

THE END OF WAR NOT YET

KITCHENER'S REPORTS SHOW SLIGHT GAIN TO BRITISH ARMS.

CRITICISM OF WINSTON CHURCHILL—SPECULATORS RESTLESS—GASELEE'S REPORT.

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London, May 15, 1 a. m.—War news has almost entirely disappeared from the London press.

Lord Kitchener contents himself with the briefest possible bulletins summing up the captures from day to day, and the meagre press dispatches contain no details of any interest.

The evidence is not yet conclusive that the end of the war is near. British magnanimity has prolonged the campaign. Thousands of women, children and refugees are under British protection, and are systematically fed and cared for.

The Boer warriors are not anxious about their families, and consequently are enabled to stand out. Predictions that the campaign will soon be abandoned because the weather is cold and the yield dry are not of any value, as the Boers are thoroughly acclimated to the cold.

British reinforcements are still going to the Cape from Southampton, and the War Office is not suspending its active preparations for a continuance of the war.

Dr. Morrison, in a dispatch from Peking this morning to "The Times," makes the important announcement that China's answer to the request of the powers for indemnity is not satisfactory.

A French translation, the first instance of the sort in diplomatic relations with the Chinese, accompanied the reply.

The army debate was less interesting yesterday than on Monday. Several ineffective replies were made to Winston Churchill's courageous and independent plea for retrenchment.

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NEW GOVERNOR OF ALBANY.

CAPTAIN A. U. BETTS APPOINTED—AMERICAN BANDITS CAPTURED.

Manila, May 14.—The Civil Commission has appointed Captain Arlington U. Betts, of the 47th Volunteer Infantry, to be civil governor of Albany Province.

Detectives and the police have broken up a band of American brigands who have been operating in the province of Pampanga, north of and not far from Manila.

Since the object of the Federalists, peace and American sovereignty, is nearly accomplished the party's future is discussed. Under the coming government, there will be slight activity outside of the municipal elections.

Washington, May 14.—The Navy Department today sent orders to Rear-Admiral Kempff, acting commander of the Asiatic Station, to send home the Concord, the Marietta and the Castine the latter part of the coming summer.

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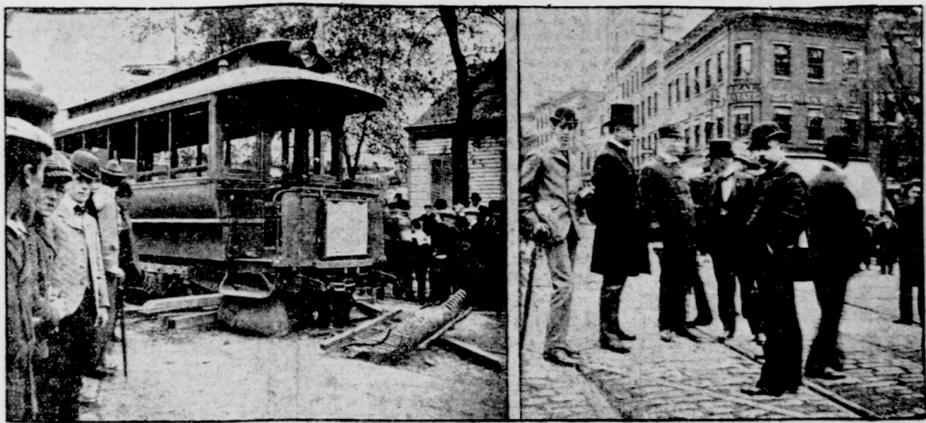
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SCENES IN ALBANY PHOTOGRAPHED YESTERDAY.



FREDERICK C. HAM, Commissioner of Public Safety and captain of police, on guard at State and North Pearl sts.

WAR MAY BE OVER SOON.

POSSIBLE SETTLEMENT OF THE BATTLE OVER N. P. CONTROL.

