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PRINCE HENRY AND THE QUAKERS

American Tour Finished at Philadelphia in the Space of Five Hours.

FORMALLY WELCOMED BY MAYOR ASHBRIDGE

The Royal Guest Takes a Hasty View of the Cradle of Liberty and Other Lights of the City of Brotherly Love and Then Repairs to the Cramp Ship Yards Where Much of the Time Is Consumed—Inspecting the Battleships and Cruisers—Veterans of the Franco-Prussian War Are Permitted to Shake the Hand of the Prince—A Luncheon at Union League.

By Exclusive Wire from The Associated Press.

Philadelphia, March 10.—Prince Henry of Prussia finished his American tour in this city today and for the brief space of five hours was the guest of this municipality. His reception was most cordial and his welcome heartfelt. From the moment when the special train bearing the imperial visitor steamed into the Pennsylvania railroad station the popular demonstration was hearty and spontaneous. The programme covering the flying visit of Prince Henry was carried out as planned, in a manner befitting the dignity of the royal visitor.

Prince Henry arrived in this city at 10:20 o'clock, the special train having made the run from New York in exactly two hours. Broad street station contained probably the largest crowd in its history and the first appearance of the prince as he alighted from the private car "Columbia" was the signal for an ovation, which was continuous as long as the distinguished guest remained in sight of the multitudes gathering to extend a popular welcome.

The prince was met at the station by the citizens' reception committee headed by Mayor Ashbridge. After shaking hands with the mayor the prince was introduced to the other members of the committee. Then, with Mayor Ashbridge on his left and Chief Wilkie of the secret service attending him on the right he walked through the roped off passageway to the street, where carriages were in waiting. Admiral Evans, the prince's suite, and the reception committee following. The First and Second troops, Philadelphia city calvary, in command of Captain John C. Groome, acted as official escort, and two battalions of mounted policemen headed and brought up the rear of the procession.

The city hall is located directly opposite Broad street station, and the building was circled in order to give the prince a better opportunity of viewing the architectural beauties of the huge structure.

Five minutes after his arrival Prince Henry stood in the mayor's reception room, which had been simply and tastefully decorated with flowers and the American and German colors. Mayor Ashbridge extended the freedom of the city to the royal visitor and presented to the prince a handsome album containing his address of welcome beautifully engrossed.

Henry Responds.

Prince Henry made a brief response. He said:

"This is but another of the many acts of kindness that have been extended to me in this country. I assure you that I deeply appreciate it. I thank you for the freedom of the city, which you have given me, and for this handsome souvenir, which I shall preserve. Again I thank you."

He then shook hands with the mayor. From the city hall, the prince was escorted to Independence hall. Owing to lack of time, the stop at the "Cradle of Liberty" was very short. The prince alighted from his carriage and, accompanied by the mayor and Admiral Evans, hurriedly passed through the historic old building. The party then proceeded to Cramps shipyard.

Previous to Prince Henry's departure from the city hall he was presented with an engrossed address of welcome by a committee representing the Central League of the Pennsylvania State League of Veterans and Soldiers of the German Army.

The streets through which the prince passed from the municipal building to Independence hall were thronged with cheering people and the right hand of the royal guest was kept constantly in motion, acknowledging the welcoming ovations. On the wide plaza in front of the historic old structure stands a statue of George Washington. A roar of applause greeted the action of his royal highness, when he, alighting gracefully, uncovered before the statue.

Accompanied by Admiral Evans and Mayor Ashbridge, the prince entered the building and proceeded to the assembly room. He was informed that it was in this room the Declaration of Independence was signed, and he displayed much interest in the Colonial and Revolutionary relics exhibited in the adjoining room. The prince was presented with an illustrated album containing a history of Independence hall. In the corridor of the building, ten veterans of the Franco-Prussian war stood ready to greet the prince. He shook hands with each and made inquiry of them as to their regiments and the battles in which they had participated. While these incidents were in progress, 350 picked singers from the various German singing societies stood on the plaza and rendered Beethoven's "Die Ehre Gottes," accompanied by instrumental music. Prince Henry remained in Independence hall about seven minutes and from there proceeded to the plant of William Cramp & Sons' ship and engine building company.

