THE RICHMOND DISPATCH.

WHOLE NUMBER, 15,211. RICHMOND, VA., FRIDAY, FEBRUARY 9, 1900. THREE CENTS PER COPY.

HAVE THE STREET FAIR

Chamber of Commerce Adopts Report to This Effect.

TO ARRANGE THE DETAILS.

An Executive Committee of Fifteen to Have Entire Charge.

BUILDING AUXILIARY CRUISERS.

Resolutions Adopted Strongly Endorsing the Bill Now Pending in Congress—Trying to Arrange for Mailing Letters at Elba.

The first quarterly meeting of the Richmond Chamber of Commerce for the year 1900 was held yesterday evening at 6 o'clock, President L. Z. Morris occupying the chair.

Under the head of reports of standing committees, Mr. H. W. Rountree, chairman of the Chamber's Committee on Expositions, submitted a joint report from his committee, the Committee on Conventions of the Chamber, and the Citizens' Committee, in reference to the proposition of having a street fair, which, after a slight amendment, was adopted as follows:

"Your committee, composed of the Committee on Expositions and the Committee on Conventions, from the Chamber of Commerce, and of the Citizens' Committee, respectively, report that at a joint meeting of the three committees held on Thursday, February 1st, it was decided that the joint committee would recommend that a street fair be held, and that for the furtherance of this object an executive committee of fifteen be appointed by the president of the Chamber of Commerce, the chairman of the Citizens' Committee, the chairman of the committee from the Travellers' Protective Association, the chairmen of the Chamber of Commerce Committees on Conventions and Expositions, and the chairman of the City Council Committees on Streets and Grounds and Buildings.

"That the Executive Committee so appointed have the power to appoint subcommittees and to make such other arrangements as to time and place as may be deemed by them advisable, and that the financial and general management of the fair be vested in the Executive Committee so appointed.

(Signed) H. W. ROUNTREE,
JOHN STEWART BRYAN,
ALEX. H. MEYER,
Committee.

Upon motion of Mr. A. J. Marcuse, seconded by Mr. J. L. Hill, the report of the committee was unanimously adopted.

MAILING LETTERS AT ELBA.

Mr. N. R. Savage, chairman of the Committee on Postal and Telegraph Service, submitted a verbal report of the conference held by him with the postmaster of Richmond, in reference to the establishment of mail boxes at Elba Station for the convenience of people in the West End desiring to mail letters on the outgoing north- and south-bound trains. The chief difficulty, he stated, was that the trains did not stop long enough at Elba to admit of the mail clerks on the trains who had to handle this mail getting off and taking it out of the boxes. He said, however, that though the matter had been up before the department once without a favorable result, the postmaster was perfectly willing to take it up again, if the committee would address him a letter on the subject, and Mr. Savage announced that his committee would be glad to do all that they could in the premises if it was deemed desirable by the Chamber to prosecute the matter. The meeting thought this was desirable, and the matter was continued in the hands of the committee.

Under the head of unfinished business, the two amendments to the constitution submitted at the annual meeting of the Chamber—the first providing for annual dues of $5 in the case of members of the Chamber who are employees, and the second providing for the substitution of a committee on conventions in the place of the Chamber's Committee on Reception—were taken up and adopted.

BUILDING OF CRUISERS.

Under the head of new business Mr. W. R. Trigg called the attention of the meeting to a measure now pending in Congress, having for its object the promotion of commerce and foreign trade of the United States and the development of the ship-building and ship-owning interests of the country, and the further object of providing auxiliary cruisers, transports, and seamen for government use when necessary. In this connection he read communications from Mr. James W. McCarrick, of the Clyde Line, and others, prominently connected with the shipping interests of the country. He then proceeded to emphasize the importance of the measure, not only in its bearing upon the ship-building interests of Richmond, and the improvement of our river and harbor, but the interests of the country at large, and, in conclusion, he submitted the following preamble and resolution for the action of the meeting:

"Whereas, the Richmond Chamber of Commerce of the city of Richmond, Va., believes that government aid is necessary to induce citizens of the United States to build and operate on the ocean merchant vessels to carry our foreign trade in competition with the vessels of foreign nations, which now monopolize said trade to the almost entire exclusion of vessels of our own country; and that prosperous ship-building and owning industries are essential to the welfare of the nation in time of peace, and to its safety in time of war, benefiting all citizens wherever and whatever may be their field of labor; therefore.

"1. Resolved, That the bill introduced in the House of Representative, H. R. 66, and in the Senate of the United States, S. 727, during the month of December, 1899, entitled 'A bill to promote the commerce and increase the foreign trade of the United States, and to provide auxiliary cruisers, transports, and seamen for government use when necessary,' is believed to represent a well-considered plan for the creation and support of an ocean merchant marine, under our flag; and that our Senators and Representatives are urged to give it their active support, as a great national measure, irrespective of party politics.

