patriotism. Such is the venerable American union; such the young German empire.

"We gladly welcome here today a worthy representative of German greatness—worthy in station, profession and character. We see in him, however, something more than the representative of a superb nationality and an imperial ruler. Universities have long memories. Forty years ago the American union was in deadly peril and thousands of its young men were bleeding and dying for it. It is credibly reported that at a very critical moment the Queen of England said to her Prime Minister: 'My Lord, you must understand that I shall sign no paper which means war with the United States.'

"The grandson of that illustrious woman is sitting with us here.

"Now, therefore, in the exercise of authority given me by the president and fellows and board of overseers, and in the favoring presence of the friends here assembled, I create honorary doctor of laws Albert William Henry, Prince of Prussia and Vice-Admiral, and, in the name of this society of scholars, I declare that he is entitled to the rights and privileges pertaining to this degree, and that his name is to be forever borne on its roll of honorary members."

After the formal exercises at Memorial Hall the prince was escorted to the Harvard faculty room, where luncheon was served. After luncheon he visited the college buildings. Crowds of college students cheered the prince, giving the college yells time and again.

The Prince, after receiving the degree of doctor of laws from President Eliot, read in German the cablegram he had received, a correct translation of which follows:

"Henry, Prince of Prussia, Harvard University, Cambridge:

"I congratulate you upon receiving the honorary degree of doctor of laws from Harvard University, the highest honor which America can bestow. May the copies of the examples of German art and German civilization, which I transmit through you, be to the professors, as well as to the young academicians, an incentive throughout their lives and an inspiring example in the pursuit of German ideals and in the striving for all that exalts and is lasting.

(Signed) "WILLIAM."

A Visit to the State House

Boston, March 6.—After the visit to the Governor a visit was paid to the State House where both branches of the Legislature were assembled in joint convention. As the little procession, with the Governor and the prince in the lead, entered the room the sergeant-at-arms, in a loud, clear voice said:

"Mr. President, I have the honor to present His Excellency, the Governor, W. Murray Crane, accompanying His Royal Highness, Prince Henry of Prussia."

There was applause, and then the President, Mr. Soule, repeated the announcement and called upon the members to rise. When everybody was on his feet, the President, Prince Henry and Governor Crane walked down the center aisle to the speaker's desk, Prince Henry stopping at the foot of the steps, the President advancing and shaking hands with him. He was warmly greeted and applauded.

From the State House the prince went to the public library. He received a considerable body of Germans drawn up in line, some of whom wore medals on their breasts and all of whom had fought under the Emperor, the prince's grandfather. The prince said, as he advanced to meet them and shake hands with each one of them, "I am glad to greet the soldiers who served under my grandfather and who endeavor to keep up the traditions of the army."

CAUGHT BY BLOODHOUNDS

Assailant of a Little Girl Put Behind the Bars

Norfolk, March 6.—Annie Dowdy, the thirteen year old girl who was outraged at Berkley last Tuesday, today identified William Williams colored as the man who assaulted her. Geneva Goodman, nine years old, who accompanied Annie when the outrage occurred, identified Williams. The prisoner was held for the grand jury this afternoon at Portsmouth by Justices Peed and Roach. This occurred near the Chesapeake Knitting Mills where Annie is employed. Yesterday Hurricane Branch's blood hounds trailed Williams to a street car where he was caught. Williams is in Portsmouth jail, it being feared that he would be lynched if taken to Berkley.

Men whose bearing is determined are crossing the ferry from Berkley to Portsmouth. Threats are made that Williams will be lynched on the gallows built today for the purpose of hanging Neil Stanback, colored, who is under sentence to be hanged next Wednesday for an attempted assault upon Mrs. Pruefer, a white woman missionary, sixty years old.

The jail is heavily guarded at Portsmouth where Williams is confined, and now there is no fear felt of lynching.

SUNK AT SEA

Belgian Steamer Waesland Run Down by the Harmonides

London, March 6.—The Belgian steamer Waesland, Captain Apfeld, from Liverpool for Philadelphia, February 16, has sunk off Holyhead after being in collision with the British steamer Harmonides, Captain Pentin, from Brazilian ports for Liverpool. The Waesland's passengers and crew were transferred to the Harmonides and are now on that vessel for Liverpool.

The Harmonidas arrived here at 3.30 o'clock. The agents of the American line met her and superintended the transfer of the Waesland's passengers to various hotels.

The collision occurred at 11.36 p. m. Wednesday during a thick fog forty mile southwest of Holyhead. The Waesland's boats were immediately lowered. The passengers took their places in them without hesitation and in less than half an hour the whole ship's company were on board the Harmonides, except two, Edward Dangerfield a steerage passenger and a child, Elsie Emmett, daughter of a saloon passenger. They were killed, probably at the time of the collision, but this is not yet known. The Waesland went down in thirty-five minutes after she was struck. The passengers and crew lost everything except the clothing they wore or were able to don hurriedly.