At Cramp's Shipyard.

The four-mile drive from Independence hall to Cramp's shipyard in the northeastern section of the city, was one continuous ovation for the prince and his party. The sidewalks along the entire route were filled with a holiday crowd and all windows of factories and residences were lined with spectators. The shipyard was reached at 11.25 o'clock. Prince Henry and party was received by Charles H. Cramp, the head of the company, who introduced the royal visitor to the directors of the company.

Prince Henry was thoroughly at home in the yard, and instead of taking only the forty-five minutes allowed by the programme to inspect the plant he consumed an hour and forty minutes in going through the place. In taking his leave of Mr. Cramp, who escorted him through the yard, the prince said:

"I could stay here all night."

The prince was first taken into the department where marine engines are built and from there he was escorted to the battleship Maine, which was launched last summer. He did not go aboard, but gave her a critical inspection from the dock. Mr. Cramp then took the prince to the Russian battleship Retvizan, which will leave for Russia as soon as the ice in northern Europe breaks up. The great sea fighter looked pretty, all painted in white with her sides lined with hundreds of Russian sailors. Prince Henry and his suite was received at the gangway by Captain E. M. Stehensnovitch, the commander of the Retvizon, and his staff, who were in full uniform. After the cordial greeting was over, the sailors, who were still standing at attention, gave the prince a Russian cheer wishing him health and a profitable journey, to which he replied in Russian:

"Good morning, fellows."

This pleased the Russian officers and men immensely. Captain Stehensnovitch then took his royal guest in hand and, accompanied by the prince's two aides, made a thorough inspection of the ship. Every part of the magnificent vessel was looked over, and at the conclusion of the tour, the prince congratulated the captain on his good fortune in being the commander of such a fine fighting machine and said he felt sure should would prove a credit to the czar's navy. The prince was particularly pleased with the metal furniture, with which the Retvizan is equipped, and made notes of this new departure. Before the prince left the ship, he inspected the sailors on the quarter deck. As the German admiral walked down the gangway, the entire ship's company, led by Baron Fersen, naval attache of the Russian embassy at Washington, gave three cheers for "Prince Henry of Prussia."

Inspecting the Cruisers.

The prince by this time was growing enthusiastic over what he was seeing. He made a rapid inspection of the big armored cruisers Colorado and Pennsylvania, which are still on the stocks; the Kroonland and Finland, the largest merchant vessels ever built in this country, and the Turkish cruiser, which has not yet been given a name. The prince did not know that the sultan had ordered a cruiser in this country, and he showed surprise when Mr. Cramp pointed out the keel of the new Turkish vessel.

Having seen all the ships in the yard, his royal highness was then shown through the various departments in which the material for vessels is made, and of all these, the machine shop interested him most. Here he saw many tools in use that are of purely American invention, and asked many questions about them. He paid particular attention to the electric and pneumatic devices and was particularly interested in a machine known as the multiple flange drill, which drills all the holes in a flange at one dime. He made a minute examination of this, and remarked that the Americans are certainly ahead of all other nations in respect to pneumatic tools.

Before taking his departure, the prince expressed himself to Mr. Cramp as highly pleased with all he had seen and adued that his rapid tour of the yard was very instructive. It was 1.05 when the royal visitor left the shipyard and, driving rapidly between two solid masses of people, the party reached the Union League at 1.30 p. m.

On his drive to and from the Cramps' Prince Henry talked entertainingly with Mayor Ashbridge regarding his tour through the country. He told the mayor that he had had an exceedingly pleasant and instructive trip. He said he felt a little fatigued at times but he soon recovered from this. The prince said to the mayor that he regretted very much that he did not have an opportunity to inspect the industries of the United States which he knew to be very great. The mayor said that during the entire eight mile drive through the city the prince courteously saluted in response to the cheers of the populace, and his royal highness said that he wished it were proper to salute with the left hand, as his right arm was so tired that it pained him every time he raised it.

