

### POU LEANS TO BIG STICK IDEA

**Our Congressman Believes in a Strong Navy**

**LARGER FLEET NEEDED**

More Ships or the Abandonment of Our Colonial Policy the Alternative—Industrial News Management Wants Dr. Thompson for Editor—National Guard Visitors

By WILLIS G. BRIGGS

Washington, June 17.—"The United States must do one of two things, either relinquish her colonial possessions, which is so highly improbable as to be almost a term of impossibility, or increase the size and force of her navy," said Congressman E. W. POU, the able representative of the North Carolina district, during his recent visit to Washington. He came this morning, visited several state departments on business for his constituents and returned to Smithfield on the afternoon train. He has been studying closely the progress of the war in the far east, and is unstinted in his praise of President Roosevelt's great diplomatic stroke in bringing the belated war to a termination of the present war.

Recent events have convinced me," observed Mr. POU, "that the president is right in his insistence upon an enlarged navy. Our distant possessions make a stronger fleet a necessity, and the day appears remote when the United States will give up the islands she now holds.

The views of Mr. POU are especially significant at this time for two reasons. First, because the attitude of the president was hostile to augmenting the number of warships, and second, because this is a question which is certain to come up at the session next week. Indeed, plans are now being considered by naval officers which would put this country in a position to play a leading role in the world drama.

The North Carolina congressman spoke only for himself, not for his party, but with his conviction that a stronger navy is needed, he may find himself voting with the Republicans on this great question, unless there is a similar change of heart among his brethren of the minority.

Such naval authorities here have given the unofficial opinion that the United States will need a navy three times the size of that now in commission. In other words, a fleet of between 75 and 80 battleships, a like number of cruisers and a proportionate number of torpedo boats will be required. Of course it is not proposed to ask congress next fall for the enormous sum this would require, but it is the ideal to which some of the navy men aspire.

The leaders of the majority party in congress, it is believed, now desire that they conceive to be a reasonable and healthy increase in the American fleet. Such a program as was mentioned above, which is not dreamed of outside of the navy circles, would require an expenditure of \$80,000,000 a year additional for ten years.

Editorship Offered to Dr. Thompson

Dr. Cyrus Thompson of Onslow, executive secretary of state and now a Roosevelt Republican, has been offered the editorship of the proposed *Industrial News*, at Greensboro. This announcement is not made predictably, but the report comes from a reasonably trustworthy source. However, Dr. Thompson, who is a close and sharp debater and a well-known man on state politics, has not accepted the editorial portfolio. It is believed that extra inducements are being held out to him, but he is reluctant to leave Greensboro, where he has rebuilt a fine practice as a physician. Dr. Thompson belongs to the directors particularly because he comes from the western part of the state. The leading members in the company are from the west and as the paper is to be located in Greensboro it is deemed advisable to have a man at the editorial helm from that section of the coast.

Senator General J. F. Armfield of Greensboro and General Francis A. Henderson of the North Carolina National Guard, spent several days in Washington today on their way to St. Paul, Minn., to attend the convention of the Interstate National Guard Association, which will open here Monday. They are the regularly elected representatives from North Carolina at this gathering. This afternoon they left for the Baltimore and Ohio Railroad in a special car with Assistant Secretary of War Oliver G. W. Sanderlin returned today from Elizabeth City, where she has been visiting. Her daughter, Miss

Beulah Sanderlin, went from there to Raleigh to visit friends.

Dr. and Mrs. H. R. Moore of Burlington are here.

John D. Riggan is appointed postmaster at Woodworth, Vance county, to succeed M. B. Harris, resigned. John M. Shields is appointed rural free delivery carrier at Carthage.

**Twelve to See Woman Hanged**

Woodstock, Va., June 17.—Sheriff H. H. Peck said today that he proposed to carry out the execution of Mary Rogers strictly in accordance with the Vermont statutes, certain provision of which, in his opinion, had been overlooked on some previous occasions.

According to the sheriff, the statutes provide that only twelve citizens of Vermont, certain provisions and as the officers have no option in the matter, arrangements are being made along these lines. Governor Bell and Sheriff Peck will hold a conference early next week, when final decision as to who shall comprise the "twelve citizens of Vermont" will be reached.

**A Hardened Criminal**

Deputy Sheriff W. H. Cox arrived from New Hanover county yesterday with a twelve-year-old negro boy who is to serve twelve years for burglary in the second degree. The boy has a very bad record. It seems that he was up repeatedly for larceny and finally the court bound him out to a well known citizen in hope that the boy could be reformed. He stole all manner of things from the man to whom he was bound and finally broke into a residence, being convicted of burglary in the second degree.