"2. Resolved, That copies of the foregoing resolution be given to the press and forwarded to the President and to members of the Senate and House of Representatives representing this State and district.

Mr. James N. Boyd, in seconding the resolution, also dwelt upon the importance of the measure in all of its bearings to the country at large, and especially upon the necessity for some such encouragement to justify the capitalists of this country in embarking in the enterprise of establishing a United States merchant-marine, which would have to compete with foreign subsidized ships, which could also at present be built and operated cheaper than American vessels. Upon the further motion of Mr. John Stewart Bryan the resolutions as submitted by Mr. Trigg were unanimously adopted.

SEND THE CONVICTS HOME.

Mr. Henry Lee Valentine then submitted the following: Be it resolved, That a committee of three, appointed by the Chair, visit the Board of Directors of State prison, and impress upon them the importance of having the State Legislature pass a law by which all discharged convicts shall be sent back to the respective counties from which they were sent, and not allowed to be discharged at gate of the State prison in Richmond; also, that it shall be the duty of an officer of the city or State to escort any and all discharged convicts to the depot, and see that they do not stop in the limits of the city of Richmond.

Colonel John Murphy explained to the meeting how that measure would have to be made effective, and after some further discussion of the matter the resolution was adopted.

A communication from the National Pure Food and Drug Congress was referred to the Committee on Health and Sanitation.

A petition from a number of businessmen, located on Eighteenth street, who were opposed to the construction of a line by the Richmond Railway and Electric Company along that street, on account of its interference with the active business of that locality, was referred to the Committee on Streets, Roads, and Parks.

NEW MEMBERS ELECTED.

The following new members were then elected: The American National Bank, the Bureau of Credits, J. H. Capers & Co., and Martin & Ainsley, proposed by President L. Z. Morris; the Pioneer Transfer Company, Robert S. Tuck, the Richmond News, V. Donati & Brother, and H. Metzger's Sons, proposed by J. L. Hill, chairman of the Committee on Membership; John T. Wilson, proposed by Samuel H. Pulliam and George A. Gibson and O. B. Tatum, proposed by First-Vice-President Henry L. Cabell.

The meeting then adjourned.

TORNADO IN ILLINOIS.

Collinsville Devastated—Fifteen Persons Injured.

ST. LOUIS, MO., February 8.—The town of Collinsville, seventeen miles from St. Louis, on the Vandalia road, narrowly escaped destruction by a tornado to-day. Fifteen persons were injured in the immediate vicinity of the village, some of them fatally, and there was much damage to property.

The miners who live on the outskirts lost most severely by the wind. A group of three fine residences standing on a hill was crushed to splinters.

The injured are Paul Quarandy, aged 35, perhaps fatally hurt; Otto Oddernole, aged 17, seriously; Sophie Fix, aged 17, skull fractured; Newton Alderson, not seriously; Theodore Lawrence, internally injured; Frank Kobart, seriously; John Marquette, badly burned; son and daughter of Frank Kobart, severely cut and bruised; Tony Skalla, wife, and two children, badly bruised; Barney Falette, seriously hurt; Tom Pomatti, arm broken.

BLOWN SEVERAL HUNDRED FEET.

The last two named were blown several hundred feet from their houses.

About 2:30 the storm was first felt at a point one mile south of Collinsville. The first house demolished was that occupied by Frank Kobart. He, his son, and his daughter were buried in the debris, and it was some time before they were rescued, bruised and bleeding, from the wreckage. They were carried to a neighbor's house and given such care as could be had until physicians arrived from the village.

The great smokestack of the Height Club Coal Company building was levelled to the ground, and the walls were somewhat damaged. From there the wind swept to the Vandalia tracks, laying waste telegraph poles for a distance of a quarter of a mile. Beyond the Vandalia tracks several large frame houses were levelled, and nothing is left save a mass of tangled wreckage.

MUCH LOSS OF PROPERTY.

INDIANAPOLIS, IND., February 8.—A wind-storm swept Western Indiana and Eastern Illinois early this morning. Telegraph and telephone wires were seriously affected.

Meagre reports from the territory north of Collinsville indicate that there must have been considerable loss of property, and, it is feared, loss of life.

The storm seems to have passed down the Indiana-Illinois line to Evansville, and the reports from many places indicate that the wind reached almost the velocity of a tornado at many points.

Near the village of Cantane, Ill., not far from Collinsville, a large farm-house was completely destroyed. The farmer and the members of his family escaped. In the same locality a mile and a half of telegraph line was blown down, and much debris piled on the track of the Vandalia road.

TRAIN BARELY SAVED.

The farmer whose home had been destroyed, while out looking for his live-stock, noticed that the track of the railroad was obstructed, and, hurrying to the westward a mile, he flagged No. 14, the fast passenger train, due in Indianapolis at 8:20 o'clock. It was not then daylight, and the officers of the road say the train would surely have been wrecked but for the warning of the farmer.

A BLIZZARD IN NEBRASKA.

