

SPENT A NIGHT UNDER WATER.

Starting Test Made of Submarine Boat.

FULTON SUBMERGED FIFTEEN HOURS

Air Frosh at End of Trial of 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.

The test took place at the company's tuning-up plant at New Suffolk, while the vessel and rainwater that had visited this section in twenty-three years was blowing. All preparations for the test were in order early last evening, and at 7:30 there passed down through her companionway, forward of the turret, Rear Admiral John Lowe, retired, Lieut. Arthur MacArthur, commander of the torpedo boat Winslow, which lies in the Holland Company's basin, and who will be in command of the submarine boat under which he is here for tuning up. Capt. Frank T. Cable, navigator of the Holland Company; John Wilson, machinist; John Saunders, engineer; and Henry Morrell, electrician.

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. Before going down the men had eaten a hearty dinner, and had with them their luncheon and breakfast.

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. The conning tower was not opened for several minutes after the Fulton came to the surface, so one of the workmen was swung out to her by the derrick and peered in through the heavy glass windows.

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. When it did open finally Captain Cable's head was thrust up to view.

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 liner.

He "turned out" on the deck and assisted the second man out, Admiral Lowe. The sea was breezy but about the good and 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. The air on board appeared to me 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 have stayed down a great 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. Mrs. Cable stood on the shore last evening when the boat went down, and when questioned said she had no fear about the welfare of her husband. Captain Cable said:

"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. The men were divided into four-hour watches for the night, and they amused themselves by playing euchre, reading and smoking cigars and papers, and smoking cigars."

"Not a valve or any of the machinery was touched during the test. The Fulton goes to Washington this week, by the outside route."

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.

By a marvelous streak of fortune no one was fatally injured, although James Clinton, of Morris Plains, was badly cut and bruised. Engineer Skillman, of the Buffalo train, was caught in the wreck and was badly cut about the head.

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

No. 5 is the New York and Buffalo express, westbound, and was going at the rate of sixty miles an hour when it rounded the Pochontas curve, about half a mile north of Eugene Higgins' estate. At the same time the engine Engineer Skillman saw No. 736 coming toward him at top speed.

The engines of both trains threw the reverse lever at the same time and hit, but Skillman could not get out.

The engines came together with a crash. The tender of engine 736 was jammed through the baggage car and into the smoker, where Clinton was caught between two seats.

The fireman of No. 5 also telescoped the baggage car of its train, but no one on that train was injured except the engineer.

The collision was caused by Engineer Hill, of No. 736, misunderstanding his orders.

CUBANS RALLY AROUND PALMA.

Gomez Praises Him at Big Havana Meeting.

MASO'S CANDIDACY A MENACE

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. The meeting was a great success, over 5,000 people being in attendance.

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.

Maso's Manifesto Attacked.

Senor Garcia, a negro, attacked the manifesto recently issued by Maso, another candidate for the presidency. He said that Maso's reference to the negroes tended especially to divide the Cubans according to race, whereas they were all Cubans, irrespective of color.

The negroes, he said, did not need any special call to assist in the establishment of the Cuban government. He (Garcia) had examined the position of the negro in the various Latin American Republics, where, he said, no distinction between the races existed from a political aspect, the negroes being free to do what they pleased. The question of color was left out entirely.

The speaker said the manifesto issued by General Maso was a mass of words which did not convey any meaning. It had four defects. It tended to divide the Cubans into factions for and against the Platt amendment.

A Wrong Attitude.

This, Senor Garcia said, was wrong, as the Platt amendment had been accepted by the free and unfettered vote of the delegates to the Constitutional Convention. It was not forced on the people at all, and, therefore, the Cubans were bound to accept it. Besides, the speaker declared, if a government were elected which would be hostile to the Platt amendment, it would not be able to conduct affairs of state. American bayonets would soon dissolve it.

Senor Palma, Garcia said, was a grand hero, the equal of Marti, before whom all America bowed. General Maso had also called the Spaniards autonomists. He (the speaker) said they were traitors. They cooperated with General Shafter and the Cuban allies against the Spaniards. The new republic could not be constituted of such miserable wretches, who had not had anything to do with the new government.

Senor Palma said that General Maso's manifesto had many defects. He made overtures to all parties. Among those supporting him were avowed enemies of the Cubans, who were supporting him in the Government, in order to make a failure of it.

The Spaniards were not needed in the reconstruction of affairs. It was none of their business. He wound up by declaring that Senor Palma was the best and only man for the Presidency.

Danger to the Republic.