**Movement to a Baptist Pioneer**

Barrington, R. I., June 17.—A memorial monument to Rev. John Miles, founder of the First Baptist church in Massachusetts and Rhode Island, was dedicated here today under the auspices of the Barrington Historic Antiquarian society and the Bristol County Historical society. The monument stands at Tyler's Point cemetery. It is a natural boulder that came from near the spot where the original John Miles church was organized at ancient Rehoboth, now known as East Providence, R. I.

Rev. John Miles was born in Wales in 1821, and died in 1883.

**FIRE IN SHIP'S HOLD**

**Kansas City's Passengers Had a Panicky Hour**

**Women Excited and One Fainted After Much Screaming—The Ship Made Port Under Her Own Steam. Cargo Badly Damaged**

New York, June 17.—The coastwise steamer *Kansas City* of the Savannah line came into port just before noon today with her forward hold red hot from a fire smouldering in the cotton and sixty-eight nervous passengers, who had been pretty badly scared but did not like to admit it. When they felt the solid ground of Manhattan under their feet they made light of the panicky hour or two they spent in the fog off Barnegat, when the steamer was first found to be on fire.

The *Kansas City* left Savannah at 3 p. m. last Wednesday Capt. H. C. Lewis was in command. She had taken on at Savannah 1,350 tons of freight, which included 383 bales of cotton. The cotton was loaded into forward hold No. 1. There was a considerable quantity of resin in a hold near the cotton. The *Kansas City* ran into fog off Barnegat about 6 o'clock this morning. The anchor was dropped, and about this time one of the passengers, E. B. Dunkerton, detected a smell of smoke. A minute or two later the cabin began to fill with thick smoke that had a sharp, pungent odor. Mr. Dunkerton called a cabin boy and told him he thought the steamer was on fire. The news was communicated to the captain. The captain and his two officers first got the women quieted. He said there was no danger to the ship, and if there were they were all right anyway, with plenty of boats and land very near. He asked them to keep cool and not to get in the way, and everything would be all right. A girl from Savannah who had been very popular on the trip, kept screaming and crying that the ship would surely burn up and everybody would have to die. She was in such a state that the other women began to get panicky, and even some of the men looked longingly at the boats. She was led away to a stateroom, fainting before she got there.

The *Kansas City* has a crew of 59, and they soon had three lifeboats hung over the side, ready to drop into the water. The ship's whistle was turned loose, blowing for help, quick stop blasts, as she steamed slowly for Sandy Hook lightship. The big tug *McAllister* came up after five miles had been covered, and her captain was asked to stand by. The *Kansas City* made her way up the bay under her own steam to the berth.

Two fire boats got to work on the burning steamer, and after several hours' work extinguished the flames. All the cotton was destroyed and the loss in fruits and other perishable freights is heavy.

It may be that the ship herself is considerably damaged.

**PEACE OUTLOOK NOT PROMISING**

**Europe Does Not Share American Optimism**

**RUSSIA NOT YET READY**

Possible to Prolong the War in a Passive Way—It Will Take a Worse Whipping to Make the Czar Consent to Terms That Will Be Satisfactory to Japan

London, June 17.—It is impossible, unfortunately, to share the optimism which is evidently felt at Washington in regard to the peace movement. The situation is so complicated and has been changing so rapidly almost hour by hour since Mr. Meyer, the American ambassador to St. Petersburg, first sounded the Russian emperor that the views of the belligerents themselves as well as other powers have considerably modified. Even the Spectator, which earnestly desires peace, says today: "It is doubtful whether the president, farsighted as he is, has caught the right psychological moment, that is whether Russia is sufficiently beaten to accept terms which Japan is bound for the sake of her own safety to make severe. The czar, of course, has sent a civil reply to Washington, but we do not wish to affront a president of the United States for nothing, and the acceptance of his advice pledges Russia to little, and may indeed bring her great advantage."

The Laffan correspondent at St. Petersburg writes in the same strain. He says:

"There is not now any real reason why Russia should seek a very early peace. The irretrievable damage in a military prestige sense has been done already. It is recognized that in any case Gen. Linievitch will have a battle and will suffer defeat. After this the Russians could keep up an interminable and practically passive state of war."

"It must be borne in mind that the Trepoff system, judged by results in crushing serious anti-dynastic demonstrations and keeping the czar's family alive, has been a success so far. Until it is broken the czar will not believe that his internal foes can bend him. Moreover, his encouragement really inhibits that if they stop the war and maintain the status quo at home, it would be the most suicidal calamity of all."