OMAHA, NEB., February 8.—The storm which began last night has assumed the proportions of a blizzard, and is still raging.

ZERO WEATHER IN COLORADO.

DENVER, COL., February 8.—Following the blizzard of last night, the weather here this morning is clear, but cold. Temperatures in Colorado range from zero to 10 degrees below. Trains from the east are delayed.

SEVEREST STORM OF WINTER.

MINNEAPOLIS, February 8.—Minneapolis, is experiencing the severest storm of the winter. Shortly before midnight a light snow began falling, accompanied by a high wind and low temperature. By daybreak the snow was close-packed in deep drifts in some places, while the wind swept the ground bare in others. Business is at a standstill, and all trains are late.

BLIZZARD THROUGHOUT NORTHWEST.

KANSAS CITY, MO., February 8.—A fierce snow-storm, with wind blowing at a velocity of forty-two miles an hour, has prevailed in Missouri, Kansas, Oklahoma, and the Indian Territory since last night. The worst blizzard in years is also raging in Northern Iowa, where business practically is suspended.

A blizzard is raging through Central Illinois, and at Minnewaukan, N. D., the mercury touched 35 degrees below zero last night, and it is much colder to-night. The blizzard now raging in Wisconsin has already left 14 inches of snow at Chippewa Falls.

In Minnesota all St. Paul railroad trains are abandoned.

REMARKABLE CHANGE IN CHICAGO.

CHICAGO, February 8.—This proved to be the most remarkable February day in the history of the Weather Bureau in Chicago since 1876. From 62 to 3 degrees above zero was the record made in seventeen hours. This evening rain changed to snow, and the wind reached a velocity of sixty-two miles an hour.

Again Prison-Made Goods.

WASHINGTON, February 8.—The House Committee on Labor to-day reported favorably the bill to interdict interstate transportation of prison-made goods.

NO REPORT YET MADE.

Committee Has Seaboard Bill Under Consideration.

A CONSTITUTIONAL QUESTION

Point Raised as to Right to Sell State's R., F. & P. Holdings.

SUB-COMMITTEE TO INVESTIGATE.

Another Will Draft an Amendment to Protect the R., F. & P. Road from Injury by the Competitor—Committee to Meet Again To-Morrow.

The Senate Committee on Roads has not yet reached a report on the bill granting a charter for the Seaboard Air-Line to parallel the Richmond, Fredericksburg and Potomac railroad, and there is no likelihood of their doing so until to-morrow.

The committee met in executive session yesterday afternoon at 4 o'clock, and spent two hours in considering the bill, with the result that after going over it carefully section by section they appointed two sub-committees, one to suggest an amendment, protecting the Richmond, Fredericksburg and Potomac from damage in event of the new road is not built, and the other to inquire into the constitutionality of the proposed sale of the Richmond, Fredericksburg and Potomac stock.

These committees are instructed to report to an adjourned meeting of the general committee to-morrow morning at 10 o'clock, when it is thought likely a decision concerning the bill will be reached.

NOT TO CHANGE PRICE.

The committee at its session yesterday did not go to any depth in the discussion of the price offered by the Seaboard Air-Line for the State's interest, but the question was sufficiently discussed to make it manifest that at least a majority of the body will agree to leave $200 per share as the minimum to be paid for the State's holdings.

The charge which has been made that the Seaboard is not acting in good faith and that its application for a charter is merely made with a view to forcing more liberal trackage arrangements with the Richmond, Fredericksburg and Potomac, was discussed, as was also the proposition of Mr. Williams to submit to an amendment to the existing charter of the Richmond, Petersburg and Carolina, whereby, in event of a charter being granted the Richmond and Washington Air-Line, the former road should not receive from the Richmond, Fredericksburg and Potomac a more liberal arrangement than that now existing.

After this point had been fully discussed, a sub-committee, composed of Messrs. Munford, Sands, and Jeffries, was appointed to give it careful consideration and report, either by amendment or auxiliary bill, a means for providing for this end.

CONSTITUTIONALITY QUESTIONED.

When the discussion of the price offered for the State's interest in the Richmond, Fredericksburg and Potomac came up for discussion, Mr. McIlwaine raised a point as to the constitutionality of such a sale. He quoted section 8 of Article X. of the Constitution, which reads: "The General Assembly shall provide by law a sinking fund, to be applied solely to the payment and extinguishment of the principal of the State debt, which sinking fund shall be continued until the extinguishment of such State debt, and every law hereafter enacted by the General Assembly creating a debt or outhorizing a loan shall provide a sinking fund for the payment of the same."

Section 849 of the Code of 1887 provides that the stock owned by the State in, and its entire claim against, the Richmond, Fredericksburg and Potomac Railroad Company, including obligations or dues on account of unpaid dividends, shall (together with other sums provided for) constitute the sinking fund of the State. In view of this constitutional provision, and the subsequent legislative enactment, Mr. McIlwaine thought perhaps the stock could not be sold without such enactment coming in conflict with the Constitution.