While no formal and official statement can be obtained from representatives of either side, there is good ground for believing that the warfare between the Morgan-Hill and Harriman-Kuhn-Loeb interests over the control of the Northern Pacific road is in a fair way of settlement.

There has been no quarrel. There has been simply a business operation. Whatever is desired for business interests will be done, and that means co-operation. Of course, there will be something done.

It is now generally believed in the financial district that Kuhn, Loeb & Co., as the representatives of the Union Pacific interests, hold a majority of the total stock of the Northern Pacific Railway Company, which consists of \$80,000,000 common and \$75,000,000 preferred.

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SALE OF THE ROGERS WORKS.

THE LOCOMOTIVE PLANT GOES TO A COMPANY FORMED HERE AND WILL START AT ONCE.

The sale of the Rogers Locomotive Works, at Paterson, N. J., to Elliot C. Smith, Frank P. Holran and other capitalists of this city, was confirmed yesterday by Vice-Chancellor Emery, of Newark.

The purchasers were before Vice-Chancellor Emery with their counsel, ex-Attorney-General John W. Griggs, ex-Lieutenant-Governor William F. Sheehan and Clarence Sexton. Others present were President Hoadley, of the International Power Company; Colonel William Barbour and John C. Pennington, the receivers of the works, with their counsel, John R. Beam, Jacob S. Rogers, the largest stockholder in the concern; George H. Longbottom, ex-president of the Rogers company, and Reuben Wells, a former superintendent. The vice-chancellor said that the bid of \$625,000, offered by the International Power Company, had been put in too late to induce him to refuse to confirm the sale to the Smith-Holran syndicate.

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GIFT WAS J. P. MORGAN'S.

HE GAVE \$125,000 TOWARD PRESERVING THE PALISADES.

J. Pierpont Morgan, it was announced by Ralph Trautman, treasurer of the Palisade Interstate Park Commission, gave the \$125,000 wanted by the commission to purchase the property of Carpenter Brothers, at Coytesville, N. J., in order to preserve the Palisades.

The commission then began to look for the money to purchase the property. One hundred and twenty-two thousand five hundred dollars was needed, and Mr. Morgan was asked to give part of it. He at once agreed to give \$125,000 provided the States would appropriate enough money to insure the plans of the commission to preserve the Palisades being carried out.

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TROOPS OUT AT ALBANY.

THE 23D REGIMENT AND 10TH BATTALION CALLED.

RIOTING AND DESTRUCTION OF PROPERTY—SEVERAL HURT, ONE PROBABLY FATALLY—GENERAL ROE AT THE SCENE.

(BY TELEGRAPH TO THE TRIBUNE.)

Albany, May 14.—Rioting here in the capital of the State to-day prevented the operation of the street railway lines, and resulted in an order from Governor Odell, through Adjutant-General Hoffman, calling out the 23d Regiment of Brooklyn, and the 10th Battalion and Third Signal Corps, mounted, of this city, to preserve peace and protect the property and employes of the United Traction Company.

Feeling convinced that the police of Albany could not protect its employes and passengers from attack, the officers of the United Traction Company late this afternoon appealed to Sheriff McCreery, of Albany County, for military protection for his lines. The Sheriff in turn appealed to Brigadier-General Robert Shaw Oliver, commanding the Third Brigade, who promptly ordered out the 10th Battalion and the Signal Corps. General Oliver also sent warning to be ready for a call to active service to the other organizations under his command.

Early this evening Sheriff McCreery informed Governor Odell, through Adjutant-General Hoffman, that the number of members of the National Guard in Albany County was too small to deal effectively with the riotous conditions prevalent to-day, and accordingly the Governor directed the 23d Regiment of Brooklyn, to proceed to this city. Part of the regiment is expected to arrive early to-morrow morning, and the rest by noon. If necessary, it is said, eight thousand members of the National Guard will be assembled here. Until the 23d Regiment arrives here the 10th Battalion, part of which is now patrolling the streets, and the Signal Corps will be on guard.

