The Wichita Daily Eagle.

VOLUME XXXVII. WICHITA, KANSAS: THURSDAY MORNING, SEPTEMBER 4. 1902. NUMBER 94

KANSAS MAN IN EVIDENCE

Advertising Lots in Fire Zone of Posen, Prussia

ON SITE OF OLD WALLS

Which Emperor Says Will Be Pulled Down

TO ALLOW CITY TO GROW

Von Moltke Thought They Were Built of Gold.

Posen, Prussian Poland, Sept. 3.—The Emperor and Empress reviewed the troops today following the presentation of new colors to the regiments by the emperor. The police arrangements for keeping the ground clear were stringent.

The great fortifications that made Posen a generation ago, one of the most impregnable strongholds in Europe, and second only to Metz, in Germany, and which have been expected by the emperor to be demolished, as his majesty announced to the burgomaster, yesterday, in his reply to that official's address, consist of twelve miles of huge earth and masonry ramparts.

They were begun in 1828 and were never really finished, because they were continually modified as the art of defense and offense developed. About $60,000,000 has been spent on these fortifications, first and last and yet a gun was never fired at them, for the place was never beleagured.

Field Marshal Von Moltke, while visiting Posen early in the eighties, said to the commanding general:

"But they are only earth."

Thought They Were Gold.

"What did you think they were?" asked the general in surprise.

"Why," replied the field marshal, "I supposed they were of gold, from what has been spent on them."

Now, with three lines in the Gazette, the emperor abandons them. But the mere work of demolition will cost several more millions, of which the municipality will gladly pay its share. Although the population of the city, about 115,000, will be spread a mile or two in every direction beyond the walls, no brick or stone buildings can be permitted within a half mile zone, so that no enemy may be able to find cover. The natural growth of the city is thus safeguarded. The inhabitants of Posen petitioned Emperor William to cancel the military decree establishing the fortifications and he chose the time of his visit to do so. The old fortifications will be replaced by a ring of thirty-one forts well beyond the city limits. This, strategically, is the great fortress looking toward Russia, and it will not by any means be weakened. The defenses will simply be modernized. A real estate agent, who had lived twelve years in Kansas, is already advertising town lots for sale in the old fire zone.

Late Emperor William reviewed another of these scenic corps parades that take place in various parts of Germany every September. About 40,000 troops were on the square mile of lawn composing the maneuvre field. The governor of Warsaw and eighteen Russian officers rode in the suite of the emperor and empress.

William Was Gracious.

Returning from this parade Emperor William and the Empress passed between lines of children three miles long. There were eleven thousand of them all shouting frantically. As he rode down the lines, the emperor dropped his severe expression, sometimes called his "regimental face," and looked kindly and almost tenderly on the children. He glanced to the right and to the left and saluted continuously. Many of the children were those of German settlers in Prussian Poland, 2,000 of whom with their families had been brought into Posen from the country by special trains.

ROSE FOR GOVERNOR.

Wisconsin Democrats Nominate the Mayor of Milwaukee.

Milwaukee, Wis., Sept. 3.—David Rose, mayor of this city, is the Democratic nominee for governor. He was nominated on the first ballot. John W. Wattawa, of Kewaunee, was the unanimous choice for lieutenant governor. The remainder of the ticket will be named tomorrow. The keynote of the convention was sounded by the permanent chairman, Thomas M. Kearney, who arraigned the state administration and delivered a tirade against the proposed primary election measure. The convention was conspicuous for the large number of gold Democrats in attendance, indicating the patching up of all past differences.

United States Senator William F. Vilas addressing the convention, denounced the trusts, criticised the national administration and counselled the Democracy of Wisconsin to set an example which could be followed by the nation at large.

At the evening session resolutions were adopted regretting President McKinley's death and expressing gratitude at the escape of President Roosevelt from severe injury in the accident today. The platform is devoted almost wholly to state issues.