Senator Wickham thought there was no ground for this contention, but the committee thought it best to have the question looked into, and a sub-committee, composed of Messrs. Wickham, McIlwane, Mann, and Watkins, was appointed to investigate and report.

VIEWS OF MEMBERS.

After the committee adjourned, the members were loth to discuss what they had done, and among them there was some divergence of opinion. Both Messrs. McIlwaine and Maynard when seen assured the Dispatch reporter that the committee proposed to consider the bill with due care, but that they would not have any unnecessary delay in reporting it. Mr. McIlwaine was not prepared to say what the fate of the bill would be, but said he saw no reason to doubt that the committee would be a unit in its report.

Another member of the committee said a majority of the body undoubtedly favored the bill as presented by Mr. Flood, and it would be reported with no amendment which would not be acceptable to the corporators. None of the committeemen were prepared to say positively that a final vote on the bill would be reached to-morrow morning, but they are all agreed that no unnecessary delay will be had in disposing of the question.

DEMAND FROM MANY POINTS.

The demand for the new road comes from all over Virginia and from all over the South, and every day the various legislators and the Chamber of Commerce are besieged with telegrams uring the enactment of the charter.

The following telegram was received yesterday from Columbia, S. C.:

Hon. J. C. Hill, Railroad Commissioner State of Virginia, Richmond, Va.:

We, the Railroad Commissioners of South Carolina, feel that we can express the unanimous wish of the people of our State that the railroad monopoly between Richmond, the gateway of the South, and Washington, the gateway of the North, should be broken, and congratulate you, as the Commissioner of your great State, upon the efforts which are now being made to obtain a charter for the Richmond and Washington Air-Line railway. We trust that the Legislature of Virginia will grant the relief that will be so beneficial to the entire South.

By order of the Board.
With great respect,
W. D. EVANS, Chairman.
D. P. Duncan, Secretary.

AUGUSTA BOARD OF TRADE.

The following has been adopted by the business-men of Augusta, Ga.:

"Whereas, the Augusta Exchange and Board of Trade has learned with much interest that the contemplated building of the line of road between Richmond and Washington, and that a bill had been introduced in the Legislature of Virginia for the incorporation of a road to be known as the Richmond and Washington Air-Line railroad, for the purpose of building this road; and, realizing the importance to the entire South, and especially to our city, of such a line, Augusta being a large shipper of melons and fruit, and having lost heavily from such shipments the past year, because there was but one line, and being desirous of expressing their desire to see such line built, and having felt in the past the burdens resulting from the monopoly caused by there being but one line between Richmond, the gateway of the South, and Washington, the gateway of the North; therefore, be it

"Resolved by the Exchange and Board of Trade of Augusta, That we earnestly endorse the proposed new road, and respectfully ask the Legislature of Virginia to grant the charter."

ROME AND MACON SPEAK.

The following is along the same lines:

Rome, Ga., February 6, 1900.

President Chamber of Commerce, Richmond, Va.:

As president of Rome (Ga.) Chamber of Commerce, I request you will use your best influence to have the Virginia Legislature grant charter to Seaboard Air-Line for extension of their line from Richmond, Va., to Washington, D. C.

D. W. CAIN.

The following is taken from the Macon (Ga.) Telegraph of Wednesday:

The Chamber of Commerce held an interesting and important meeting at its rooms on Cherry street yesterday afternoon. When President George A. Smith called the meeting to order there was a good attendance of representative men. The first business in order after the reading of the minutes was the report of standing committees.

Mr. A. B. Small, chairman of the Committee on Transportation, submitted the following resolution, which was adopted without debate:

"Whereas, the Seaboard Air-Line Railway Company has applied to the Virginia Legislature for a charter authorizing the extension of its line from Richmond, Va., to Washington, D. C.; therefore, be it

"Resolved, That it is the sense of the Chamber of Commerce that the granting of such charter would create a new agency for the development of the South, and, as such, is entitled to the favorable consideration of the business organizations of the southern section.

"Resolved, That the secretary transmit a copy of the foregoing to the president of the Richmond Chamber of Commerce."

PORTSMOUTH'S RESOLUTIONS.

A strong demand for the additional railroad facilities comes up from Norfolk and Portsmouth in the shape of resolutions adopted by their leading business-men. At a well-attended meeting of the Board of Trade of Portsmouth the following was enthusiastically adopted:

"Whereas, the city of Portsmouth is greatly interested in the growth and development of the Seaboard Air-Line system of railways, and in the extension of such system from the city of Richmond to the city of Washington;

"And, whereas, the line of railway communication between said cities is now practically monopolized by one railway company;

"And, whereas, the bill now pending in the General Assembly of Virginia authorizes the construction of another line of railway between the cities of Richmond and Washington;

"And, whereas, such railroad when constructed will form a part of the Seaboard Air-Line system now having its terminus in this city; therefore be it

"Resolved by the Board of Trade and Exchange of the city of Portsmouth, That the representatives of this city in both houses of the General Assembly of Virginia be, and are hereby, requested to do all things in their power to secure the passage of said bill."