Luncheon at Union League.

At the Union league Prince Henry was the honored guest at a private luncheon attended by one hundred prominent citizens. The banquet room was beautifully decorated. The center of the table represented a lake in which rested an electrical and floral miniature of the emperor's yacht Meteor. The chief feature of the floral decorations was a new pink carnation named Prince Henry. On the wall directly facing Prince Henry as he sat at the table was a life size oil painting of Emperor William, tastefully draped with the German colors. The guests at the luncheon were presented individually to Prince Henry, and later the members of the Union league, who had gathered to honor the prince, were presented collectively.

After the luncheon his royal highness was driven to the Pennsylvania railroad station where he bourded his train at 3.20 o'clock. As the train moved out of the train shed at 3.35 o'clock the prince, in acknowledgement of the popular ovation stood on the platform of the rear car and repeatedly saluted the cheering throng.

On the Deutschland.

New York, March 10.—Prince Henry and his party arrived from Philadelphia at 5:25 p. m. and were taken by tug to Hoboken, whence they were escorted to the steamship Deutschland on which the prince is to sail for Europe tomorrow. On the steamship the prince gave a dinner to those who had been his hosts while in New York. There were no speeches, the prince simply toasting the kaiser and President Roosevelt, and Assistant Secretary of State Hill toasted the prince. Forty-six guests were present.

About 9 o'clock the party again boarded the tug for New York, and were driven to the Irving Place theatre. It was midnight when the royal party left the theatre and was escorted to the Deutschland for the night.

PRINCE ADMIRED THE PENNSYLVANIA

He Compliments Officials Upon the Splendid Train Service Given His Ten Days' Tour.

By Exclusive Wire from The Associated Press.

Philadelphia, March 10.—The return of Prince Henry to New York this afternoon by special train ends the connection of the Pennsylvania railroad with this notable tour.

When the tour was planned the passenger department of the Pennsylvania railroad was commissioned to take entire charge of the transportation of the distinguished party. It was the desire of the assistant secretary of state that all the arrangements should be perfectly made and the experience and resourcefulness of the Pennsylvania management naturally suggested the selection of that line.

A bare outline of the tour was furnished by the reception committee to the railroad officials and every detail of the railroad schedule, including the stops at the various cities, was worked out in advance and submitted for approval. The choice of the crew, comprising some thirty people, was made by the railroad officials, and the commissary supplies for the entire trip of ten days was not only provided in advance, but menu cards for each meal, were prepared and printed before the start. Besides the prince and his suite of seventeen officers, and the five delegates of the president, there were four private secureties, six representatives of the American and foreign press and three photographers. In addition each officer had a valet. Quarters and sustenance were provided for these as well as for the train crew and occasional visitors, who joined the train as it passed over the various lines. It was like stocking a yacht for a long cruise but even in the restricted storage capacity of a train there was never a failure of anything to eat or drink that was promised on the bill of fare.

The time schedule was maintained to the letter. Barring one unavoidable detention, which was soon overcome by the elasticity of the schedule, there was not an incident to mar the absolute carrying out of the time table in every detail, and this in spite of the results of the flood and storm unprecedented in the records of eastern railroading. Every point was reached on time, and the departure was marked by similar promptness. The special train arrived at Weehawken on its return on the exact minute of the schedule.

His royal highness took frequent occasion to express his entire satisfaction not only with the perfect manner in which his comfort had been provided for, but also at the excellent manner in which every movement of his train had been conducted.

One of the prince's party in speaking of the tour said:

"Such a movement is a magnificent demonstration of the resources and splendid ability of American railroad management, and the Pennsylvania people are entitled to merited congratulation on the very important part which they so successfully played in it."

GOVERNOR ENTERTAINS THE SUPERIOR COURT.

All of the Memers Present Save Justices Mitchell and Smith.

By Exclusive Wire from The Associated Press.

Harrisburg, March 10.—Governor Stone entertained the Superior court at dinner this evening at the executive mansion. There were present beside the judges of the court, the officials of the local court and members of the governor's cabinet.