The Republican party is condemned for the endorsement of and maintenance of "a tariff law which fosters trusts" and the platform continuing, says:

"We point to the business methods of the steel trust as a striking example of the infamous workings of certain schedules of the Dingley tariff law. It is a notorious fact that this trust is selling the products of its factories to European consumers at prices ranging from 25 to 40 per cent less than it charges American consumers for the same class of goods. Any law which thus permits American manufacturers to rob American consumers, either directly or indirectly, is wrong in morals, un-American, un-Democratic and subversive of good government and so far as it peralts we demand its immediate and unconditional repeal."

ARRESTED

ALLEGED MURDERERS OF DICKEY APPREHENDED.

Mrs. Stella Guinane of Chanute Is a Principal.

Chanute, Kan., Sept. 3.—Mrs. Stella Guinane and a man who refuses to give his name were arrested today in connection with the murder in this city on Thursday night last of E. V. Dickey, a stockman from Dewey, I. T., who was killed for his money. Bail was fixed at $10,000, which neither could give. Mrs. Guinane is the wife of William Guinane, who was sent to the penitentiary over a year ago for grand larceny. She and the man arrested today were in each other's company two or three days before Dickey's murder.

MANEUVERS

SHAM WAR GOES MERRILY ONWARD.

MacArthur Retires for the Night Feeling Safe.

Fort Trumbull, New London, Conn., Sept. 3.—Headquarters of army and defense.—Early this morning the naval enemy made his third attack on the forts of New London district. It is said to have been the most effective, as well as most spectacular move that has taken place since the maneuvers began. The firing began at 4:30 o'clock and continued almost incessantly for two hours, being directed at Fort Wright, Fishers' island. The attacking squadron was composed of the battleships Kearsarge, Alabama, Massachusetts and Indiana.

The sun was well up when the four ships were seen coming from the direction of Gardiner bay, where they were at anchor last night. Just as soon as the first ship was within firing distance she was fired upon from Fort Michie, but no attention was paid to this warning, for the ships came right along, heading in the direction of Fort Wright. It seemingly being the purpose to capture that strongly fortified place, believed to be capable with the aid of Forts Michie and Terry with coping with the strongest fleet afloat. The ships kept pretty well out in passing Race Rock light, but made no attempt to enter into an engagement with either Mitchie or Terry, very few guns being fired from these forts during the two hours of fighting. It was a determined attack on Fort Wright, and the firing from the guns and mortars of the fort was kept up incessantly as the four ships formed in line of battle and sailed slowly by the fort, exchanging shot for shot, as far as possible.

Before attacking the fort the ships made a detour and then swung well in towards Fisher's island and commenced the bombardment, after two ships each had taken position at the front and rear of Fort Wright.

Colonel Davis, commanding the district, was at the signal station. The firing was kept up for about half an hour, when the ships sailed well out towards the race again, the defenders believing the ships were to retreat in the direction whence they came. Suddenly the ships turned and again made a vigorous attack on Fort Wright, this time attempting to make a landing. One of the big ships drew in pretty close to the fort and with rapid fire covered the landing party, but in opposition to this movement the gatling guns at the fort were brought into requisition and the landing party was evidently repelled or rather that particular phase of this attack was not considered successful.

After the conclusion of this second attack, the ships steamed out into the race and back in the direction of Block Island. Both on the passage to and from Fort Wright, the ships made attacks on Fort Mansfield at Napatree Point and it is quite likely that Mansfield will be considered as having been reduced by the enemy and perhaps the enemy will claim Fort Wright, for the ships certainly did put up the fiercest kind of a navy attack. They were handled skillfully and their fire was very effective. Still, army officers claim that Fort Wright was competent to cope with four battleships even without assistance from Forts Michie and Terry. The latter forts did not take a very active part in the maneuvers this morning, perhaps not over twenty shots being fired from both these forts at battleships engaging with Fort Wright. The result of this morning's conflict will not be known until after the umpires report and perhaps it will be the occasion of much discussion on the part of the board of arbitration. It was a most magnificent attack, and an able defense from the strategist's standpoint.