NORFOLK JOINS IN.

The business-men of Norfolk sent the following petition to Senator Maynard, chairman of the Roads Committee:

"We, the undersigned citizens of Norfolk, Va., believing that the extension of the Seaboard Air-Line system to the city of Washington will tend to promote the commercial importance of this port, as well as the growth and welfare of the city of Norfolk, and believing that the line of railway communication between the city of Richmond and city of Washington should be no longer dominated by, and subject to, the monopoly of one railroad, hereby declare ourselves in favor of Senate Bill No. 342, granting a charter to the Richmond and Washington Air-Line Railway Company for the construction of a railroad from Richmond to the Potomac river, and our representatives in both houses of the General Assembly are respectfully requested to do everything in their power to promote the passage of said bill.

Thomas E. Sebrell, G. S. Briggs & Co., Charles Reid's Sons, J. H. Cofer, Richard B. Taylor, R. W. Peatross, The Pocomoke Guano Company; Charles W. Priddy & Co., Arnold Eberhard, Jr., G. Taylor Gwathmey, Pocahontas Lumber Company, O. H. Perry Tie and Lumber Company, Emmons & Johnson, R. E. Jordan, Roanoke Railroad and Lumber Company, Joseph Stebbins, Jr., K. Meade Osborne, S. F. Minter Company, William Simpson, A. B. Bullock, Margolius & Co., J. H. Nininger, T. S. Garnett, J. M. Marshall, M. W. Mason, D. P. Paul, Vickery & Co., Chapman & Jakeman; Burrow, Martin & Co.; Peter Smith & Co., S. J. Thomas & Co., S. Frank & Sons, Sydney Sherwood & Co., The McIntyre Furniture Company, Hoffheimer Brothers Company, Russell & Simcoe, C. Rothschild, Louis Drewry, A. F. Drewry, Norfolk Trunk-Factory, J. E. Land & Co., E. P. Brady & Co., T. C. Gale, P. N. Wright, R. C. Goronto, D. Carpenter, W. J. Simmons & Co., C. W. Northern, Norfolk Paper-Box Company, F. B. Stevens, T. P. Rogers, W. P. Jordan, Jr., National Peanut Company, Lowenberg & Pincus Company, Batchelder & Collins, J. W. DeJarnette & Co., John O. Gamage, Oberndorfer & Co., Robert F. Voight, Bassett Nash & Co., Edgar Nash, City National Bank, B. W. Leigh, Frank E. Wilcox, T. W. Worsham & Co., Mottu Dewitt Company, F. W. Dancy, H. T. Campbell, F. S. Royster Company, C. F. Burroughs, Farmers' Manufacturing Company, J. Frank East, Norfolk Distributing Company, Spindle & Co., Kelley & Borum, S. M. Jones & Co., Parker Tobacco Company, S. P. Dickinson, Jr., Jesse Jones & Co., Williams Brothers, Greene Manufacturing Company, B. T. Cartwright, J. H. Harrell, H. G. Williams & Co., Merchants' and Farmers' Peanut Company, N. W. Nicholas, C. L. Quirn, A. Kerns & Co., J. B. Armstrong, T. S. Southgate & Co., Woodward & Goodridge Company, Swift & Co., M. Levy & Co., Norfolk Pants Company, James Levy & Co., Paul P. Howard, Moore & Son, G. F. Wilkinson & Co., Charles Syer & Co., C. J. Crekmur, U. T. Ham & Co., John S. Farrant & Co., M. L. T. Davis, The Henry Walke Company, Waters & Martin, Hough & Herbert Company, J. B. Blackburn & Co., A. Brinkley & Co., R. Y. Zachary, C. A. Woodward & Co., E. S. R. Barrett, W. H. Wales, Jr., F. L. Grandy, James S. Groves & Co., E. B. Hodges & Co., W. M. Cook, William H. Gerry & Co.; Gill, Todd & Co., and James E. Barnes.

OUR NEW ISLAND OF CULEBRA.

Its Fitness as a Naval Coaling Station to Be Tested.

WASHINGTON, February 8.—The New York sailed to-day from Colon, on the Isthmus, for Culebra Island, to make tests of the resources of that place as a coaling-station. The collier Caesar has been ordered from San Juan to meet the New York at Culebra Island to supply her with coal.

The Navy Department has had in mind the possibilities of utilizing either Culebra Island or Crab Island as a coaling-station for deep-draught warships for the past two years. San Juan harbor has been found unsuitable for heavy-draught vessels unless expensive improvements are made, so that otherwise there would be no United States coaling-station nearer than Havana.