The spring term of the Superior court opened today in the Supreme court room with all of the justices present with the exception of Justice Peter P. Smith and Justice John I. Mitchell, who are ill at their homes. No decisions will be handed down by the court before Friday.

Brief Strike at Philadelphia.

By Exclusive Wire from the Associated Press.

Philadelphia, March 10.—Four hundred men, women and girls employed in the cartridge department of the Frankford government arsenal struck today against the piece-work system. After having been out four hours they returned to work having been promised that prices would be adjusted within three days so that they will be able to earn as much money as under the day work system. The strikers have engaged a lawyer who has been instructed to go to Washington and protest against the piece-work system.

Steamship Arrivals.

By Exclusive Wire from The Associated Press.

New York, March 10.—Arrived: Statendam, Rotterdam; Karlsruhe, Bremen; Aller, Genoa, Naples and Gibraltar. Cleared: Deutschland, Hamburg via Plymouth and Cherbourg. Gibraltar—Arrived: Lahn, New York for Naples and Genoa. Sailed: Hohenzollern (from Genoa and Naples), New York. Lizard—Passed: Rotterdam, New York for Rotterdam.

RESIGNATION OF MR. LONG

The Secretary of the Navy Is to Leave the Cabinet on the First of May.

WILL BE SUCCEEDED BY MR. MOODY

Secretary Long Will Return to the Practice of Law as Member of the Firm of Hemingway & Long—Senator Lodge's Candidate Successful Over the Aspirant from Illinois. Rural Free Delivery Bill Is Passed in the House.

By Exclusive Wire from The Associated Press.

Washington, March 10.—The third change in the cabinet of President Roosevelt occurred today, when Secretary Long submitted his resignation, in a graceful letter, it being accepted in one equally felicitous by the president. The change was made complete by the selection of Representative William Henry Moody, of the Sixth congressional district of Massachusetts, as Mr. Long's successor in the navy department. The resignation will take effect May 1.

This change has been expected for a long time. Mr. Long had intended to retire at the beginning of the late President McKinley's second term, but he consented to remain until certain lines of policy in which he was involved were more satisfactorily arranged. Then when President Roosevelt succeeded, though anxious to return to private life—for Secretary Long will never again enter public life—a strong feeling of loyalty towards Mr. Roosevelt induced the secretary to defer his retirement until it was convenient for the president to make a change. Recently Mr. Long has been in Massachusetts, making arrangements with his old legal connections to re-enter the practice of law, and he has had his house at Hingham put in order for his occupation. When Mr. Long entered the cabinet originally he was an active member of the firm of Hemingway & Long, a well known legal firm of Boston. He always has maintained a silent connection with the concern, and will again become an active partner.

Mr. Moody's selection for the post of secretary of the navy was the outcome of an interesting contest. There were no less than a half dozen aspirants, but the struggle finally narrowed down to the two representatives in congress—Mr. Foss, of Illinois, chairman of the naval committee of the house, who had the energetic support of his Western colleagues, and Mr. Moody, for whom Senator Lodge made the winning fight. It was for a time in doubt whether Mr. Moody would not be placed in some important foreign mission, rather than in the navy department, but he preferred to stay at home.

Rural Free Delivery.

The bill to classify the rural free delivery service and place the carriers under the contract system, which has been debated in the house for over a week, was passed today, but in a form that completely changed the purpose for which it was framed. Before it was passed the bill was altered radically by its opponents. All the provisions relating to the placing of carriers under the contract system were stricken out and the salary system not only was continued, but the maximum salary of carriers was increased from $500 to $600 per annum. A motion offered by Mr. Williams (Dem., Ill.) to re-commit the bill with instructions to report back an amendment providing for the dismissal from the service of carriers who should use their influence in favor of any particular candidate was voted down—96 to 141.

As passed, the bill classifies the rural free delivery service and fixes the compensation of employes as follows:

Special agents in charge of divisions, not exceeding $2,400 per annum; special agents, four classes, graded from $1,300 to $1,600; route inspectors, four classes, from $900 to $1,200; clerks, four classes, from $900 to $1,200. The compensation of carriers is not to exceed $600. Tomorrow the postoffice appropriation bill will be considered.