The Waesland carried no mail. The passengers highly praise the captain and crew and also the captain and crew of the Harmonides. It is expected that the company will offer to send the passengers on another of its vessels next week.

Thrown in a Coke Oven

Cumberland, March 6.—Two colored highwaymen today threw Jeremiah Johnston of Davidsonville, Pa., into a white hot coke oven near that place. His face was shriveled and one arm was burned off before two tramps rescued the man. The man is at the State Hospital in a dying condition. Johnston had stopped at the ovens to warm. Without provocation the men sneaked up behind and threw him in. He had never seen the men before, but robbery was their motive, it is thought. Chief of police Roteler, who has a large posse, is searching for the highwaymen.

An Early Visit

Albany, March 6.—The train bearing Prince Henry and his suite is expected to arrive in Albany at 8:30 o'clock tomorrow morning from Boston. The prince will receive a call from Governor Odell, at the Union Station upon the arrival of the train. The Governor and Mr. James G. Graham, secretary to the Governor; Adjutant General Henry and Major Bird, Military Secretary to the Governor, will drive to the station in carriages, accompanied by an escort of troop B.

At about 9 o'clock the prince will leave the city.

MINE EXPLOSION

Five Men Killed and Many Entombed in the Workings

Monongahela, Pa., March 6.—An explosion occurred shortly before noon, in the Cattsburg mine, and two men were seriously burned. Many other men are reported entombed in the mine, which is burning furiously, and it is feared that all are dead. A rescuing party is trying to fight its way into the mine.

From what can be learned, John Hagar, a machinist, went into the mine at noon. At least a score of men were with him, and just as Hagar pulled his safety lamp into the opening a terrific explosion followed. All the men were knocked down and many rendered insensible. Hagar was stunned for a minute, but presently crawled over the men and succeeded in getting to the mouth and giving an alarm. He was followed by James Turnan, both horribly burned. Hagar tried to go back and aid his comrades, but was not successful.

Bellvernon, Pa., March 6.—Five men are dead as a result of an explosion at the Cattsburg mine of the River Coal Company, at Monongahela this afternoon. While investigating the fire in the mine which has been raging for several days John Haggerty, a miner, carried an open lamp into a room filled with gas. A terrific explosion followed.

The dead are: Robert Hawley, mine boss of Sunnyside; James Hawley, son of the mine boss; Isaac Eastwood, miner of Monongahela; John Gilder, miner of Black Diamond, and Wm. McFarland, miner of Monongahela.

To Make Bartlett an Admiral

Washington, March 6.—A bill has been introduced in the Senate and House authorizing the President to appoint Capt. John R. Bartlett, U. S. N., retired, to be a Rear Admiral on the retired list, the rank now held by all surviving officers of his class at the naval academy.

During the Spanish war Captain Bartlett acted as chief of the office of naval intelligence and was also superintendent of the coast signal service. Captain Bartlett was present at both bombardments of Fort Fisher during the civil war.

Too Officers Charged With Horrible Crime

Excuses Offered on the Score of Privations Which Upset Their Mental Balance

Manila, March 6.—A court martial has been ordered to try Major Littleton, W. T. Waller and Lieutenant John H. A. Day of the Marine Corps, March 17 next, on the charge of executing natives of the island of Samar without trial.

It is charged that one native was tied to a tree and publicly shot in the thigh. The next day, it is said, the man was shot in the arms. According to the charges, the third day he was shot in the body, and the fourth day the native was killed.

Friends of the two officers attribute their actions, if really guilty, to loss of mind, due to the privations which they suffered in the island of Samar.

The expedition of Major Waller and a detachment of marines, alluded to in the foregoing dispatch, started the last week of December, 1901, from Lananga, on the east coast of Samar, to cross the island to Basoy, about 36 miles. Incessant rains from the start, swollen streams and other obstacles made progress extremely slow, and when their rations were consumed the men became exhausted and dropped along the way.

Major Waller became separated from his brother officers—Captain Porter and Lieut. R. H. Williams—and the greater part of the men, and proceeded to Basoy, where he arrived January 9 with two officers and 13 men.

The second day after separating from Waller, Captain Porter moved toward Lananga where he arrived January 11, with two men, all exhausted, physically and mentally. Lieut. Williams and over thirty men were left in the mountains in a similar conditions. A relief expedition reached Samar January 18 and saved Lieut. Williams and all his companions with the exception of 10 men, who were not found, and who undoubtedly died from starvation. Captain Porter, Lieut. Williams and 18 men were taken to the hospital at Tacoban, none of them very clear in their mind regarding much of the time covered by the period of suffering. Major Waller was disordered in his recollection. The official report of the War Department at Washington said the sufferings of Major Waller's command for 20 days could not be described.