"Many Russians think President Roosevelt's initiative was entirely an error, because they know their own people as well as the government's powers of self-deception. If Russia is by force of arms driven to take absolutely alone the step of a defeated combatant, of asking for peace on any terms, then she will succeed before the year is out in conquering the vast unheard form, orthodox population that she was tricked into stopping the war just when Japan was about to collapse. Already the news is in all small sheets, which are read in villages to millions of peasants, say outright that Admiral Rojevstevsky's ships were destroyed by American submarine boats, operated by Americans, after the Japanese fleet had failed completely to hit them."

"Indeed a very great moral consideration in this labor of Russia to give birth to a national sense and to face the facts in her international dealings, I should have argued against any outsiders coming near her with advice."

There are other weighty reasons which the Laffan correspondent is not yet permitted to publish that lead him to regretfully to express the opinion that it is extremely improbable that peace will come from the negotiations now invited.

**SPECIAL TAX BONDS**

**Carlisle Syndicate Issues Another Circular**

**Settlement Proposed on Basis of Two Per Cent. Bonds for Amount of Principal—Plan for Coercing North Carolina Set Forth**

New York, June 17.—The committee of North Carolina bondholders issued a circular in reference to the special tax debt.

The proposition is to accept new 2 per cent. bonds for the amount of the principal of the present debt, cancelling the accrued interest, which amounts to twice the principal. The methods proposed for coercing the state into this arrangement are also set forth. One-third of the securities could be transferred to the state of New York or to foreign governments, and judgments could be obtained by those plaintiffs in the supreme court of the United States. After all this depletion of her resources the state would remain subject to two-thirds of this liability still unsatisfied, which in time could be sold or disposed of to foreign governments. By the acceptance of the bondholders' proposition the total of North Carolina's liability on the special tax bonds would be at once absolutely reduced to one-third of its present amount, being the sum of the principal alone.

It is also pointed out that \$220,000 a year required to pay the interest of the new issue of bonds is only one-twentieth of one per cent. of the assessed valuation of property in the state. Even this moderate payment would be lessened by the state's receipts from its dividend-paying railroad investments.

The committee issuing this circular is composed of John G. Carlisle, Jefferson M. Levy, H. H. Melville and L. E. Wheeler. Edward L. Andrews is the counsel. The United States Trust Company is receiving for deposit the issues of state bonds for the Atlantic and North Carolina Railroad, the Atlantic, Tennessee and Ohio and the Wilmington, Charlotte and Rutherford Railroad.

**Car Men in Conference**

Norfolk, Va., June 17.—A committee representing the Brotherhood of Railway Carmen of America, which has been here for the past week holding daily conferences with J. M. Barr, president and general manager, and R. H. C. Sanderson, superintendent of motive power, of the Seaboard Air Line Railroad, left today for their homes, after having met with excellent results during their conference in the interest of the order.

Moscow, June 17.—A terrific explosion yesterday killed eight persons and set fire to three army commissariat stores. Damage to the amount of three million roubles was done.

**Williams Opposes Ryan Plan**

Baltimore, June 17.—John Skelton Williams, former president of the Seaboard Air Line Railway company, has issued another circular letter, copies of which he is mailing to stockholders of the system, strongly advising against the acceptance of the Ryan-Blair holding company plan for providing the railroad with money. Mr. Williams urges those who consented to the consolidation plan, and who have thus far allowed their stock to remain with the depositors, to withdraw, declaring that "those who hold aloof will be sent a stronger warning than those who tie up with the Ryan-Blair plan."

Trading in the rights, which go to those who assent to the new plan, continues active and today the price crossed \$1 a share. Ryan-Blair interests, or interests friendly to them, are said to be the principal buyers.

**STUDY FOREIGN TRADE**

**The Government Will Send an Important Commission Abroad**

Washington, June 17.—The department of commerce and labor has completed preparations for sending its special agents abroad to investigate trade conditions with the object of promoting the foreign commerce of the United States. This authority was given by an act of the late congress and became operative July 1. The agents selected are Professor Lincoln Hutchinson, Charles M. Pepper, Harry R. Burrill, Raymond F. Crist and Dr. Edward Bedlow. Two of these special agents are newspaper men. Professor Hutchinson was until recently a member of the faculty of the University of California. Dr. Bedlow was formerly consul-general of the United States at Canton, China. Mr. Crist has been the confidential clerk of Secretary McCall. The sum appropriated for the work is \$30,000. Burrill and Crist will be sent to the Orient. Prof. Hutchinson is to go to South America. Mr. Pepper will go to Canada, and subsequently to Mexico and Central America. Dr. Bedlow will be sent to West Indies, Venezuela, British, Dutch and French Guiana.