Fort Trumbull, New London, Conn., Sept. 3.—The first dispatch following this morning's engagement off Fort Wright was received by Major General MacArthur shortly after 9 o'clock, as follows:

"Prospect Hill, Sept. 3.—Chief of Staff, Fort Trumbull:

"First Commander Fort H. C. Wright reports first ship Kearsarge put out of action at 5:20. The second ship, Massachusetts, put out of action at 5:20. The third ship, Alabama, put out of action at 5:25 a. m. All the ships were afterward repeatedly fired upon by all the guns at short range, 4,000 to 1,000 yards, and could have been declared out of action several times over. Indiana also put out of action at 6:30 by fire from Fort Mitchie.

(Signed) "DAVIS,

"Commanding District."

The excellent signal service of the army was again well demonstrated this morning, as headquarters had at all times knowledge of the whereabouts of the enemy.

New London, September 4.—News from Block Island tonight gives information that the detachment of signal men in charge of Lieutenant Snell, Connecticut National Guards, were again in possession of the station, the captors having evidently returned to their ships.

All was reported quiet late tonight. It was believed the ships were concentrating at Newport and an attack would be made there before daylight or perhaps the attack would be deferred to give the Jackies a needed rest.

New London, Conn., Sept. 4.—General MacArthur left headquarters at Fort Trumbull at 12:30 o'clock this morning, feeling satisfied that no attack would be attempted on the forts in this district, although it is barely possible that a feint will be made in the vicinity of Fort Terry in the early morning. The movements of three vessels would indicate this, the object being to draw attention from the feared attack on Newport. From noon to midnight nothing of importance was received at headquarters save the hourly report of the location of the whole or a part of the enemy.

TROLLEY CAR BEARS DOWN ON THE PRESIDENT'S CARRIAGE

Killing a Brave Secret Service Officer, Fatally Injuring Driver and Hurting Mr. Roosevelt.

SCENES OF GREAT EXCITEMENT EVENTUATE

Warning Was Given to Motorman, Who Evidently Lost His Head---Horses Frightened and Dashed Into Runaway---President Escapes With Comparatively Slight Injuries.

Pittsfield, Mass., Sept. 3.—The president of the United States escaped a tragic death by only a few feet in a collision between his carriage and an electric street car in the city today, while one of his most trusted guards, Secret Service Agent William Craig, was instantly killed and David J. Pratt, of Dalton, who was guiding the horses attached to the vehicle, was most seriously injured. President Roosevelt himself was badly shaken up, but received only a slight facial bruise.

Secretary Cortelyou, who occupied a seat directly opposite the president in the landau, sustained a minor wound in the back of the head and Governor Crane, who sat beside the president, extricated himself from the wreck practically without a scratch. The carriage was demolished by the impact of the rapidly moving car and the wheel horse on the side nearest the car was killed outright. The crew and passengers of the car escaped injury. The president and party were driving from this city to Lenox, through South street, one of the principal thoroughfares of Pittsfield, which was lined with cheering people, and the catastrophe happened in plain view of hundreds whose happiness at the advent of the nation's chief was suddenly turned to grief.

Thousands had poured into the city in the early morning from the nearby country to see and hear the president and his address at the city park had been loudly cheered. At the conclusion of the exercises he wished to make a brief call on former Senator Dawes, whose house in Elm street is but a short distance from the park. The president's carriage, on which he had ridden in from Governor Crane's home at Dalton, was accordingly driven to the Dawes residence and carriages containing a number of other gentlemen in the party followed. President Roosevelt's call was a short one and then the carriage returned to the city square.