RIOTING AND DESTRUCTION. The conflict between the United Traction Company and its employes, which terminated in the outbreak of mob violence, began shortly after midnight last night, when there arrived here two hundred non-union motormen and conductors from Philadelphia. They were transported in trucks to the United Traction Company's place of storage for cars, in Quail-st. Anticipating that the United Traction Company would first attempt to run cars from this Quail-st. building, a crowd of several thousand persons gathered early this morning before the building.

Chief Foster of the Police Department and Captains Mahar and Brennan, with patrolmen, endeavored to keep order. The strikers present attempted to persuade the non-union men within the building to leave it and abandon the service of the railway company. Finally, at 10:15 o'clock, a streetcar suddenly ran out of the building and sped away to Madison-ave. The motorman of this car is said to have run the first car at the time of the St. Louis and Cleveland strikes. No attempt was made to stop the car, and it ran down Madison-ave., through Lark-st. to State-st., and down State-st. to Broadway, everywhere looked upon with surprise and interest. Since no streetcars have been run for a week, policemen were stationed along the route, but only one man, Colonel W. E. Fitch, took passage on the car.

MOTORMAN'S HEAD CRUSHED IN. The motormen and conductors of the second car which left the Quail-st. building were not so fortunate. The crew consisted of four men, two motormen and two conductors. The motorman who first had charge was William Marshall of Brooklyn. As the car swung out of the building driven back. A committee from the strikers, however, was permitted to approach the car crew. O'Neil and Dryer, of the strikers, leaped upon the fender and said: "Do you want to come with us, boys? You won't regret it." There was no response from any of the car crew.

The car had scarcely begun to move when the thousands of people present angrily flung themselves toward it and missiles began to fall upon it. Men picked up bowlders from the roadway and flung them madly at the crew of the car. The police ran through the crowd seeking to make arrests, but they were few, and seemed almost powerless to protect the street railway men. Mounted policemen also rode recklessly through the crowd, but were equally unsuccessful in preventing violence.

Before the car had started two policemen boarded it. Policeman Zimmer took the front and Policeman Gallagher the rear platform. They simply made two extra targets for the stones and bricks. The car had not gone fifty feet before Zimmer's helmet was crushed and Gallagher was in imminent danger of having more than his helmet damaged. There was a perfect fusillade of stones. They came from all directions, and seemed to have only one resting place—car No. 74. They crashed through window, front and rear and side, rolled through the doors, and crushed into the wooden panels. The six unfortunate men dodged and jumped from side to side to escape them, and were successful with the exception of the motorman. A jagged edged rock struck him fully in the forehead, and he dropped to the floor of the platform. It was a deep, ugly gash the rock left, and the blood flowed from it in streams.

MOB FLEES FROM FALLING WIRES. Marshall was apparently mortally injured, but nevertheless the other motorman grasped the handles and drove the car forward. His daring was reckless, for ahead of him was a barricade on the track, just erected by the strikers, which no car could pass. It consisted of great logs of wood, flagstones from a pavement and a big bundle that looked like a bale of cotton. With a sudden jerk the car came to a stop upon this barricade, and all on board were thrown forward. One of the conductors fell among a pile of broken glass, and received some ugly flesh wounds and cuts. As soon as the car stopped some one seized the trolley and began to pull it. The trolley wheel caught in the electric wire, and when the rope came the wire came with it. Here was a serious danger, which would probably result the most seriously to the innocent people along the street, the spectators. The cry arose, "The wires are down!" and it was taken up along the route. It was the only danger that seemed to have any effect upon the people. In an instant every one was rushing to the sidewalks, and the roadway was cleared.

Marshall was taken to the Albany Hospital, where it was found that he had suffered a triple fracture of the skull, and also that his shoulder blade was broken. The surgeons said this evening that he was in a highly dangerous condition.

SUPERB DINING CAR SERVICE. The Pennsylvania Railroad Dining Car service is noted for its excellence and the menu for their variety.—Adv.

W. K. VANDER