**KAISER FORCING FRENCH CRISIS**

**France Must Abandon Her Position or Fight**

**BRITAIN SUPPORTS HER**

**Germany Determined to Exercise a Commanding Influence in Europe. Morocco the Pretext for Settling Some Old Scores With the French Republic**

London, June 17.—It is probable that the crisis which Germany is forcing upon the nations will soon assume a new phase. Every move thus far made by the kaiser has been aimed at France, although it has been his chief design to damage British interests. The government of this country has not the slightest desire to shelter itself behind its more exposed neighbor. There is reason to believe that the Marquis of Lansdowne, the minister of foreign affairs, will soon take measures to make the position clear and the issue direct.

The policy which Germany is pursuing towards France, if directed against England, could have but one result. The British government is by no means unwilling to put the genuine fears of German aggression to the test, and the opportunity to do so is likely to arise in the near future. This was clearly indicated in Lord Lansdowne's message to the French government yesterday, when he said that Great Britain was prepared to support both the letter and spirit of the Morocco agreement.

It is understood that France's reply to Germany's demand for an international conference on Morocco will consent with the proviso that no existing agreement to which France is a party shall be interfered with. This answer, of course, is equivalent to a declaration that the Anglo-French-Spanish compact must stand. Germany can not accept it without abandoning her chief contention. If France, under further pressure on Monday, gives way completely the issue will then come directly between Germany and Great Britain, for no conference is possible without British participation. The position of the British government will then be defined without hesitation. Meantime it is wiser to say nothing about the preparations for all eventualities, which are proceeding most actively in the three countries concerned.

Widespread interest has been attracted by the statement of the German case against France by Prince Demmerling, the German confidential envoy to France, printed in the *Paris Gaulois* today. It purports to be the substance of a representation made to the French authorities by Prince Demmerling, the German confidential envoy now in Paris. It says that the prince first of all pointed out the irritation felt by the kaiser and the people at France's repudiating the efforts of Germany to establish courteous relations with her. It puts the following in the German envoy's mouth:

"When President Loubet journeyed to St. Petersburg Emperor William asked me to Foreign Minister Delcasse that he would be happy to have some conversation with the president. Mr. Delcasse replied that M. Loubet had no time for it. Since then Prince Henry, who had been invited to France by the French automobile club, has received an intimation that it would be better for him to refrain from coming, in the interest of public order. The Grand Duchess Cecelia of Mecklenburg recently expressed a desire to go to Cannes. The German crown prince was informed that it was advisable for him not to go to see his fiancée there. Germany desired to discuss the African railway for him to refrain from coming, in the interest of public order. The Grand Duchess Cecelia of Mecklenburg recently expressed a desire to go to Cannes. The German crown prince was informed that it was advisable for him not to go to see his fiancée there. Germany desired to discuss the African railway for him to refrain from coming, in the interest of public order."

"Of course, you have the right to choose your friends and allies as you like, but it is our duty to consider the fresh consequences which the agreement you contract entails upon Germany. If your agreements with Great Britain were aimed only at the maintenance of European peace, we should have approved sincerely. Unfortunately you disposed, without consulting us and without informing us, of the empire of Morocco, in which we have interests. You have wounded the emperor and the people by the quickness in this policy, which threatens Germany, the personal policy of Delcasse or is it ratified by France?"

"Be sure we shall not wait for a menace to take shape. The emperor does not want war; he wants only to develop German commerce. In this respect the emperor is naturally in rivalry with Great Britain, which devotes her attention to destroying the navies of neighbors, or better still, to preventing them from existing at all. It behooves you to decide whether it suits you to serve England's interests and to confront the perils you are exposing yourself to by the verbal understanding which you are prepared to

**THE WAR GAME IS AT AN END**

**Some Results the Public Can Understand**

**MORE FORTS NEEDED**

**The Mouth of Chesapeake Bay Not Adequately Protected by Fort Monroe—Mines, Searchlights and Wireless Communication of Great Value in Defensive Operations**

Fort Monroe, Va., June 17.—The joint army and navy exercises ended at noon today. The next thing in order is the consideration of the reports of the umpires and observers and the ultimate formation of plans for the improvement of the coast defense and the naval service based on the facts brought out.

While a few features gave a farcial aspect to some phase of the exercises, there can be no doubt that much good will result from the test of the personnel and material of both sides. Then, too, many vital facts and smaller ones which can be used to great practical advantage in the future. One of these was the efficiency of shore searchlights. At present very few of the forts scattered along the Atlantic, Gulf and Pacific coasts are equipped with lights, but the demonstration of their value during the past week will doubtless have the effect of causing them to be purchased and placed as rapidly as the available funds will permit.