After a few minutes' delay the journey to Lenox was begun. Meanwhile the mounted escort of police officers and the carriages containing the newspaper correspondents, who have accompanied the president on his tour, had started off ahead on the road to Lenox and were some distance in advance of the president's equipage. Three or four other open carriages fell in line immediately behind the landau in which the president rode with Secretary Cortelyou and Governor Crane, Secret Service Agent Craig, who, throughout the New England trip, has been almost constantly at the president's elbow, was on the driver's box beside Coachman Pratt.

Out through South street is a broad, smooth highway. The tracks of the Pittsfield electric street railway are laid in the center of the road, with ample room for the teams on each side and scores of vehicles of every description followed along this road behind the president's party. Shortly after he left the electric car which had been filled with passengers at that point, started toward Lenox, well behind the procession. It passed all of the teams and was about a mile and a half out from the city at the beginning of Howard Hill and was nearly up to the president's carriage, which was traveling on the west side of the highway.

Just at the foot of Howard Hill the road bends a little and teams are compelled to cross the street railway tracks to the east side. The railroad then continues at one side of the street, instead of in the center. Just at this point the un grade of the hill begins and but a short distance beyond the cross there is a narrow bridge spanning a small brook. The trolley car approached the road crossing under a good head of speed, with gong clanging, just as the driver of the president's carriage turned his leaders to cross the tracks.

On each side of the chief executive's carriage rode two mounted troopers of the local cavalry company and the horsemen on the left of the landau had turned on the track with the trolley car immediately behind them, though some yards distant. Alarmed by the clanging gong, they both turned in their saddles and waved vigorously to the motorman to stop his car. Almost at the same instant Governor Crane, who quickly perceived the danger, rose to his feet and likewise motioned to the motorman. The latter, in great excitement, desperately tried to stop his car, but it was too late. It crashed into the carriage as a loud moan went up from the frenzied onlookers who thronged the roadside and who but a moment before were cheering the president. The horsemen managed to get the frightened animals out of the way just in time and the car struck the rear wheel of the carriage on the left side and plowed through to the front wheel of the vehicle, which received the full force of the blow. The carriage was upset in the twinkling of an eye and one horse fell dead on the tracks. The other three powerful grays attached to the vehicle started to run and, dragged by them and pushed by the force of the car, the wrecked carriage was moved thirty or forty feet. Agent Craig fell from his seat immediately in front of the car and it passed completely over his body. Driver Pratt, in falling, struck the dead horse immediately in front of him and rolled off clear of the car, thus escaping a similar fate. President Roosevelt, Governor Crane and Secretary Cortelyou were thrown together in the bottom of their carriage.

Almost instantly a score of men jumped to the heads of the frightened horses and stopped their further progress. Governor Crane was the first to get to his feet, escaping entirely unhurt. He immediately turned to the president, helped the latter to arise and together thy assisted Secretary Cortelyou.

The president's lip was cut and blood was flowing from the wound. His clothing was much disarranged and he was severely shaken up. Secretary Cortelyou had a severe wound in the back of his head from which blood was flowing freely.

The president quickly regained his composure and the three soon after repaired to the residence of Mrs. Charles R. Stevens, near the scene of the accident. Mr. Craig's body was found just behind the car. His shoulders and chest were crushed and the body mangled frightfully.

Driver Pratt was found unconscious in the road. His shoulder was dislocated, his ankle sprained and his face badly cut and bruised. He was immediately placed in the carriage and taken to the House of Mercy, where he was attended by Drs. Flynn and Paddock, who tonight say that he will recover.

Craig's body was taken to the residence of Mrs. B. Stevens, adjoining the house which the president had occupied with Governor Crane and Secretary Cortelyou and later was removed to the undertaking rooms in this city.

Arrival of the Doctors.

But a few moments after the collission, Drs. Gibbons, Thomas and Woodruff arrived and attended the president and his secretary. Half an hour later the party appeared and resumed the journey to Lenox. An anxious crowd meanwhile surrounded the house and the president stopped long enough to assure the people that he was not injured in the least and to express his great grief at the death of Agent Craig.