Senor Capote, the President of the Constitutional Convention, said the supporters of Maso were a motley gang, among whom there were extremists of all sorts, opponents of the Platt amendment, and others who were in favor of the Platt scheme before it became a law. Everyone knew if T. Estrada Palma was elected he would be President, whereas if Maso were elected, nobody would know who was the Chief Executive.

Senor Capote declared, would be an ideal President, and would certainly be elected. He had the support of all the organized parties in the country.

"God knows," Senor Capote said, "I have suffered enough with the Platt amendment, but perhaps the Americans would have been so cruel if it had not been for those who are supporting Maso with the treacherous intent of smashing up the new Government. Only a few extreme Radicals, Autonomists, and hypocrites are left who are supporting Maso, who, if by any chance he should be elected, would be the first and last President of Cuba."

General Palma said it would be a difficult matter to have the Platt amendment revoked by the process of evolution, an act had been suggested by General Maso in his program, because the Platt amendment for its enforcement was permanent. Maso's program was an impossible one with which negroes, Spaniards, and revolutionaries were in the habit of doing. It was hoped that Americans would come. All the speakers attacked the programme of General Maso.

Another Palma Meeting.

At another meeting at Genoa's negro speaker declared in favor of Senor Palma. He said that even if Senor Palma could not be elected, the people would elect a radical legislature in both branches.

Besides, annexation of Cuba to the United States could not be obtained unless the people themselves asked for it, and a third part of the population were negroes. "Who," the speaker said, "were not disposed to expose themselves to be roasted like bacon fat in the way the Yankees treat the negroes in the United States."

MAY HAVE TWO GUARDSHIPS.

France Desires Second Vessel at Entrance to Dardanelles.

CONSTANTINOPLE, Nov. 24.—M. Constantine, the French Ambassador to the Porte, who left here when the "double" (French and Turkish) broke out, arrived on Saturday afternoon.

The members of the Diplomatic Corps will discuss with France the question of having a second warship at the entrance to the Dardanelles, after the resumption of diplomatic relations between that country and Turkey.

It is believed here that France will insist on having two guardships, the same as Russia and Great Britain.

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 not 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 boat, Captain Ray had his own boat lashed alongside, and his firemen began doing a "little" to help.

The twenty passengers were lifted on board the fireboat, and the women were allowed to warm themselves in the engine room.

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 a local boatman.

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 6 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 itself 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 Canard Campania, the Holland-America twin-screw Yuzon, the Freeman of the Champanne, and the Consul, 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-Cailles, 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 the State of New York, was wrecked at New Rochelle. She had been brought from Greenwich to Echo Bay last week, where she had been anchored preparatory to her departure for the waters of 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.

This morning when the residents awoke they found the highways leading to the place covered with from two to four feet of water. What was left of the old City Island bridge, which is being reconstructed, was blown away from its piers.

The water also filled the horse car stables and washed away the tracks, so that the novel scene was witnessed of people going to church in rowboats.

Carried Off the Ways.

At Robinson's yard a steamboat owned by Thomas Burns, of the department of highways, was torn from the ways by the force of the gale and piled on the beach, where she was hopelessly wrecked. Another large bark, the name of which cannot be learned, is reported to have been blown ashore at Hart's Island.

Communication with the island has been cut off by the gale, and it cannot be learned whether or not any lives were lost.

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.

"Portugal," said he, "is a nice, quiet, conservative sort of a country, and Lisbon is an ideal city, as a restful place of residence. They have a fine little navy over there. I was surprised at the extent and completeness of their fleet."

"I have not seen much of the army, excepting some cavalry regiments. The cavalry is a splendid arm of service. The men are fine physical specimens and the horses finely bred, spirited steeds."

"King Carlos is an attractive, cultured young man, very cordial and warm in his greeting to Americans, especially."

Queen Amalie is a very handsome woman. She is said to be the handsomest woman in the world.

"The principal experts to that country at present from the United States are petroleum and hardware novelties."

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 "break" trains of Western Union, "Overland Limited" and "California Limited," giving quick service to all Pacific Coast and intermediate points.

Flooring, \$1.25 per 100 square feet, tongue and grooved, at 8th and N. Y. ave.

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 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 post as his carriage drove out from the navy yard. He went at once to the White House.

Although the weather during the entire stay of 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.

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, 309 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 128 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 5 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 resided at the Ann Arbor (Mich.) School of Law, from which he was graduated high up in his class. In the fall of 1895 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 1884. 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 fair. Colonel Anderson was for a time Secretary of the Washington Board of Trade. This was in 1885-1886.