MR. VEST TALKS ON THE SUBSIDY BILL.

The Missouri Senator Addresses the Senate for Two Hours in Opposition.

By Exclusive Wire from The Associated Press.

Washington, March 10.—For nearly two hours today Mr. Vest, of Missouri, addressed the senate in opposition to the pending ship subsidy bill. No member of the body has been accorded more flatteringly close attention than he received. Despite his evident feebleness, he spoke with force and fire and at times became brilliantly eloquent. He carefully analyzed the pending measure and particularly attacked the present laws, which, he declared, were relics of barbarism and responsible for the decline in our merchant marine.

He compared the bill in its details with the postal subsidy act of 1891, showing that in the pending bill it was proposed to increase the subsidy because it was claimed by the majority that the present postal subsidies were not sufficient to achieve the results hoped for from the pending bill.

The Missouri senator declared that 73 per cent. of the subsidy which would be received by ships on the Atlantic would go to the International Navigation company—the American line. The pending bill, he said, would take money out of the treasury of the United States without giving anything of value in return for it. The vessels would get the subsidies whether they carried a single postal card or not. The people's money ought not to be paid out to individuals or corporations upon any such hypothesis as that suggested in the present bill. He said that Mr. Frye and Mr. Hanna had presented roseate pictures of the additional commerce which the United States would acquire through the operations of the proposed bill, claiming that trade would follow the mails. As a matter of fact, he asserted, the mails followed the trade; that had been proved by the history of the world.

He declared that the pending bill, provided for a "pure, naked and unadulterated subsidy," and said it was defended on the ground that with the subsidy the American merchant marine could compete with the subsidized ships of European maritime powers. He denied "emphatically and distinctly" that such would be the result of the bill's operation. England, he asserted, had 53 per cent. of the oceanic carrying trade of the world, and he denied that England paid subsidies to her vessels. He declared that Great Britain paid the steamship lines for carrying the mails, the sums paid being dependnet upon the number of pounds of mail carried.

Most of England's ocean commerce was carried by her tramp steamers and not a penny of subsidy was paid to any of them. The only real subsidy which Great Britain paid, Mr. Vest said, was $300,000 a year paid to the owners of certain vessels which could be called into use as auxiliary cruisers in time of war, if they were deemed necessary.

Mr. Vest further along urged that if the "shipping trusts" were to be subsidized there was no reason why the farming industry and the mining industry, too, should not be subsidized.

Mr. Tillman, of South Carolina, followed Mr. Vest with a brief speech in opposition to the bill. He denounced the policy of giving subsidies to anybody, particularly to individuals and corporations engaged in the formation of shipping trusts.

RAILROAD AT PUBLIC SALE.

The Wilkes-Barre and Western Railroad Sold to W. Jay Turner.

By Exclusive Wire from The Associated Press.

Philadelphia, March 10.—The Wilkes-Barre and Western railroad was sold at public sale here today to W. Jay Turner, of this city, chairman of the bond holders protective committee for $75,000. The road was sold under foreclosure proceedings brought by the Central Trust company, of New York, trustee of $620,000 first mortgage bonds, interest on which has been in default since 1895.

The road was built fifteen years ago and extends thirty miles from Watsontown to Orangeville, Pa. It has a capital stock of $620,000, on which no dividends were ever paid. Several consolidations with other roads have taken place.

In February, 1893, it was consolidated with several other lines, under the name of the Central Pennsylvania and Western. The line connects with the Philadelphia and Erie at Watsontown by ferry with the Reading, and with the Bloomsburg and Sullivan.

THE CONGRESSIONAL CAMPAIGN COMMITTEE.

Hon. Wm. Connell, of Lackawanna, the Pennsylvania Member.

By Exclusive Wire from The Associated Press.