Chief Nicholson of the Pittsfield police and Daniel Ryan, an officer of the New York City department, who is on a vacation in this city, were driving about 100 yards ahead of the president's carriage and were among the first reach his side after the collision. They immediately placed under arrest the motorman, Euclid Madden, and Conductor James Kelly, and they were later taken to headquarters in this city.

Governor Crane, in relating his experience, said that he heard the gong of the approaching car in ample time and he immediately arose and warned the motorman to stop. He says the man apparently paid no attention to his signal, or those of the troopers alongside and the car continued until it struck the carriage with great force.

No one on the car seems to be able to explain how the accident happened. Even the motorman and persons on the front seat are apparently unable to tell why it was not avoided. It is asserted that Driver Pratt turned to cross the track sooner than ordinary teams make the turn, but this he was forced to do because of the fact that his team of four horses required more room and the two troops on the right side of the carriages also needed space to get through.

Car Men Under Arrest.

Motorman Madden and Conductor Kelly remained in the station from 10 o'clock this morning, when they were taken under arrest, until 8:30 o'clock this evening, when bail was furnished. The charges against them are manslaughter. Bail for the motorman of $5,000 was furnished by ex-Alderman Maurice J. Madden, his brother, and Patrick, H. Dolan, manager of the Pittsfield Street Railway company. Kelly was bailed in the sum of $2,500 by Mr. Dolan. Kelly is 25 years old, single, and has been employed on the road for three years. Motorman Madden is 32 years old and has a wife and five children.

Madden and Kelly probably will be arraigned in the court tomorrow on the charge of manslaughter. It is likely that the case will be continued for a week or more and in the meantime an inquest will be arranged. The defense probably will present no evidence and the men likely will be held for the grand jury.

George and Hugh Craig of Holyoke, Mass., brothers of William Craig, the victim of the accident, arrived here tonight and are in consultation with the authorities. It has been decided to take the body to Chicago, Craig's home, for interment.

In arranging the program for the day, Mayor Engler had requested all business to be suspended in this city during the time the president was here; also he had made special requests of the Pittsfield street railway that it suspend business on North street during the exercises at the park and while the president was driving to that point. He also asked the management of both street railway companies in the city to be especially careful in the running of cars on all streets through which the procession would pass.

What Eye-Witness Says.

Frederick S. Clark, who was an eye-witness of the accident, says that he had gone to the top of Howard Hill for the purpose of securing a photograph of the president in his carriage. He was near the Howard house, he says, when he saw the party approaching. He saw the horses as they turned from the west to the east just before they reached the culvert. The car he saw coming at a fast rate of speed but a short distance behind. He says he saw that in a moment an accident must occur because the car was going at such a rate of speed that it could not be brought to a standstill without a collision. In his opinion the car was about 100 feet to the rear when the leading horses on the carriage were turned onto the track to cross to the other side of the road. He heard considerable yelling just before the crash and he believes it came from the mounted men. He saw the car strike the rear wheel of the president's carriage on the left side, ploughing it along and striking the front wheel on the same side, then the wheel horse on the left side, upsetting the vehicle and throwing the driver and officer from the box to the ground. Mr. Clark says that it was very dusty at that point. He says he saw the president thrown out on the left side and saw the governor assisted to his feet. As the president rose to his feet, Mr. Clark says, he saw him walk to where the motorman was standing after leaving the car and speak to him.

What Euclid Madden Says.

Euclid Madden, the motorman, says the car had motors of sixty horse power. The car is not fitted with air brakes. He says that as he passed over the railroad bridge, about 350 or 400 feet from the scene of the accident, he shut off the power and put on the brakes, the car being on a down grade. He says there were teams on both sides of the track and he was exercising every care to avoid an accident. In his opinion the car was not running over eight miles an hour; he received no warning to stop, and did not see the mounted men or Governor Crane waving their hands. According to Madden's story, there was plenty of room for the president's carriage to have passed on the west side of the trolley track and he would have plenty of time after he passed the president's carriage before theturn was made to the east side of the road. He says that the leading horses were turned short across the track. He could not tell just how the car struck the carriage, but he says he reversed the power and went for the brake just as quickly as possible when he saw the horses turn on the track. He said it was dusty and with difficulty he saw what was going on.

