

SPENT A NIGHT UNDER WATER.

Starting Test Made of Submarine Boat.

FULTON SUBMERGED FIFTEEN HOURS

Air Frosh at End of Trial Off Greenport—No Inconvenience Nor Trace of Storm Overhead Felt—To Come to Washington.

GREENPORT, N. Y., Nov. 24.—The Holland submarine torpedo boat Fulton came to the surface this morning at 10:30, after fifteen hours under water. All on board were well, and as fresh as if they had been sealed up in the boat only a few minutes instead of half a day.

SENT TO THE BOTTOM.

A heavy iron hatch was closed over them, and after it was securely fastened the Fulton sank slowly, steadily, and evenly out of sight.

THIS MORNING PROMPTLY AT 10:30

the huge craft ran to the surface so suddenly as to almost startle the many people who had assembled on the shore to witness the finish of the test.

Then he shouted ashore that all were well. It was evident that his report was true, for there was no haste on the part of those inside to open the cover of the tower.

He saluted the watchers, who had been ashore all night, and looked around in a very surprised way and remarked that if he had known the weather was so very bad above water he would have remained under a white cover.

He turned out on the deck and assisted the second man out, Admiral Lowe. The sea was breezy but about the good and long a long gangplank was thrust out to her for the men to come ashore on.

Admiral Lowe said: "Well, I have had a fine night's rest and feel just as well as if I had been ashore in usual surroundings.

"We might as well get about the good deal longer. Really, I don't know how long, for little of the air in storage was used. I must have slept about ten hours out of the fifteen we were under.

"The boat is all right." Captain Cable took the test in the most matter-of-fact manner possible, and after a word with his friends went up to his home to bid his wife good morning.

Did Not Feel the Storm. The Fulton settled evenly to the bottom and rested there without motion till she was lifted this morning. There was no motion to indicate the severe storm passing overhead.

MANILA STEAMER LOST. The Alcega Reported to Have Gone Down With All Hands.

MANILA, Nov. 24.—A report has been received here to the effect that the steamer Alcega, employed in service between Philippine ports, has been lost, with all hands.

Either a Fool or a Knave. Earl of Durham's Criticism of Sir Henry Campbell-Bannerman.

LONDON, Nov. 24.—The Earl of Durham, speaking at Durham last night in reference to the ill-feeling toward Great Britain in Germany on account of Colonial Secretary Chamberlain's remarks in his Edinburgh speech, said that the British people could not fail to resent the attacks, because they had no foundation and showed a want of appreciation of his character and a great misapprehension as to his behavior.

Duke Struck a Milestone. D'Abuzzi Came to Grief in a Motor Race.

ROME, Nov. 24.—The Duke of Abruze took part in a motor race with Count Cellatelli near Turin today.

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HURT IN HEAD-ON CRASH.

Fatalities Miraculously Avoided in a D. L. and W. Wreck.

MORRISTOWN, N. J., Nov. 24.—A head-on collision between passenger trains No. 5 and No. 736 occurred about one and a half miles north of Morristown on the Delaware, Lackawanna and Western Railway at 3:05 o'clock this afternoon.

The fireman of No. 736 hurt his leg in jumping, but not enough to lay him up. Clinton and Skillman were taken to All Souls' Hospital, Morristown, where both, it was said, would recover.

Attitude on the Platt Amendment Declared to Be Wrong—Would Be First and Last President if Elected—Senor Palma a Hero.

HAVANA, Nov. 24.—A meeting was held at the Tacon Theatre tonight to discuss the candidacy of Tomas Estrada Palma for the presidency.

Gen. Maximo Gomez, who presided, said in his opening speech that Senor Palma was the best man for the office of President, especially in difficult times.

Senor Palma, he said, was a man of undoubted patriotism and ability. General Gomez added that Cubans would have to learn the art of self-government, which was difficult and could not be mastered in twenty-four hours.

Senor Garcia, a negro, attacked the manifesto recently issued by Maso, another candidate for the presidency.

Senor Garcia said that the negroes were especially to divide the Cubans according to race, whereas they were all Cubans, irrespective of color.

Boer Preacher at President's Church. Pleads for Burghers' Cause.

Rev. Mr. Van Broekhuysen Demands Christian Intervention in the Name of Humanity—Mr. Roosevelt Not Present.

In President Roosevelt's church last evening a congregation listened to a sermon by the Rev. Mr. Van Broekhuysen, a Boer preacher, who pleaded for the burghers' wives and children, and a plea for the intervention of Christianity from the lips of a Boer clergyman.

The Rev. Herman Van Broekhuysen, of Pretoria, who delivered the last prayer in the Volkstrand on October 19, 1899, when the ultimatum was sent to the English at Cape Town, spoke eloquently concerning the South African war.