Major Waller rendered gallant service with the United States Marines in China during the march of all the forces from the sea to Pekin. He was appointed to the Marine Corps from Virginia. Major Waller lived in Norfolk before he was appointed to the regular army, and the Wallers are among Norfolk's most prominent people.

Wilcox Will Be Put on Trial Next Week

Suffolk, Va., March 6.—Special.—The trial of James Wilcox, the lover and suspected murderer of Ella Maud Cropsey, will come off next week, according to a signed statement this afternoon by Solicitor George W. Ward of Elizabeth City, who will be the prosecuting lawyer. Mr. Ward says in part:

"The grand jury will meet Monday, the 10th instant. They will act on the Wilcox case Tuesday. If an indictment is returned he will be arraigned. A special venire will probably be ordered and he will probably be put upon trial Thursday or Friday. The name of the presiding judge is Hon. George A. Jones, from the sixteenth judicial district, the extreme western part of North Carolina. There will be some twenty witnesses examined by the prosecution."

The disappearance of Nell Cropsey, November 20, the finding of her body, December 27, in Pasquotank river, and the coroner's jury's testimonial of her blameless life the same night, are well remembered.

A telegram tonight from Sheriff Grandy of Elizabeth City agrees with that of Solicitor Ward, except that he says there will be eight or ten witnesses before the grand jury and that the trial will probably begin Tuesday or Wednesday.

Kluttz Leads the Fight Against Contract System

Efficiency of the Rural Delivery Will Be Promoted by Placing It Under Civil Service

BY THOMAS J. PENCE

Washington, March 6.—Special.—Congressman Kluttz led the opposition today in the debate against the bill to classify the rural free delivery service, which would place the carrier service under the contract system. It was one of the most effective speeches yet delivered against the measure, which is certain to meet overwelming defeat. Congressman Kluttz is a regular whirlwind in debate and his speech today attracted much attention. Members crowded around him while he spoke.

Mr. Kluttz said, in part:

"Rural free delivery service has come to stay. By its fruits it has demonstrated, not only its usefulness but its indispensability. No improvement of the public service ever attempted by the government has been so immediate, so rapidly and so unusually acceptable and successful.

"The service has done tardy justice to our great rural population; delivered the mails daily at the very homes of the farmers; put them in daily touch with the outer world; given them daily papers, market reports, weather signals, registered letters, postal orders, stamps, and packages by mail. It has made life on the farm more tolerable and more pleasant, and it has lightened the life of many a farmer's boy; relieved his solitude, saved him from the maelstrom of the city, and in doing so has lightened the decling years of many a fond and anxious father and mother. It is the first real effort ever made to put the farmer on something like an equal footing with his neighbors in the cities and towns, so far as the postal service is concerned.

"And the correctness of the policy of delivering mail by the government to the citizen at his home being admitted, why should not the dweller in rural communities be put upon an equality as near as may be, with the dwellers in towns and cities? Is there any divinity which doth hedge about city and town people which does not also extend to the people who live in the country and on the farms? Is there any reason why the government should deliver mails from two to five times daily at city homes, which does not equally demand that such delivery should be made at least once daily, where practicable, at the home of the man, who, resisting the temptations of the town and city, prefers to remain on his own broad acres, away from the temptations, the snares, the smells, the confinement, of the city? I trow not, and I want every member of this Congress who votes in favor of this bill to answer this question to his rural constituents when he goes home for re-election. Is there any reason why the city carrier who works but eight hours a day—has all holidays with annual leave, and who walks on asphalt pavements—should receive eight hundred to one thousand dollars a year, while the rural carrier, who must make his way of from twenty to thirty miles a day, through the ice and snow and over the bad roads of the interior, required to furnish bond for himself and a substitute, as well as horse and conveyance, should be grudged the six hundred dollars per annum allowed him under the present regulations? Let the gentlemen who vote for this bill answer to their rural constituents.

"Gentlemen may find some excuse for this seemingly inexcusable inconsistency. I hope they may be able to do so.

"I do not understand any gentleman to contend that this service will be made more efficient by letting it to the lowest bidder. Even the gentleman from California (Mr. Loud) in his desperate search for reasons for support of his bill, makes no such allegation. He bases his somewhat incoherent and inexplicable demand for so radical a change, if I rightly apprehend him, almost solely upon the alleged ground of economy.

