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HOUSTON, TEXAS, MONDAY, JULY 14, 1902.

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FRIARS' LAND MATTER.
President and Secretary of War Conferred About It Yesterday.
Oyster Bay, N. Y., July 13.—President Roosevelt and Secretary Root were busily engaged today in the consideration of important subjects.
One of the important questions discussed was that relating to Governor Taft's negotiations with the vatican respecting the Philippine friars. Both Mr. Roosevelt and the secretary of war deem it unwise that the friars should remain in the archipelago with the prestige they now possess. The attitude the friars assume is regarded not only as a menace to the peace of the islands, but also as an obstruction to their government and to the civilization of their inhabitants.
No statement of the conclusion reached by the president and Secretary Root could be obtained at Sagamore hill, but unofficially it is understood that a note is being drafted in response to that transmitted by the pope through Governor Taft to the administration. As Governor Taft started the negotiations it is likely the reply of this government will be sent to the vatican authorities through him. Ample assurance is given that the United States will take strong ground in support of its contention that the friars must be eliminated from the Philippines equator. It is substantially stated that no official statement of any phase of the situation will be made until the negotiations with the vatican have been concluded and that then the announcement will be made from Washington.

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PLENTY OF AIR NOW.
It is generally regarded as certain that the full extent of the disaster is now known. State inspectors say tonight that the workings are now free of gas and the almost perfect ventilating apparatus is pushing currents of pure air into the uttermost recesses of the subterranean workings. There has not been a single place outside of the old abandoned chambers that have not undergone the scrutiny of experts who say everything is in as good condition as could be asked or demanded.
At 9:30 a. m. State Mine Inspector Josiah T. Evans of Johnstown, Joseph Williams of Altoona, C. B. Ross of Greensburg and I. G. Roday of Valontown, left Chief Roderick and the mine officers at the mine office and entered the mine. They went all through the Klondike, making air tests and noting the conditions controlling ventilation. They found many openings which retarded the proper course of air currents and noted them. The inspection lasted for hours. After finishing the Klondike section, the experts went through all the other sections which have never manifested dangerous symptoms.
There they found matters in ordinary shape, and at 4:30 p. m. the men left the mine to report at the hotel to Chief Roderick. Their talk went over what the men knew of the cause before and since the explosion, the effects of the explosion and all pertaining to the prospects of future immunity from a similar catastrophe. The men paid particular note to the foregoing, if possible, of the cause of the explosion and whether the blame rests on any one now living, upon whom heavy punishment could slight.
INSPECTORS NOT TALKING.
Of course the inspectors would say nothing as to their discoveries. They will remain mute to the public on the subject until called upon to testify at the inquest.

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THE AMNESTIED FILIPINOS—"HEAVENS, LET US GET BACK TO PRISON."
—Rocky Mountain News.

WILL RESUME WORK
Cambria Mine Owners Were Given Formal Permission.

ONE WORKING IS CLOSED.
Operations in Klondike May Not Begin for Several Days.

TWO MORE DEATHS OCCURRED.
Total Fatalities Now Amount to One Hundred and Fourteen.

THE DAY WAS DEVOTED TO FUNERALS.
Services Were Held in All the Churches and Many Bodies Were Laid to Rest. Affecting Scenes.

Johnstown, Pa., July 13.—After a consultation this evening with the four State mine inspectors summoned here to make a thorough inspection of the rolling mill mine of the Cambria Steel company, James J. Roderick, chief of the State bureau of mining inspection, dictated a notice to General Manager C. S. Price of the Cambria company granting formal permission to resume operations in all sections of the mine except the Klondike in the morning. The Klondike workings will be closed for several days until perfect security is assured through the practicing of openings and repairs necessitated by the explosion.
Two more deaths of rescued victims have occurred since last night. Early this morning John Sebr and Yasante Sibolla died at the Cambria general hospital. These men were among the six living last brought out of the mine Friday afternoon, of whom four others have died.
These deaths raise the total fatalities to 114, although the company records have it one less. Much confusion has attended the compilation of the record.
Mine Superintendent G. F. Robinson this evening said: "I would not like to assert that there are no more bodies in the mine, but I don't think there are. There may be a few."

the date of which Coroner Miller will fix tomorrow night.
"I decline to say what my conclusions are since I have talked with the ones who were in today," said Mr. Roderick, "but I will say I consider the rolling mill mine a well conducted institution."
Most interest centered today in the funeral obsequies which were scattered throughout the city. The black cloud of mourning was heaviest over Cambria City, where the foreign population dwells. Scenes of Saturday in this section were repeated, but with sterner force. It was a grim fate day in which the number of participants was augmented by throngs of mourners brought in. The outsiders came from towns within a radius of fifty miles or more. These visitors spread themselves out in squads and took in the various points of interest associated with the tragedy. The tramway leading up the main pit mouth was paid a visit. Hundreds gathered there at a time in a vain hope of seeing newly discovered bodies brought forth to gratify their curiosity.
All the churches of Johnstown paid more or less attention in their morning services to the disaster. Collections were taken in many for the benefit of the bereft families of the poorer victims. Special masses were said in the Catholic churches.
The afternoon was devoted to funerals. Incessantly processions moved out and along Chestnut street toward the Catholic cemeteries near Morrellville.