Washington, March 10.—A joint caucus of senate and house Republicans was held tonight for the selection of members of the Republican congressional committee to conduct the coming congressional campaign. The meeting was brief and was confined to the nominating of members from the several states.

Representative Connell was selected as the Pennsylvania member of the committee and Representative Sherman as the New York member.

POWDER MILL EXPLODES.

Two Men Killed at the E. I. Dupont De Nemours & Co.'s Plant.

By Exclusive Wire from The Associated Press.

Keokuk, Ia., March 10.—The E. I. Dupont De Nemours and company's powder plant five miles west of this city was badly damaged by an explosion today. Two men were killed outright, a third will die and three others are seriously injured.

The dead: Frank Schneider, Egbert Erickson. Of the injured Lewis Leake will die.

Admiral Schley at Philadelphia.

By Exclusive Wire from The Associated Press.

Philadelphia, March 10.—Rear Admiral W. S. Schley, accompanied by his wife, arrived here this afternoon from Washington, and tonight he was tendered a reception by the Penn club. A large number of prominent citizens attended the reception. Prior to this the admiral accompanied Mrs. Schley to a local theater where he remained for a short time. During his stay in this city Admiral and Mrs. Schley are the guests of Colonel A. K. McClure.

Wisker Indicted for Manslaughter.

By Exclusive Wire from The Associated Press.

New York, March 10.—John M. Wisker, the New York Central railroad engineer, who was indicted for manslaughter in causing the death of seventeen persons in a collision in the Park avenue tunnel, pleaded not guilty today in the court of geeral sessions. Counsel for Wisker filed an application for authority to inspect the minutes of the grand jury. Decision on this matter was reserved.

Colombian War News.

By Exclusive Wire from The Associated Press.

Washington, March 10.—The United States minister to Colombia reports to the state department under date of March 4 that during the preceding week the government troops had steadily advanced, occupied important positions near Bogota which had been vacated by the revolutionary forces who are understood to be in a desperate situation and seeking an opportunity to escape.

Postmaster Roberts Exonerated.

By Exclusive Wire from the Associated Press.

Washington, March 10.—The civil service commission has adopted a report exonerating Postmaster Roberts of Brooklyn, from any willful violations of the civil service law as charged by the National Civil Service Reform league. The report was made by Commissioner Foulke, who investigated the charges.

An Audience with the Pope.

By Exclusive Wire from The Associated Press.

Rome, March 10.—The pope today received in audience Monsignor Sbaretti, the apostolic delegate to the Philippines.

Pensions Granted.

By Exclusive Wire from The Associated Press.

Washington, March 10.—Pensions granted: Sophia Schaule (widow), of Wilkes-Barre, $8; Walter D. Baker, of Carbondale, $6.

GENERAL METHUEN NOW A PRISONER

FIVE CHILDREN ARE BURNED TO DEATH.

Terrible Tragedy at Shinhopple—Burial to Be Made at Binghamton.

By Exclusive Wire from The Associated Press.

Binghamton, March 10.—"Dig one large grave, children all dead."

So reads a telegram received today by his sister in this city from Thomas Scanlon, whose five children were burned to death at Shinhopple, Delaware county, last night. They were: Mary, aged 13; Thomas, aged 13; Nellie, aged 8; Dennie, aged 4, and Michael, aged 2.

The bodies will be brought here in one large coffin for burial tomorrow. No details of the accident can be secured tonight. Shinhopple is a small settlement near Hancock, comprised only of a few houses and the Finch-Ross Chemical company's works, where Scanlon was employed. The family removed from this city five months ago. It is presumed the home was burned at night while Scanlon was away and that all the occupants except Mrs. Scanlon perished.

BIG STRIKE AT BOSTON.

Eight Thousand Freight Handlers Attempt to Tie Up the Boston and Albany Railroad.

By Exclusive Wire from The Associated Press.

Boston, Mass., March 10.—After nearly six weeks of skirmishing, the dreaded labor war between the organized teamsters, freight and express handlers of Boston and the two great railroad corporations, the New York, New Haven and Hartford and the New York Central and Hudson River, the latter locally known as the Boston and Albany, broke out today.