The story of James Kelly, the conductor, is much the same as that of Madden. He said he saw no warning given.

Foreign Press Opinion

London, Sept. 3.—The escape of President Roosevelt has universally called forth in the London dailies congratulatory and eulogistic editorials and unanimous expressions of England's thankfulness that the president was spared to his country.

The Daily Telegraph says:

"President Roosevelt has taken in his time many risks; but he never cheated death by a narrower margin. A singularly dramatic moment, such as this occurrence, will confirm among the mass of the American people the feeling that Roosevelt is in the best sense 'their man of destiny.'"

This occasion is sized up as an opportunity for the publication of general reviews of the president's personality and the critical political period facing the United States. The Daily Telegraph, the Standard and the Daily Chronicle all rank President Roosevelt with Emperor William, as the world's two most interesting and picturesque figures. The Daily Chronicle says: "In range President Roosevelt is at least Emperor William's equal in solidity and depth he probably excels the German emperor. His life is one that the world, no less than America, could ill afford to lose. Perhaps at no time excepting during the civil war has the United States been in greater need of a statesman with the character and capacity which President Roosevelt possesses than she is today."

Washigton, Sept. 3.—William Craig was considered one of the best officers in the secret service. Since last October he had been stationed at the White House and had accompanied President Roosevelt on all of his journeys. When the president was traveling, Craig was always in his immediate vicinity. He generally obtained a place on the president's vehicle, sitting with the driver. Craig was born in Scotland, forty years ago, coming to this country in 1877. He was a giant in physique, weighing 238 pounds and for a number of years was an instructor in athletics. He entered the secret service four years ago, having been appointed from Chicago. He was unmarried. Craig was for several years the champion broad-swordsman of this country. He was a expert horseman, a fine pistol and gun shot, a boxer of no mean ability and a wrestler of note.

President at Oyster Bay.

Oyster Bay, Sept. 3.—President Roosevelt returned at 8:30 tonight but little worse for his thrilling experiences. His right cheek is swollen, there is a black bruise under his right eye, and his mouth is slightly swollen. Otherwise he shows no effects of the accident. He will go south the latter part of the week, according to the original schedule, and will be accompanied by Secretary Cortelyou, who, while considerably shaken up, expects that his injuries will not incapacitate him. Mr. Cortelyou's nose is badly bruised, there is a lump on the back of his head, and bruises behind his left ear and on his body.

The president says he may make his first public appearance with a black eye and a swollen face, but the accident has not interrupted his work for ten minutes. The president is pledged to attend the annual convention of the Brotherhood of

(Continued on Eighth Page)

BULLETIN of The Wichita Daily Eagle.

Wichita, Thursday, September 4, 1902

Weather for Wichita Today: Fair and Cooler

IMPORTANT NEWS OF TODAY

Pages

1. Kansan Comes to Front
President's Carriage Smashed
Wright Reports on Strike

2. Grab for Indian Lands
Jerry Washington Caught
Long in Sixth District

3. Wichita Livestock Market
Review of the Grain Markets
New York Stocks and Bonds
National Base Ball,
Work of Ohio Convention

4. Eagle's Editorial Page

5. Eugenia Howard Lost
Addition to St. Francis Hospital

6. Alleged Murderer Caught Here
Fraternal Orders to Picnic

8. Reminiscences of Judge Horton
Bear Issues a Statement

THIS MORNING'S NEWS.

Washington, Sept. 3.—Forecast for Kansas—Fair Thursday; warmer in north portion; Friday fair, warmer.

Oklahoma and Indian Territory—Fair, cooler Thursday; Friday fair, warmer.