These islands lie in the Virgin Passage, midway between Puerto Rico and St. Thomas. They came into the possession of the United States when Puerto Rico was ceded as part of the Spanish West Indies. There are good harbors on both islands, that on Crab Island being, perhaps, the best from a naval point of view because susceptible of cheap and perfect defence.

A New Champagne Record.

109,303 cases imported in 1899 of G. H. Mumm's Extra Dry, or 72,495 cases more than any other brand, is the record of this century. With an enormous stock of choicest wines, its quality cannot be excelled at any price, and its 1895 vintage now imported is finest in years.

TAYLOR DILLYDALLIES

Has Taken No Action Yet Regarding Louisville Agreement.

DEMOCRATS LOSING PATIENCE

Will Organize Another Government if He is Unheard from To-Day.

FUNERAL OF GOVERNOR GOEBEL.

Great Popular Demonstration in Spite of a Heavy Rainfall—Blackburn Says Governor's Assassin is No Crank, and Will Be Found.

FRANKFORT, KY., February 8.—Unless some action regarding the Louisville agreement is taken by Governor Taylor to-morrow or next day, or some word sent to them concerning his intentions, the Democrats will proceed upon the hypothesis that he does not intend to take any action, and will go ahead with the organization of their State Government at Louisville.

A conference was held this evening in the Capitol Hotel, at which Governor Beckham, Senator Blackburn, S. J. Shackelford, and John K. Hendrick were present. The delay of Governor Taylor in declaring himself regarding the Louisville agreement was discussed at length, and it was agreed by all present that, in their opinion, the Democrats had waited long enough. It was agreed at Louisville that the Legislature should meet in the Capitol building on Monday, and it is now so near that time that the Democrats are beginning to think that Governor Taylor may take no action regarding it within the time-limit set. One day more will be allowed for some intimation from Governor Taylor, and if it is not forthcoming another State Government will be organized at Louisville.

Governor Taylor announced to-night that he had taken no action regarding the agreement, and there was no possible chance of his doing so before to-morrow. He would not say whether he would take any action to-morrow or not.

TAYLOR'S NEW DEMANDS.

It is practically certain that the agreement will not be accepted by Governor Taylor as it stands. He desires more specific promises regarding the repeal of the Goebel law, and a decision in the gubernatorial contest by a separate vote of the two legislative houses. To this last the Democrats say they will not agree. Regarding repeal of the Goebel law, they claim that no mention was made of repeal in the Louisville conference. The talk was entirely of the enactment of a new election law, to be framed by selected men of both parties. This law would, in the nature of things, repeal the Goebel law, by the mere fact of its being later legislation upon the subject.

Governor Taylor holds the view at present that Goebel was never legally seated, and will demand a new vote on the matter before he will consent to abandon his seat under any circumstances.

DEMOCRATS GATHER IN LOUISVILLE.

Not a Democratic member of the House was in Frankfort to-day, to attend the funeral, and to-night, Governor Beckham, General Castleman, and a few other Democratic leaders returned to Louisville, to take matters in hand there. The report was given out that orders had been issued to arrest such members of the Legislature as might come to town to-day, but this was denied by Governor Taylor, Adjutant-General Collier, and Colonel Williams, all of them saying that orders to that effect had never been issued at any time during the trouble.

The application for a permanent injunction, restraining Governor Taylor from interfering with the sessions of the Legislature in Frankfort, and from convening it in London, was not heard to-day at Georgetown, as originally intended. The matter went over until to-morrow.

GOVERNOR GOEBEL'S FUNERAL.

Great Demonstration, in Spite of Heavy Rain—A Blackburn Address.

FRANKFORT, KY., February 8.—Rain came down in sheets to-day, while the funeral services were being held over the body of Kentucky's dead Democratic leader. The morning dawned dark and threatening, and while the parade was on the march rain fell in torrents.

Services were held in the parlor of the Capitol Hotel. They consisted merely of a reading of Scripture by Dr. Taliaferro, of the Methodist Church; a solo by Mrs. Jessie B. Caldwell, of Covington, and a prayer by Dr. Schmidt.

The march to the cemetery from the hotel began at 1 o'clock. The band played "Nearer, My God, to Thee," as it passed the south front of the hotel, and immediately after the band came carriages containing the honorary pall-bearers, who were as follows:

THE PALL-BEARERS.

J. S. C. Blackburn, General Lewis, Judge W. S. Pryor, Hon. J. B. McCreary, Hon. Phil. B. Thompson, Hon. James H. Mulligan, Louis DeScognets, Samuel J. Shackelford, J. D. Rhynock, J. W. Pugh, Zach. Phelps, W. B. Haldeman, Charles B. Pontz, and Morton K. Yontz.

Beside the hearse walked the active pall-bearers, who were as follows:

Jack Chinn, Charles G. McCord, Ed. Fennell, James M. Richardson, Henry George, Eph. Lillard, Willard Mitchell, Charles M. Lewis, John L. Grayot, John K. Hendricks, John Fulton, Urey Woodson, Joe Blackburn, Jr., Allie W. Young, R. B. Franklin, and Percy Haley.