Tonight the outlook is that unless powerful agencies are speedily invoked to compel peace, the struggle will have a far reaching effect. The strike, which is a sympathetic one, already involves 8,000 men in and about Boston.

Stopping work because of the discharge of union men who refused to handle non-union moved freight, the various organizations now on strike made every effort today to extend their sphere of influence to affiliated bodies, while the corporations energetically tried to fill the strikers' places and to receive and distribute goods offered them. Both met with some measure of success.

Tomorrow the local employes of the great express companies, the Adams and the New York and Boston, two companies which handle practically all of the fast freight in Southern New England, will refuse to work, while several smaller bodies of organized labor, such as the brewery teamsters and the piano movers, as well as freight handlers in East Boston, will be idle.

On the other hand, the New York, New Haven and Hartford railroad, after succeeding today in moving considerable freight by Italian labor, will augment the force tomorrow, and the Boston and Albany expects to have a large number of men at work in its freight sheds.

The action of the express men in joining the freight handlers, will quickly affect the fast freight business with nearby business centers.

Providence, R. I., March 10.—Intense interest is taken in the strike of freight handlers and teamsters in Boston, as this city is one of the leading distributing centers in New England. Several freight handlers, in the sheds of the New York, New Haven and Hartford railroad here were ordered to Boston today, but as they preferred to give up their places rather than obey, the company did not press the point. The union employes in the freight houses here say they will stop work at a moment's notice if a request to that effect comes from Boston. The Providence freight handlers claim to have grievances of their own, one of which is the complaint that the rate of wages is lower than that paid in Boston. Tonight it was stated that a notice to strike might be received from the union officials within twenty-four hours.

OHIO MINERS' CONVENTION.

By Exclusive Wire from the Associated Press.

Massillon, O., March 10.—The convention of the Massillon district miners today adopted a resolution accepting the invitation of the Massillon Trades and Labor assembly to affiliate with that organization. It is understood that the only changes to be demanded in the present scale are $3 instead of $2.75 for room turning, increases in the drivers and cagers' wages, and the adoption of three feet and a half as the low coal standard.

Mine Inspector's Report.

By Exclusive Wire from The Associated Press.

Shamokin, March 10.—The report of Edward Brennan, mine inspector of the Seventh district for the past year, was forwarded to the state authorities at Harrisburg today. The report shows 7,052,826 tons of coal mined, being an increase of 982,127 over the previous year. There were 62 fatal and 95 non-fatal accidents. The Reading company's collieries were operated the most days.

Killed by a Runaway Car.

By Exclusive Wire from the Associated Press.

Wilkes-Barre, March 10.—George Rice, aged 17, Lloyd Briggs, aged 19, and Charles Briggs, aged 17, employed as foot tenders at the West End colliery at Mocanaqua, were struck by a runaway car on a trestling today. Rice was killed and the Briggs' so badly injured that it is believed they will die.

WEATHER FORECAST.

Washington, March 10.—Forecast for Tuesday and Wednesday: Eastern Pennsylvania, partly cloudy Tuesday, warmer in northeast portion; Wednesday cloudy, probably rain; fresh east to southeast winds.

The British Suffer Overwhelming Defeat in the Orange River Colony.

FOUR GUNS AND ALL BAGGAGE CAPTURED

Three Officers and Thirty-eight Men Killed Out of a Force of 1,200. Successful Attack by De LaRey Before Daybreak on March 7—The English Rear Guard Broke and Caused Panic—Majority of Prisoners Were Released—The Brilliant Career of the Captured Officer.

By Exclusive Wire from The Associated Press.

London, March 10.—General Lord Methuen and four guns were captured by Boers under De LaRey, after a severe fight, before dawn on March 7, between Wynburg and Lichtenburg, Orange River Colony. The British force numbered 1,200 men. The Boers captured all the British baggage. General Methuen is retained as a prisoner. He was wounded in the thigh in the course of the engagement.