"God help you to raise your voices against the tyranny of the murderer of our women and children. We don't want you to go to war. Heaven forbid that you should. But remain neutral. Keep your horses and mules at home."

"Well, I have had a fine night's rest and feel just as well as if I had been ashore in usual surroundings. The air on board appeared to be about the good as when we went on board last evening—much purer than you will find in any New York City room."

"We might as well get about the good deal longer. Really, I don't know how long, for little of the air in storage was used. I must have slept about ten hours out of the fifteen we were under."

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CUBANS RALLY AROUND PALMA.

Gomez Praises Him at Big Havana Meeting.

MASO'S CANDIDACY A MENACE

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FERRY PASSENGERS IN PERIL.

Rolling of Boat Causes Boiler Connections to Give Way.

NEW YORK, Nov. 24.—A score of passengers who tried to make the trip between Jersey City and West Twenty-third Street on the Erie ferryboat Chautauqua, when the storm was at its height, had an experience they will not soon forget.

It seemed to them as if the boat must sink, and besides that, before she had got half way to the New York side, they were confronted with the possibility of being scalded by steam from the boiler, which suddenly became deluged by the boat's rolling.

She drifted helplessly for a few minutes, her passengers huddling together as far away as they could get from the clouds of escaping steam. Finally the fire boat Zophar Mills came along and took them off.

The Chautauqua has been running across the North River for many years, but today's blow was the hardest she ever encountered.

When the Chautauqua left Jersey City at about 11 o'clock for the trip to Twenty-third Street, on board were only about twenty persons.

Everything seemed all right, however, until a fireman moving a little as a heavy wave struck the boat. The next moment there was a sound like an explosion and the steam rushed from a broken connection in the main pipe to the engine.

The break was where the pipe connected with the boiler, and the two firemen had to get up on deck in a hurry to escape being scalded. In a few minutes after the break occurred, there was no steam enough to run the engine. There was hardly enough, in fact, to blow several short, sharp blasts on the whistle to indicate that the boat was in distress.

Most of the passengers feared an explosion, and in a very few minutes, all had concluded that the best place to escape being scalded was the farthest point they could get to on the forward deck.

Captain Ray, of the Zophar Mills, heard the whistle and started to the rescue. When he reached the Chautauqua, he saw the boat listing and lashed alongside, and his firemen began doing a little to help.

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TO MAKE ATTACK ON COLON TODAY. TROOPS ARRIVE ON A GUNBOAT.

Government Forces to Land at Noon—French Forbid Disembarking in the Town—Marines to Go Ashore.

COLON, Nov. 24.—The Colombian gunboat General Pinzon, which arrived here with 600 men from Cartagena, the commander has notified the foreign consuls that he will land a force at noon tomorrow.

Captain McCrea, of the American gunboat Machias, has called to Washington for instructions.

The Machias is now alongside the pier and will land a strong force in the morning. The commanders of the British cruiser Tribune has also offered to land a force to assist the Americans if required.

Colonel Land in Town. The French cruiser Suceh will prevent the landing of the Colombian Government troops at Cristophe Col.

Personnel seeking protection have been notified to be at the pier at 5 tomorrow morning.

Nothing definite could be learned in this city last night regarding the message sent by the foreign consuls that they will land a force at noon tomorrow.

MISS STONE TO BE KILLED. Brigands Now Threaten to Execute Her on January 1.

LONDON, Nov. 24.—A dispatch to the "Daily Telegraph" from Sofia, dated Saturday, says that up to that time Mr. Dickinson, the American Consul General at Constantinople and special diplomatic representative to Bulgaria in the matter of the abduction of Miss Ella Stone, has refused to sign the ultimatum.

ADMIRAL PORTUGAL'S QUEEN. Minister Luom's Calls Her Most Beneficial of Royal Women.

NEW YORK, Nov. 24.—Francis B. Luom, former Consul to Venezuela, and Minister to Portugal, talked the other day in this city of his new queen.

PROTEST AGAINST BIG NAVY. Petition Circulated in Boston Attacking the Proposed Appropriation.

BOSTON, Nov. 24.—A petition is being circulated among members of the Twentieth Century Club, to be forwarded to Washington, protesting against the proposed naval appropriation of \$160,000,000.

THE RETURN OF THE PRESIDENT. Sybil Arrives at the Navy Yard Yesterday Afternoon.

The people of the United States are now in full knowledge of the exact location of President Roosevelt. For two days past information regarding his whereabouts was confined almost to the fact that he was aboard the Presidential yacht Sybil, somewhere down the Potomac, and that he was taking a well-earned rest after completing his message to Congress.

The Sybil steamed up the channel at the navy yard about 4:30 o'clock yesterday afternoon. Five minutes later the President disembarked, with Mrs. Roosevelt and Dr. and Mrs. Rixey. William J. Loeb, assistant secretary to the President, was there to meet them.