All the pall-bearers wore mourning scarfs of black and white, draped across the breast, and their hats were wound wound with the same colors.

The exercises in the cemetery were conducted before a crowd much smaller than would have been the case had the weather been pleasant, but they were carried out to the letter, and to-night the body of William Goebel lies in the chapel of the Frankfort Cemetery, after one of the greatest funeral demonstrations ever seen in this State. As soon as the weather clears sufficiently the casket will be consigned to the grave.

TROUBLE FEARED.

Trouble had been feared between the soldiers in the Capitol grounds and Democratic partisans in the line of march, but orders had been so carefully issued on both sides, keeping the soldiers away from the fence, and maintaining the observance of silence by the marchers, added to the fact that for twenty-four hours all the saloons had been closed, that the day passed without any exhibition of feeling being shown on either side.

Special trains came in from Georgetown, Lexington, and other places not far from Frankfort, but the large crowds came on the regular trains from Louisville and Cincinnati. Fully 10,000 people were on the streets to watch the funeral. The body lay in state in the parlor of the Capitol Hotel until 11 o'clock in the morning, and many people viewed the remains.

NOT ONE UNPLEASANT INCIDENT.

Despite the jam of the crowd, not a single unpleasant episode was connected with the proceedings.

The procession was headed by the city police force and members of the City Council, city officials, Grand-Marshal David R. Murray, and his aides. Then came a long column of members of different societies and citizens on foot, and a long string of carriages. The Odd-Fellows, of which order Goebel's father was a prominent member, were out in force. None of the societies were in uniform.

TAYLOR INVISIBLE.

The column moved promptly at noon. As it passed the Executive building every man in the parade looked up to see if Governor Taylor was watching the march. There was no sign of life there, however. By the time the cemetery gate was reached the procession was a mile in length. At the cemetery chapel the thousands present stood silent and reverent as the pall-bearers slowly carried the casket to the porch. It was decided to postpone the burial, owing to the storm, and conduct the ceremonies from the steps of the chapel.

CEREMONIES AT CEMETERY.

A quartette then sang, "It Is Well with My Soul," every one standing, with uncovered head, as the beautiful words of the song were heard through the storm.

Rev. William Stanley, of Virginia, standing over the casket, delivered a short prayer. This was followed by the quartette's singing, "Nearer, My God, to Thee." Rev. N. Arnold, an old and intimate friend of Governor Goebel's, spoke briefly of the early life of the dead leader, and eulogized him as one of Kentucky's greatest sons. After a solo by Mrs. Jessie Caldwell, Rev. Gilbert Schmidt delivered a short address in German. He was followed by Rev. E. C. Mann, in a short address.

TRIBUTE TO GOEBEL.

Elder William Stanley followed in an eloquent tribute to Governor Goebel. He spoke bitterly of the assassination, referring to the "chagrin and mortification in the hearts of all that the leader of a people, whose proud boast it was that they never feared to face a foe or failed to defend a friend, should fall at the hand of an assassin."

REMARKS FROM BLACKBURN.

United States Senator Joe Blackburn was then introduced. As his stentorian voice rang out in denunciation of the shooting of Governor Goebel, and as he stated that "it was not the work of a crank or a crazed assassin," murmurs of "No" and "That's right" came from the closely-packed crowd, while tears stood in the eyes of many of the grim-faced men within hearing of his voice.

His address was an eloquent tribute to Governor Goebel's life. He concluded as follows:

ASSASSIN WILL BE DISCOVERED.

"Twould be but poor satisfaction to see the miserable tools and instruments made use of in his murder give up their lives to an infuriated populace. Be patient, and neither the perpetrators nor yet the most guilty planners of this foul crime will escape the penalty that the law provides. You need not fear a failure of discovery. No crime like this can be concealed. This earth is not large enough to hold its perpetrators or its instigators in secession."

BECKHAM ASKS ORDERLY PROCEDURE.

Governor Beckham, in the concluding address, said Goebel's body lay a victim of corporate greed. He referred feelingly to his brief career, and called upon the assembled crowd to follow out his precept, to do nothing that was not legal and proper, and strengthen the speaker (Beckham) in restoring order, peace, and quiet, the policy of their stricken leader.

"AMERICA."

Rev. Lewis Wallace, of the State Penitentiary then pronounced the benediction. As he finished the quartette sang "America," and the body was then placed within the chapel. There, guarded by a strong force of deputy sheriffs, armed with rifles, it will remain until the weather clears, when it will be carried to the grave prepared for it and buried.

FROM DEMOCRATIC LEGISLATORS.

Messages Explaining Inability to Attend Goebel Funeral.