HOW ONE HERO DIED.
The funeral of Michael Sabot, one of the conspicuous self-sacrificing heroes of the disaster, took place from St. Mary's German Catholic church. The large edifice was packed with friends and those who did not know the little dead fellow, but who had heard the noble story of the achievement which brought him glory, but at the expense of his life. Sabot was about 17 years of age. He was a trap boy and knew the mine like a book. He was out at the mouth of one of the headings when the explosion came. He found himself unhurt and immediately rushed to the rescue of the falling men beyond him. He dragged three into a working that the afterdamp had not reached and to his help they owe their lives today. Back he plunged into the mine, heading after more bodies. Fatigue overcame him and he toppled over and died. When found his hands were still clutching the clothing of one man in a manner which showed conclusively the boy was in the act of dragging him out to safety when he overcame.

Michael's coffin was draped in pink and a profusion of handsome flowers were strewn on top. As the cortege moved away from the church there was not a dry eye in the crowd which stood about the men with bared heads. Down on Fourth street, where St. Stephen's Catholic church (Slovak) stands, the street was blocked for squares by thousands of spectators, carriages and mourners. The funerals there commenced at 2 o'clock. Five coffins at one time were distributed in front of the altar. At 3 o'clock the people commenced to leave for the cemetery. As the throngs commenced to evacuate the church the bell broke forth into wild ringing.

Around the corner at St. Mary's Greek Catholic church there were being held services for the dead simultaneously with those at St. Stephen's. Further down the street the Christians were having their funerals. In all the foreign churches the congregations displayed emblems of their societies. Variegated colors were worn by the women, robbing the scene somewhat of its mournful character.

GRAVES IN TRENCHES.
All night Saturday workmen dug graves in the Morrellville cemetery. Early this morning they had enough completed to care for the day's arrivals and for those bodies which were taken to the cemetery entrance on Saturday and had to be stored in a barn until excavations could be made for them.
The burials were simplified by the digging of long trenches in place of separate graves. In one of these twenty-five coffins were lowered.
The interment of Labor Boss John H. Thomas, Sr., took place in the afternoon. Interment was made at Grandview cemetery, Westmont. All the graves in this cemetery were lined with white. All were decorated with a wreath of flowers.

Probabilities.
Washington, July 13.—Eastern Texas—Scattered showers and thunder storms Monday and Tuesday; light to fresh south-east winds on the coast.

STRIKE SETTLEMENT
Final Overtures Between Freight Handlers and Railroads.

WILL NEGOTIATE TODAY.
Strikers Have Agreed to Call on the Roads.

FINAL ACTION NOT EXPECTED.
Two Interested Lines Have Not Yet Made Concessions.

TEAMSTERS ARE ALL STANDING FIRM.
They Refuse to Do Any Work Until a Satisfactory Agreement is Arrived At.

Chicago, July 13.—Final overtures for the settlement of the strike of freight handlers and teamsters were made at meetings of the two unions tonight. At the instigation of the members of the Chicago board of arbitration, the freight handlers agreed to send committees to all the railroads tomorrow morning. This agreement was made after the board had announced to the union men that eight of the largest railroads entering Chicago had agreed to pay 17 1/2 cents an hour to truckers, to pay for overtime and to do away with the demand for a probationary period of service.
The general managers of two of the railroads said tonight they had agreed to no such proposition. They declared that when

the committee should visit the railroad offices tomorrow morning the officers will offer them the same terms which were rejected by the union men today. The statements of these managers destroyed the hope of a settlement of the strike tomorrow on the basis of the terms suggested by the others.
Even had the general managers not insisted upon maintaining their position, it is not probable that a settlement could be effected. The freight handlers agreed to make another effort to reach a settlement with the railroads only to please the teamsters, who previously had endorsed the attempt of the board of arbitration to settle the strike.

SETTLEMENT NOT LIKELY.
There is lack of evidence of their intention to make a serious effort to settle the controversy. President Curran of the Freight Handlers' union stated tonight that the committee tomorrow morning will insist on the payment of 18 cents an hour instead of 17 1/2 cents, which the railroads are reported to have offered.
He also stated that the freight handlers will make no more overtures and hereafter will reject all proposals which shall not stipulate for the payment of the wage scale as formulated by the union, and the recognition of the organization.

With the general managers and the unions both maintaining these respective positions, it is believed that there is slight chance for a settlement tomorrow and that when that opportunity shall have vanished it will be a fight to the finish.
Every teamsters' union in Chicago that has members handling freight voted today to refuse to take teams to the freight depots.

Longshoremen of Chicago who have been in only a partially organized condition were formed into a union today. They are out now in sympathy with the freight handlers, but tomorrow may inaugurate an independent strike of their own. If a higher scale of wages for loading and unloading the big lake boats shall be refused, the ice teamsters have also agreed not to ice refrigerator cars nor to visit the railroad yards. This is virtually a sympathetic strike and until the railroads shall

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