FOREIGN

Sofia, Bulgaria, Sept. 3.—Gen. Zontcheff, president of the Macedonian committee, has been arrested at Dumitza and brought here. The arrest of other members of the committee is imminent.

London, Sept. 3.—A special dispatch from St. Petersburg this afternoon, says there is nothing disquieting in the czarina's condition.

London, Sept. 3.—Lord Connemara (Robert Bourke) who was twice undersecretary for foreign affairs, died here today, aged 73 years.

DOMESTIC.

Florence, Sept. 3.—The strike here begun because the metal workers employed by the Pig Iron Works were discontented over the fact that the directors of the company executed orders for a firm at Leghorn during the recent strike there.

New York, Sept. 3.—Seventy-five hundred out of 12,000 carpenters connected with the New York district council of the United Brotherhood of Carpenters and Joiners, have struck for an advance in wages of from $4 to $4.50 a day.

Stephens, Ark., Sept. 3.—A negro named Hog Wilson was hanged near here yesterday by a party of men. Wilson attempted a criminal assault on a young lady while she was in the garden gathering vegetables. He confessed his crime.

Kansas City, Mo., Sept. 3.—H. B. Dickinson of Buffalo, was elected supreme receiver of the A. O. U. W. at a meeting of the supreme officers of the order held in this city to succeed the late John J. Acker, of Albany, N. Y.

Sacramento, Cal., Sept. 3.—The Sixth district convention named Gaston Ashe, Democrat, of San Benito, for congress. The Second district nominated Theodore A. Bolt, Democrat, of Napa, for congress by acclamation.

BROOKLYN

RUNS UPON A CONCEALED ROCK.

Must Be Taken Out of the Great War Game.

Newport, R. I., Sept. 3.—Word was received here tonight that the cruiser Brooklyn, flagship of Rear Admiral Cochlan, on leaving New Bedford this afternoon after the attack ran onto a rock not far from Dumpling lighthouse. She came off after a while but it is thought she is injured. The vessels of the fleet, the Olympia, Puritan, and Mayflower, were sent to Block Island, the naval base, while the Peoria and the tug Leyden, remained with the Brooklyn.

There will be a long consultation on captains to decide what shall be done with the Brooklyn and tomorrow divers will be sent down to examine the vessel's bottom. Should the injuries be serious as is expected, the cruiser will be obliged to go to New York for repairs.

It is well known that Buzzard Bay is a dangerous piece of water and it is seldom that vessels as large as the Brooklyn go up without a local pilot. The accident therefore, was not entirely unexpected by mariners familiar with the waters. It is asserted by those on board the Brooklyn that the rock on which the cruiser ran, was not indicated in the charts.

A dispatch to the Staats Zeitung from its correspondent on board the Brooklyn says:

"After attacking Fort Rodman at New Bedford this morning the Brooklyn struck a rock in six fathoms of water. Two of her plates and frames were bent in and the seams between two compartments were opened slightly, but the cruiser made little water. One small pump was sufficient to control it. At no time was there any danger and the damage was not considered serious at all. The Brooklyn, however, probably will go to New York to be thoroughly examined in dry dock.

"The discipline on board the cruiser when she struck, was magnificent. All compartment doors and hatches were closed immediately and everybody was cool.

"The officers in the ward room mess were just about going to lunch when suddenly the ship seemed to jump, then listed to starboard and settled. She came off very soon. At the time of the accident four of the officers were on the bridge with the admiral himself. They had taken bearings, knowing that the cruiser was in rocky waters and were congratulating each other that they had passed, according to the chart all danger of hitting a rock, when the crash came. The other ships were signalled to keep away from the dangerous spot and steps were taken to mark the spot where the hidden rock is located.

"An investigation into the accident has begun."

WRIGHT HAS MADE REPORT

Single Anthracite Union Solution for Strike.

PRESIDENT IS POWERLESS

To Interfere Between Operators and Men.