LOUISVILLE, KY., February 8.—The Democratic members of the Legislature sent the following message to Senator Blackburn to-day, explaining their inability to attend the funeral of Governor Goebel:

"Hon. J. S. C. Blackburn, Frankfort, Ky.:

"The Democratic members of the Kentucky House of Representatives, now in Louisville, and menaced with armed duress and unlawful military arrest and detention, for unprecedented purposes directed against the civil government of our Commonwealth, if we should attend the funeral of our beloved Governor at the State Capitol to-day, send to you this expression of our poignant regret and sorrow that we cannot be with you. We need not assure you and the thousands of grief-stricken Kentucklans in Frankfort to-day that our hearts go out with yours in unspeakable devotion to Kentucky's martyred Governor. With each of you, we earnestly trust that the all-prevailing memory of Governor Goebel's life-given allegiance to the people of his State will quickly result in a full restoration to them of their powers of government under the law. May God be with you in all you say and do.

(Signed) "SOUTH TRIMBLE,
"For the Democratic Members of the House of Representatives."

SENATE MESSAGE.

"Hon. J. S. C. Blackburn, Frankfort, Ky.:

"Absent on this occasion, that we may not jeopardize that for which the honored dead sacrificed his life, the Senate makes its tribute at the grave of the martyr a lyre attuned to the note he sounded with dying breath: 'Be true to the great common people.'

"THE DEMOCRATIC MEMBERS OF THE KENTUCKY SENATE."

PETITIONS FOR INJUNCTION.

Republican Plan to Secure Non-Interference With Minor Officials.

CINCINNATI, February 8.—Attorneys are quietly working at the Grand Hotel here on petitions to submit to Circuit Judge Taft for an injunction against interference with the minor officials of the Taylor administration. It was learned late to-night, after unbroken reticence on the part of the parties to the conference during the day, that they have two suits. One petition is brought by the Republican State officers other than Governor and Lieutenant-Governor, to restrain their Democratic contestants from further interference with them in the discharge of the duties of the offices for which they hold certificates of election by the State Board of Election Commissioners. The other petition is made on the part of citizens of Louisville and other parts of Kentucky for an order to enjoin the State Board of Election Commissioners from further interruption with the de facto government of the Commonwealth. Both

(CONCLUDED ON SIXTH PAGE.)

BULLER'S ADVANCE.

Is It to Be Continued, or Will British Retire?

IN A WARM POSITION.

Exposed to Boer Artillery Fire on Both Flanks and in Front.

HOW ABOUT THE BRITISH NAVY?

Englishmen Begin to Question Strength of That "First Line of Defence" on Which They Have Placed Such Reliance

LONDON, February 9.—4 A. M.—All the messages from the observers with General Buller throw in a phrase or two about the "strength of the Boer positions" and the "difficulties of General Buller's work," but they do not carry even this beyond Tuesday evening.

Their last slender narratives leave the British advance on Vaal Krantz, in the centre of a semi-circle, where the troops are exposed to the Boer artillery on both sides and in the centre.

The fighting continued until 9 o'clock Tuesday evening, and almost without doubt continued Wednesday, as the Boers would certainly not leave this wedge in their lines unmolested.

It is also inferred that General Buller must either continue his advance or retire.

BRITISH LOSS DURING WAR, 10,244.

The heaviest fighting appears to have been on Tuesday. General Buller's 223 casualties are mentioned as having occurred before Tuesday noon. Large lists are consequently expected for the rest of the day. The casualties already reported bring the total British losses during the war to 10,244 killed, wounded, and captured.

The disposition here is rather to minimize the importance of the fighting in Natal, and to suggest that this is only an incident, anyway, placing hope upon expected decisive engagements in Northern Cape Colony and on the invasion of the Free State by General Roberts. At all events, this is the official view.

The public does not like these new waits, and there is sharp anxiety for further news.

In Cape Colony General MacDonald has had a skirmish with a thousand Boers at Koodesborgh. This was on Monday. The Boers have being taking the offensive against General French, near Rensburg, as well as against General Gatacre, in the Stormberg Hills.

BRITISH NAVAL DEFECTS.

Since the war has strained the resources of the military system, Englishmen have been troubled by the possibility that sea-fighting might show naval defects, which would weaken the first line of defence, in which the country has placed such complete trust.

This apprehension has suddenly found expression. During the last two or three days, in half the newspapers in England, the government's attention has been specially directed to the muzzle-loading guns. Even public men have been painfully surprised to learn that sixteen battleships and eight armored cruisers depend upon muzzle-loading guns. This means that smaller but faster ships with modern guns would be able to stay 1,000 or 2,000 yards out of range and to disable, in leisurely fashion, about one-third of the vessels which appear in the naval list as "first-class."

The admiralty is understood to be preparing to remedy this defect, and to propose, also, considerable additions that will preserve the present ratio of Great Britain's naval strength to that of France and Germany.

COST OF WAR $150,000,000.

A supplementary army estimate March 31st, was laid, pro forma, before the House

(CONCLUDED ON SIXTH PAGE.)

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