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

A Sketch of His Career.

Colonel Anderson was born at Mansfield, Conn., fifty-eight years ago. He graduated from Yale University early in his life. For two years he resided at the Ann Arbor (Mich.) School of Law, from which he was graduated high up in his class. In the fall of 1895 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.

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WILKINSON'S CHANCE GUEST ASPHYXIATED.

FOUND DEAD WITH GAS COOK OPEN

A Bed for the Night Offered to a Total Stranger—Man Identified Later as Thomas E. Peddicord, of Gaitersburg.

In a strange bed, the guest of a chance acquaintance, to whom even his name was at the time unknown, Thomas E. Peddicord was accidentally asphyxiated yesterday morning. As the result of a friendship struck up in a theatre, the night before, between himself and W. C. Wilkinson, Peddicord occupied a room in Wilkinson's home at 311 New Jersey Avenue southeast. In the morning the whittor lodger was found dead in the room, with one gas cook turned full on. Death is ascribed by the coroner to the accidental labelling of gas while asleep.

Identified by His Effects.

There was much mystery for a time as to who, and what, Peddicord was. But among his effects was found a check showing that Mary E. Peddicord had recently deposited in the First National Bank of Gaitersburg, Md., \$24. A lady's gold hunting case watch, with the initials, "M. P.," engraved on it, was also found, and in one of his pockets, was a Baltimore and Ohio excursion ticket to Gaitersburg.

Using these as a clue, enquiry over the long distance telephone developed the fact that a carpenter named Thomas E. Peddicord formerly lived at Gaitersburg. A description given to people there, apparently answered perfectly that of the dead man. He said to have a wife living in that town.

The manner of Peddicord's death is not extraordinary, but the circumstances leading up to it are of an unusual kind.

Struck Up an Acquaintance.

Saturday night W. C. Wilkinson, a prosperous man employed as a freeman in the electrical department of the House of Representatives, and who lives at 211 New Jersey Avenue southeast, attended, with his wife and his brother-in-law, Joseph Samons, and his wife, the performance at Chase's Grand Opera House. There he met Peddicord. He had never seen or heard of him before, but the two struck up an acquaintance.

After the show they took several drinks and returned to Wilkinson's home. While, and was about to leave when Wilkinson told him the night was a bad one, and that he would be glad to furnish him with a bed.

Found Dead in Bed.

Peddicord was very much under the influence of the drink he had taken, and was shown to a room. Mr. Wilkinson lighted the gas and then bid his guest good night.

Upon opening the door she found him lying on the bed stark dead. It is supposed Peddicord blew out the gas and got into bed.

Death Due to Accident.

The coroner was notified and the remains were sent to the morgue. He pronounced Peddicord's death due to accident.

Peddicord was about thirty-seven years of age. He was nearly or quite six feet tall, weighed about two hundred pounds, and was a splendid type of physical manhood.

Petition Circulated in Boston Airing 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 petition says:

"To the President, the Secretary of the Navy, and the Members of Congress: We regret to learn that the estimates for the navy for the coming fiscal year aggregate nearly \$160,000,000. This is about five times the amount expended only ten years ago. The new estimates amount to an average cost of over \$4 for every family in the country. Half this sum, applied to education, would support 7,000 manual training schools at nearly \$10,000 apiece throughout the United States."

"We believe that it is a needless extravagance. We hold that the maintenance of a vast machinery of war is not only a serious burden upon the people, but a positive menace to the peace of the world. We urge all who believe in justice, good will, and humanity as the great safeguards of the interests of the nation, to exert their influence to maintain this high standard."

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

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.

Cannot Land in Town.

The French cruiser Souchet will prevent the landing of the Colombian Government troops at Cristophe Col.

Persons seeking protection have been notified to reach 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 would land a force at noon tomorrow. It was rumored earlier in the day that the captain had forbidden the landing of the troops in this city.

It is presumed that the force on board the Pinzon will be put ashore some distance from the city. An attack on the city, siding in the preservation of order, by the Government troops, has been daily expected, but the re-enforcements, it seems, have for some unknown reason been delayed.

MISS STONE TO BE KILLED.

Brigands Now Threaten to Execute Her on January 1.

LONDON, Nov. 24.—A despatch 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 he had sent to the brigands offering to pay \$15,000 for the release of Miss Stone. Mr. Dickinson has returned to Constantinople.