ISSUES ARE EXPLAINED

Present Strike Rooted in Conflict of 1900.

Washington, Sept. 3.—Carroll D. Wright, commissioner of labor, was designated by the president in June last, to investigate and report to him the cause and conditions accompanying the present controversy between the Pennsylvania anthracite coal operators and their miners. Twelve days later Mr. Wright submitted his findings to the president. After carefully going over the report, the president submitted it to the attorney general who, after giving it full and careful consideration, reports that the executive has no power whatever to take action in the matter. The report accordingly is made public for the information of the people. Mr. Wright concludes his investigation in New York, being represented in the coal regions by an experienced gentleman, who, he states, has studied the conditions in the coal regions many times, and who undertook to make the necessary inquiries relative to the present strike. Mr. Wright says that he knows of no strike that has presented to many varying conditions, conflicting views and irritating complaints. The present strike, he says, finds its root in the settlement of the strike in 1900, when the advance demanded by the miners was conceded. Since that time there has been increased sensitiveness and more intense irritation than during the previous twenty-five years. The report recites what efforts were made to secure a conference between the operators and the miners before the present strike was inaugurated, and how they failed, and says that from the first the efforts of the union leaders were directed toward preventing a strike at this time, believing that at best it would result in great hardship and suffering for the miners and their families, as well as work incalculable injury to the industrial interests of the country.

Notwithstanding these efforts, the strike was ordered by the Hazleton convention.

History of the Strike.

Commissioner Wright details the demands of the men and their offers to submit all points to arbitration, and says:

"All these demands and modified requests were rejected by the operators, and as the issue, clearly defined, remains open, the officers of the unions claiming that they can hold out for four or five months, while the operators take the ground that they can hold out indefinitely and let the matter adjust itself."

Continuing, Commissioner Wright says:

"Some of the operators do not hesitate to say—and it is believed that this statement is favorably regarded by some of the union officers—that no great progress will be made towards a more peaceful condition in the mining regions until the anthracite miners have a union of their own, its autonomy individualized and not complicated with that of the bituminous coal miners. This suggestion is made when discussing the question of discipline, the operators claiming that they had no trouble in the anthracite regions until the union of the bituminous coal miners undertook to organize the anthracite miners.

"The bearing of the operators' position on this subject, taken in relation to the whole question of discipline, is one which should meet with thorough consideration on the part of all. A very well known railroad president, although not a coal operating road, did not hesitate to say that the present need in the anthracite mining business is for an entirely different type of men from those now engaged in it. If an anthracite coal miners' union could be organized and officered by men from the anthracite industry, the whole matter would be far on the way to fairly satisfactory adjustment."

SOUFRIERE IN ERUPTION

Went Off Simultaneously With Old Mont Pelee.

Castries, Island of St. Lucia, B. W. I., Sept. 3.—The note of destruction of Saturday night's eruption of Mont Pelee, Island of Martinique, paralleled that which destroyed the town of St. Pierre in May last but spread some five miles more eastward. The production of destructive matter southward from Mont Pelee was almost identical with that of last May. The area embraced Morne Rouge, the southern spur of Mont Pelee on which beautiful hill was the sanitarium of St. Pierre, dividing the Capote and Champs Dore valleys on the east and Acoupa Bellfond, and Marie Rlene on the west and the market gardens and cattle farms which supplied St. Pierre. The inhabitants were removed from this area and also from the villages of Lorrain and Basse Point at the base of Mont Pelee, after the May catastrophe, but they were sent back by the government last week. The gendarmerie of Martinique officially report that 1,000 persons were killed and 20 injured by the latest showers of fiery ash. Warships and steamers are taking the inhabitants from the coast villages where people from inland places have also gathered for safety.

Survivors who have reached Fort de France describe the eruption as being the most violent yet experienced. The detonations were heard at the island of St. Kitts.

The St. Vincent volcano, the Soufriere, was in eruption simultaneously. Awful detonations were heard along the southern islands to Trinidad.