Three British officers and thirty-eight men were killed. Five British officers and seventy-two men were wounded. One British officer and 200 men are missing. The text of Lord Kitchener's dispatch announcing the disaster is as follows:

Pretoria, Saturday, March 8.—I greatly regret to have to send you bad news of Methuen. He was moving with 900 mounted men, under Major Paris, and 300 infantry, four guns and a pompom, from Wynburg to Lichtenburg, and was to meet Grenfell, with 1,300 mounted men, at Rooiraine's Fontein today. Yesterday morning early he was attacked by De la Rey's force between Tweebosch and Palmietkuil. The Boers charged on three sides.

Five hundred and fifty men have come in at Maribogs and Kraalpan. They were pursued by the Boers four miles from the scene of the action. They report that Methuen and Paris, with the guns, baggage, etc., were captured by the Boers. Methuen, when last seen, was a prisoner. I have no details of the casualties, and suggest delaying publication till I can send definite news. I think this sudden revival of activity on the part of De la Rey is to draw off the troops pressing De Wet.

Lord Kitchener's dispatches were read in the house of lords and house of commons today by Lord Roberts, the commander in chief, and Mr. Brodrick, the war secretary, respectively. They both paid tributes to General Methuen, the former expressing his appreciation of Methuen's success throughout the war, saying that his task of forcing the Boer position at Magersfontein was an almost impossible one.

Second Dispatch.

In a second dispatch, dated Sunday, March 9, Lord Kitchener says:

Paris came in at Kraalpan with the remainder of the men. He reports that the column was moving in two parties. One, with ox wagons, left Tweebosch at 3 a. m. The other, with the mule wagons, started an hour later. Just before dawn the Boers attacked. Before reinforcements could reach them the rear guard broke. In the meantime a large number of Boers galloped upon both flanks. These at first were checked by the flank parties, but the panic and stampede of the mules had begun, and all the mule wagons, with a terrible mixture of mounted men, rushed past the ox wagons. All efforts to check them were unavailing. Major Paris collected forty men and occupied a position a mile in front of the ox wagons, which were then halted. After a gallant but useless defense the enemy rushed into the ox wagons and Methuen was wounded in the thigh. Paris, being surrounded, surrendered at 10 a. m. Methuen is still in the Boer camp. The killed include Lieutenants G. R. Vending and T. W. P. Nesham of the Royal artillery, who were both killed while serving their guns with case-shot.

As Lord Kitchener announced in his first despatch that Major Paris had surrendered and later said that he had reached Kraalpan with the remainder of the men, it would seem that the Boers subsequently released the major and his companions.

The force under General De Larey was almost entirely dressed in British uniforms. This made it impossible for the infantry to distinguish between their own men and the enemy when the mounted troops were driven in on them.

The enemy numbered 1,500 men. They had one fifteen-pounder and a pom-pom.

De Larey, Colliers, Kemp, Verraso, Tromp and other commandants were present.

General Methuen was seen by an agent of the intellegence department. He was being well cared for in his own wagon. He has a fractured thigh, but is reported to be doing well.

Methuen's Career.

Paul Sanford Methuen, third Baron Methuen, is descended from John Methuen, lord chancellor of Ireland. He was born September 1, 1845, and succeeded his father on the latter's death in 1891. He was educated at Eton, became a lieutenant in the Scots Guards in 1864, was on special service on the Gold Coast in 1873, served in the Ashanti war, 1874; was assistant military secretary to the commander in chief in Ireland in 1877, military attache at Berlin, 1877-81; assistant adjutant general and assistant quartermaster general for the home district, 1881-82; served in Egyptian war, 1882; was commandant at headquarters in Egypt, 1883; fought at Kassassin and Tel-el-Kebir; commanded Methuen's Horse and a field force in Bechuanaland, 1884-85; was a deputy adjutant general in South Africa, 1886; was promoted major general, 1890; was in command of the home district, 1892-97, and has commanded the First division of the First army corps as lieutenant general since 1899. He has been frequently decorated and mentioned in dispatches for bravery. He was the British commander who led the army sent to the relief of the besieged town of Kimberley in November, 1899.