"If I understand the temper of this House, the gentleman will fail to impress it with his own pessimistic fears. The question for this House ought to be, not whether this service can be pared down in cost, but rather how can it be made more efficient? I grant that if it is to be crippled, relegated to a secondary place to even the discredited star route system, let to the lowest bidders, and simply at the least cost without regard to either acceptability or efficiency, there may be merit in the gentleman's bill; but if it is to maintain the enviable reputation which it has already made, if it is to fulfill its present promise, if it is to give the rural population the very best and promptest mail service, it must have no such friendly knock-out-drops administered to it. Indeed, I do not believe that under the proposed contract system, an equally efficient service could be given for less than the present cost.

"The gentleman from California admits that the child was born in the room of the Committee on Post Offices and Post Roads, without any demand from anybody, anywhere. All the time he has been chairman of the committee in charge of this service he has reported and voted for appropriation after appropriation for its extension, has been so fortunate as to secure, as I am informed, some twenty-odd routes in his own district; and all at once he has awakened to the alarming fact that the system is all wrong, that its administration has been an extravagant failure, and that its only salvation is to cut its tail off close behind the ears and reduce it nearly to a level with the star-route system.

"In spite of all the abuse that has been heaped upon the administration of this service I dare maintain that it has been marked by an intelligence unequalled in department annals. I dare maintain that it has been a success beyond comparison with any hitherto attempted improvement in government service.

"But coming now to the question of cost, the question of economy. I contend as I did a while ago that the question of economy should no more enter into this service than into the city delivery service; and I want to be frank. I have read the report and estimates of the Postmaster General. His estimate is that b ythe first of July this year, 8,600 of these routes will be in operation, serving, as he estimates, one-fourth of the rural population. This, multipled by four gives the total number of routes after a while in the country as 34,400, which at $600 would be $28,640,000. This seems an enormous sum, but it is only about the cost of three battleships, only about one-third of the amount of the River and Harbor bill expected to pass this House annually, it is ten millions less than is paid the railroads for mail transportation. And yet, because it goes to the farmer; because it is intended to relieve the tedium and solitude of country life; because it is for the benefit of the man who digs and delves in the soil, the question of economy is raised here when other appropriations for hundreds of millions of dollars go without question. Illinois (Mr. Boutell), somewhat jocularly, moved to put this House voting either yea or nay.

"I am a believer in all proper economy upon all proper occasions and for all proper purposes, but I am opposed to a cheese-paring economy which I believe will prevent the development and evolution of the greatest benefits of this service for the rural population of our country.

"Gentlemen talk about politics. I was glad to hear the gentleman from Illinois (Mr. Boutwell), somewhat jocularly it is true, admit that this bill was intended to perpetuate the Republican control over this service; and I believe that while it was said jocularly, there is more truth than jest in it. I want gentlemen on this side of the House, especially those who say that this bill takes the system absolutely out of politics, to consider.

"Why, gentlemen complain that there has been politics in the administration of this department heretofore, and that there has been partiality shown as between different sections. That may be true, and the reason is not far to seek. Gentlemen on this side of the House know that they have been promised time and again that inspectors should be sent to their districts and routes established, and that these promises have been broken, and they have been broken because of the greed, because of the influence and the power of influential members of this House and chairmen of great committees, from whom a single request is more powerful with any subordinate official of this government than the most importunate demands of humble members of this House like myself and other gentlemen on this side. How does it happen that the chairman of one of the great committees of this House has over a hundred of these routes in his district? How does it happen that another chairman has twenty of them? How does it happen that another member of a great committee has over a hundred of them? The reason is not far to seek. Take it out of politics; put it under the civil service."

Congressman Pou has had his secretary busily engaged with the seed proposition for some days. Altogether Mr. Pou has sent 17,000 packages of seed to the district and he has endeavored to reach every white family in the counties that he represents.

The House Committee on Agriculture has reported favorably the bill appropriating $12,500 for the establishment of a weather bureau at Asheville.

Congressman Pou can do nothing towards securing the passage of a bill for the macadamizing of New Bern avenue to the national cemetery until the city authorities furnish him with a survey of the proposed route. Mr. Pou has requested this survey.

A delegation from Greensboro, headed by Judge Boyd, will arive tonight for the purpose of appearing before the House Committee on Post Offices and Post Roads tomorrow. Senator Pritchard will know nothing about the Charlotte post office until his return, so it is said. It is not known when he will get back to Washington.

Congressman Moody today obtained an appointment for Frank McFayden of Waynesville, which pays $90 per month. He is ordered to report at once.

Ex-Senator Marion Butler is spending much of his time in Washington. Today he was a caller at Senator Pritchard's office.

Congressman Thomas introduced war claims bills today in favor of James F. White of Jones county for $900, and the heirs of N. D. White of Jones for $2,000.

Congressman Pou leaves for home tomorrow. He has several cases in the Supreme Court next week, which will keep him away from Washington for several days.