Fort Monroe cannot protect the entrance of Chesapeake Bay. The exercises demonstrated that fact conclusively. The searchlights can not pick up vessels coming in between the capes, nor can the heaviest batteries reach them. One of the results will be a renewal of the agitation for the establishment of a fort at Cape Henry. Such a fort could prevent the entrance of all large vessels, but smaller ones might get in through a channel very close to Cape Charles, the shallowest point of which is about 18 feet at low tide. The establishment of a subsidiary battery on Cape Charles, however, could cover the entrance to the bay, most effectively. The cost of such fortifications would be quite heavy, and congress will doubtless move slowly, if at all, in providing funds for their construction.

Even though a hostile fleet should succeed in getting by the home fleet, which would naturally be set to protect the lower end of the bay in the event of war, it could not hope to do any damage to either Washington or Baltimore. The mine system which the land forces operated so effectively during the exercises could possibly perform their work of annihilating without assistance, but the combination of the mines and the batteries would constitute an impregnable defense. In fact the exercises showed that the only weak point of the land fortifications, or at least the principal one, is their inability to turn their big guns toward the rear. If an active enemy could succeed in landing light artillery it could get in behind the forts and do a vast amount of damage unless it was met with effective resistance on the part of the infantry, cavalry and field artillery.

Wireless telegraphy and other advanced means of communication, including signalling from land stations and from scout boats, have been shown to be very effective. That their more extensive use will result from the joint exercises is probable.

These are the main points developed during the week which will be appreciated by the general public. Others, such as fire control, ranges, range-finding, etc., are too technical in their nature to be easily understood by any one who does not make a study of them. The board of review will pay particular attention to them however, as they are officially regarded as of vastly greater value than the mere question of whether the army or the navy got the advantage in the various engagements. The work of the board will doubtless cover a period of many weeks, and its report will be of intense interest to the personnel of both arms of the service.

**COLLISION KILLS MANY**

**Not Less Than a Dozen Persons Dead**

**Passenger and Freight Trains Meet Head-on and Make a Complete Wreck—A Number of Persons Are Seriously Injured**

Baltimore, June 17.—A head-on collision on the Western Maryland Railroad this evening resulted in the killing of twelve, and probably fifteen persons, and the serious injury of from 15 to 25. The accident occurred about six miles east of Westminster. A double header freight heavily loaded, which was coming to Baltimore, crashed into the Hagerstown Express which left here this afternoon. The wreck was complete. The engine and boiler were recovered and brought to this city. Others are still believed to be in the wreck.

The passenger train left Baltimore on schedule time about 6 o'clock and was running at a high rate of speed. When nearing Ransom, above Westminster, and while descending a steep grade, the freight, drawn by two engines and containing a number of section hands, pulled around a curve. There is only a single track here. The passenger train dashed into the freight and smashed the engine. George E. Correll, passenger engineer, and John Beeler, fireman, both of this city, were instantly killed. Immediately back of the passenger engine was a caboose carrying a number of train hands who had been clearing a freight wreck about five miles from the scene of the accident. Of these about thirteen were killed. Their bodies were removed to their homes in Hagerstown. Seventeen passengers were seriously hurt. Among them are three Baltimoreans, L. L. Lloyd, Charles Medders and William Ford. The others lived in western Maryland. About three of the injured may die. Nearly every train hand suffered some injury.

The responsibility for the accident has not been placed, but it is thought the freight crew was to blame.

**INTERSTATE LEAGUE**

**Decision Against Paper Trust**

Greensboro, N. C., June 17.—Special Greensboro took the game from Charlotte here this afternoon, receiving a timely hitting and general superior playing won the game.

The score: R.H.E.  
Greensboro .. 2 0 1 0 0 0 0 0 — 3 11 4  
Charlotte .. 0 0 0 0 0 1 0 0 — 1 8 2

Batteries: Charter and Ryan; Howard and Reid. Umpire, McGrath.

Salisbury, N. C., June 17.—Special Salisbury-Spencer shut-out Danville in a good game of ball here this afternoon, the score being 4 to 0.

Batteries: Salisbury-Spencer, Whipple and Bentley; Danville, Moore and Benny.

Washington, June 17.—Attorney General Moody this afternoon received from Frank B. Kellogg, special counsel for the government in the paper trust cases, saying that Judge Seaman of Milwaukee handed down his decision in the government's suit against the trust today. Mr. Kellogg added that the decision was a complete victory for the government on the point, the witnesses being required to answer every question and to produce documents and books. The special counsel also said in his telegram that the defendants had asked to be allowed to appeal, and that Judge Seaman would decide upon this application Tuesday.