Representatives of Miss Stone are holding out for the full amount of the ransom originally claimed, and say that if the money is not paid by January 1, 1902, they will certainly kill her.

ANOTHER GOVERNMENT ROUT.

General Diaz Reported Victorious in a Battle at Bejaco.

NEW ORLEANS, Nov. 24.—Passengers arriving from Bejaco del Torp and Colon, leaving before the capture of the town, report a victory on November 14, at Bejaco, the point of retreat of General Dominguez Diaz, after the smallpox broke out in his camp at Chiriqui. Diaz is said to have defeated the Government forces.

A large expedition of sympathizers with the revolution had reached the isthmus from Nicaragua, the filibusters landing at Agua Dulce. It is said to number 2,000 men.

Gen. Benjamin Herrera, in command of the revolutionists at Buenaventura, has been asked to take command of the isthmus, so as to end the quarrel between the Diaz and Herrera factions, and agreed to do so when Buenaventura was captured.

As this has been accomplished he is expected to take a general command of the isthmus army.

Ocean Steamship Movements.

NEW YORK, Nov. 24.—Arrived: Campania, Liverpool; Ryndam, Rotterdam; La Champaigne, Havre; Connado, Hull.

Norfolk & Washington Steamboat Co. Delightful trips daily at 6:30 p. m. from New York to Old Point Comfort, Norfolk, Virginia Beach, and Newport News. See ad. page 7.

Dressed Common Boards, \$1.25 per 100 ft., by Frank Libbey & Co.

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 Boer preacher, who pleaded a struggle for liberty, a recital of the sufferings of the burghers' wives and children, and a plea for the intervention of Christianity from the lips of a Boer clergyman. The President was not there to hear. He never attends service on Sunday evenings, although he seldom fails to occupy his pew in the morning.

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.

The inquiry of Murderer.

"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." So spoke the Boer clergyman, his words given the more earnestness by the fact that he had just told of the imprisonment of his mother and sister by the English. He recited what he said were personal evidences of the shooting of women and children by the British.

The talker declared that the Dutch Reformed congregation in Pretoria, who spoke briefly on his history, telling how he had been pastor of the Dutch Reformed congregation in Pretoria, been captured and then banished.

The visitor began his discourse and delved into the history of the period immediately preceding the war in opening, and recited the incidents and causes of the struggle.

"Ceil Rhodes, in the council at Cape Town, declared that the two black spots on the map of South Africa—the Transvaal and Orange Free State—should be turned red," said the Rev. Van Broekhuysen. "They are red now with the blood of English soldiers."

Greed for Gold Cause of War.

"It was greed for gold that caused the war. Joseph Chamberlain and his cohorts see nothing but gold. The eyes of the English were fixed on the nuggets they saw glittering on the peaks around Johannesburg, and for which they had their pain outstretched. And the English say that it is for civilization that the war is being fought. Do you call that civilization?"

In the name of humanity I appeal to you to stop the shedding of human blood. The principles of future warfare are being made in South Africa now. It is the life of my people which is being away today. It will be the life of your people tomorrow. And when the practices are employed by any nation the excuse will be, 'The great civilized nation, England, did it. Way should not we?'

"The war in South Africa is in the hands of God and we feel we will win. We have been fighting for two years. We never had more than 50,000 men. The English had 212,000. God has helped us always."

Prior to his address the Rev. Dr. Van Broekhuysen offered a prayer in which he made a plea that Christianity would intervene to end the injurious struggle now raging on the veldt between Boer and Briton. At the conclusion of the discourse a collection amounting to \$28.50 was taken. It will be made over to the Boer cause.

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.

The Alcega was bound from Olongapo, Subig Bay, to this city. She had about 300 passengers on board.

Among the passengers were many discharged American soldiers.

EITHER A POOL 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 their character and a great misapprehension as to their behavior.

Secretary Chamberlain, Lord Durham said, might better have left his words unsaid, but he told the truth.

Lord Durham, referring to Sir Henry Campbell-Bannerman's speech, in which he accused the British troops of barbarous and loathsome behavior, said that if Sir Henry believed that, he was a fool; if he only said it for party purposes, he was a knave.

DUKE STRUCK A MILESTONE.

D'Abuzzi Came to Grief in a Motor Race.

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

After the duke had gone about fifty miles he collided with a milestone. The machine was damaged, but the duke escaped without injury.

No. 1 Va. Flooring \$111 \$2 per 100 sq. ft., by Frank Libbey & Co.

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

Tramps Were Convicted of the

Tramps Were Convicted 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.