The President and the President-elect entered a carriage from the White House, and Dr. and Mrs. Rixey seated themselves in another. No salutes were fired, and the guard did not turn out, owing to the fact that the President had notified the commandant of the yard, Admiral Terry, that he desired no such formality.

The President, who has been most desirous of having his movements generally unknown, was apparently a little surprised to see quite a crowd standing beneath the Sally port as his carriage drove out from the navy yard. He went at once to the White House.

Although the weather during the entire stay down the Potomac was anything but pleasant, the President and the other members of the party as well seemed to have been greatly benefited by the brief vacation.

Secretary Cortelyou will return from Canton, where he went on Friday, this morning. The details of the President's trip to Philadelphia on Saturday next to witness the football game between the Military and Naval Academies have not yet been perfected.

DAMAGE IN THE PATH OF STORM.

Gale and Tide Cause Havoc Around New York.

YACHTS WRECKED ALONG THE SOUND

Shipping Suffers From Unusually High Water—Ocean Liners Ran Into Furious Weather—City Island and Feels Force of Blow.

NEW YORK, Nov. 24.—A phenomenal tide which slightly reduced the dimensions of Manhattan Island and made other and much smaller islands in this neighborhood so diminutive that they were not discoverable except by spy glass, caused more damage to property and local shipping than any tidal overflow in the memory of local boatmen.

A Strong, Steady Blow. The gale was not remarkable except for uniformity of force. Its maximum extent was fifty-eight miles an hour.

In the open sea, according to the observation of commanders of ocean liners that arrived today, the blow varied between fifty-five and seventy miles.

The blast was permeated with rain that gave it battering-ram weight and it smashed and slam-banged signs, swinging and stationary, and knocked many plate glass windows to smithereens.

Wires were torn down, and for a time Starbuck was shut off from communication with Manhattan, and the city island wires were put out of commission.

Only 58 of an inch of rain fell, so that there was no contribution to the inundation. It was chiefly tide and cyclone.

All big ships at their piers looked at high tide, at 8 o'clock this morning, as if they were going to sail across Manhattan Island. Their hurricane decks towered above the tops of the pier sheds, and their funnels seemed as lofty as the sky-piercing architecture down town.

Five Feet Above Normal. The tide was more than five feet above normal high water. Parts of several piers were wrecked by the waves.

The gale has been frequently eclipsed in maximum force, but it blew so persistently for many hours at a fifty-mile rate that it not only swept in shore a colossal tide, but lashed the surf into thunderous foam.

Four liners, the Canardier Campana, the Holland-America twin-screw Yuzon, the Freemantle, the Champanne, and the Consuelo, of the Wilson Line, which arrived today, ran into the worst of the tumult off Nantuxet last night.

On Long Island Sound. NEW ROCHELLE, N. Y., Nov. 24.—A northeast gale, blowing at the rate of seventy-five miles an hour, raged over Long Island Sound last Saturday night and this morning and caused more than \$150,000 damage along the northern coast.

At City Island, New Rochelle, Larchmont, Orient, Point-aux-Les, and Premium Point the shore was strewn with wreckage, and old residents say it was the worst storm seen in forty years.

It is feared that when all the reports are in they will show that a number of lives have been lost, as several yachts have not been accounted for.

The big country estates on Davenport's Neck, Premium Point and Orient Point were badly damaged by great cumbers, which ruined high retaining walls, and flooded the Italian gardens, while the cellars of many country houses near the sound were flooded.

At City Island the storm was so bad that yaws and catboats were torn from their moorings and blown away into the bay. The damage to yachts and hotels at City Island alone is estimated to be \$100,000.

Fine Racing Yacht Wrecked. The Peggy, a 40-foot yawl, which cost more than \$5,000, and owned by P. S. Hastings, a son-in-law of E. C. Benedict, former Governor of New York, was wrecked at Hudson Point, at New Rochelle.

She had been brought from Greenwich to Echo Bay last week, where she had been anchored preparatory to being shipped on the way to Long Island Sound.

The Peggy had never been beaten in the forty-foot class, and was considered the fastest forty-footer on the sound.

The storm centre seemed to have been at City Island, the shore front of which is a mass of wreckage. The wind blew there at the rate of eighty miles an hour, carrying away buildings and driving yachts and all manner of craft on the shore.

At Robinson's yard a steamboat owned by Thomas Burns, of the department of highways, was torn from the ways by the fierce gale and piled on the beach, where she was hopelessly wrecked.

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LEFT HOME TO SEEK DEATH?

Col. Anderson, Well-Known Lawyer, Missing.

THREATENED SUICIDE IN A NOTE.

Announced His Intention to Seek Relief From Pain in the Waters of the Potomac—No Clue to His Whereabouts—Police Searching.

This search order was issued from Police Headquarters yesterday afternoon. "Look out for Col. Alexander D. Anderson, aged fifty-eight, six feet tall, dark mustache, walks erect; wears when last seen dark blue suit, black derby hat. Left his residence, 209 T Street northwest, yesterday morning at 5 o'clock. Notify family if found."

Note Announcing His Intention. Colonel Anderson left a note at his home to the effect that he had determined to seek much-needed rest and relief from pain, incident to long-continued illness, in the waters of the Potomac.

Such is the record at Police Headquarters of the reported disappearance of Colonel Anderson, lawyer, ex-commissioner to the World's Fair, raconteur and public man. No one can say whether or not his body lies at the bottom of the river. All is conjecture. It is known only that he left his home before daylight yesterday morning, having slept little, if any, the previous night.

The note left behind tells its own story. Besides this, a member of the family said last night that Colonel Anderson had once before referred to the matter of possible suicide. This was Saturday, when he is reported to have said: "If I do not soon obtain relief, I must end it all."

A Sufferer From Stomach Trouble. It is known that Colonel Anderson has suffered severely from stomach trouble for more than a year. He has not been actively engaged in business for a longer time, because of his ailment. Formerly he had offices at 120 New York Avenue northwest, and before that, some three or four years ago, he had held many positions of trust under the Government service.

On discovery yesterday of the note which the missing man had penned, anxiety quickly gave way to alarm. It was 8 o'clock in the morning when Mrs. Anderson found the missive written by her husband. Other members of the family were called together. The note was shown them. Gloom then spread over the household. Nothing was certain, except that father and husband had disappeared.

The Police Investigating. As time passed no end of enquiry was started, and about noon the police were notified. The description of Colonel Anderson was sent out to all the stations in the city. At nightfall no word had come and a son of the missing man visited the city. For two years he attended the Ann Arbor (Mich.) School of Law, from which he was graduated high up in his class. In the fall of 1898 he went to St. Louis, Mo., as assistant United States district attorney. He was closely associated at that time with General Noble, then District Attorney, who afterward became Secretary of the Interior under the Harrison Administration.

Colonel Anderson was one of the Spanish-American Commissioners at the Cotton Centennial, held at New Orleans, La., in the winter of 1888. He wrote several books while in the Far South, among them being "The Silver Country of the Great Southwest" and "Mexico from a Material Standpoint." He also is the author of "The Mississippi River and Its Tributaries."

He was among those who planned the Chicago Exposition of 1883. His choice for this great World's Fair, however, was the National Capital. He fought for Washington as proper place for the Exposition, and was a member of the Washington Board of Trade. This was in 1888-1889.

At 2:30 o'clock this morning nothing further had been learned concerning Colonel Anderson.

RODE IN CARLOAD OF SILVER. Tramps Were Convinced of the Wealth of Their Surroundings.

AUSTIN, Tex., Nov. 24.—Juan Garcia and Emmanuel Altermeyer, Mexican tramps who were beating their way to San Antonio, yesterday were arrested by Federal authorities of this district on the charge of breaking into a loaded freight car.

The car which these two tramps entered forcibly to get a free ride on the Southern Pacific road was loaded with silver bullion to the amount of \$125,000, which was being shipped to the Guggenheim refinery at Perth Amboy, N. J., from the smelter at Monterey, Mex.

The tramps were unaware of the character of the valuable cargo on which they rode until they had almost completed their journey and were taken into custody by officers. None of the bullion was stolen.

TO FIGHT FOR SHIP SUBSIDY. Senator Hanna Coming Here to Re-new His Campaign.

CLEVELAND, Ohio, Nov. 24.—Senator Hanna will leave next Wednesday for Washington to remain until Congress adjourns.

Senator Hanna is confident that the ship subsidy bill is not dead, and he will do all in his power to secure its passage in an amended form.

Flynn's Business College, 8th and K. Business, Shortland, Typewriting—\$25 a year.

Laths, Best Kind, 100, Only \$2.75 per 1,000. F. Libbey & Co., 6th and N. Y. ave.

Flooring, \$1.25 per 100 square feet, tongue and grooved, at 6th and N. Y. ave.

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Weather Strips, 12 ft., 12 cts. each, felt or rubber edge. 6th and New York ave.

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Improved Service West. B. & O. R. R. Under recent change of schedule, train leaving Washington at 6:30 p. m. (daily) arrives in Chicago in time to connect with "Great Lakes" train of Western Union, leaving Chicago at 10:00 p. m. "California Limited," giving quick service to all Pacific Coast and intermediate points.

Doors \$1.00 each; White Pine 1 1/2 inches thick—ready painted. Libbey & Co.

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