

A COURT OF INQUIRY

Investigation Into Cause of Maine Disaster Begun.

MANY ABSURD RUMORS AFLOAT

Wreck Will Be Raised—Burial of the Dead and Caring for the Wounded Expressions of Sympathy.

Washington, Feb. 19.—The government has settled back into a waiting attitude in respect to the terrible Maine disaster in Havana harbor. The great shock caused by the news has given way to a calmer and more judicial state of mind, and, realizing from the events of the day that the court of inquiry is the sole dependence in the search for the cause of the Maine's disaster, the naval officers are now resigned to await the results of that inquiry by a court opened to-day by the navy department. There was little news to add to the sum of information as to the disaster received during the forenoon. No telegrams came, and the only news gleaned was a denial of some absurd story or other that had crept into print or become current gossip. All the news of the day came in the late afternoon in the shape of Captain Sigbee's report of the authorization of the funeral of his dead sailors, and General Lee's graphic story of the terrible struggle for life in the dark hull of the Maine. The officials at the navy department devoted the day to the effort of correcting the list of living and dead, to answering frantic telegraphic appeals from relatives of men on the battleship, and last, but not least, in meeting with unwavering courtesy and patience the exacting demands upon their time by the press reporters.

The disposition of the survivors, Captain Dickens, acting chief of the navigation bureau, has arranged for as well as could be done from this distance. The wounded sailors in the Havana hospitals, on the Spanish flagships and elsewhere, when not in condition to be brought back to Key West, will be carefully looked after by Miss Clara Barton, who has been given carte blanche to buy anything and everything necessary, food and delicacies, and hire nurses and physicians. The wounded able to get across to Key West will be taken care of in the marine hospital there. The sound survivors will be quartered in the army barracks there. As for the Maine herself, notwithstanding discouraging reports from Lieutenant Howe as to her condition, the navy department will try to raise her. They say they are bound to remove the hull from the small harbor, in any case, and it may be as easy, or easier, to raise her as it would be to destroy the hull and machinery by the use of divers and dynamite. It is believed the work can be done by private wrecking corporations, and negotiations are already afoot for placing the contract, based on work by the day, at an estimated cost of \$200,000.

At the navy department specific denial was given of the report emanating from Madrid that a torpedo flotilla was about to leave Key West for Cuba. It was stated that only two torpedo boats, the Cushing and Ericsson, are at Key West, and these have not been ordered, and will not be ordered, according to the present plans, to Cuba. It was strongly asserted that no present purpose existed of sending another warship there. On the streets there was noticeably less excitement than yesterday, when the people were loth to believe that the loss of the Maine could be traced to other than Spanish sources. All the flags throughout the city, including those on the capitol and the department buildings, are flying at half-mast, and among the others is conspicuously that of "Cuba libre," which flies from the staff of the Hotel Raleigh, the headquarters of the Cuban junta.

Believes a Harvey Torpedo Did It.
Chicago, Feb. 19.—Emil Gathman, the inventor, believes the Maine was destroyed by a Harvey torpedo. He is conversant with Havana harbor, and from personal examination is familiar with the equipment of the Maine. Mr. Gathman served two years as a naval apprentice aboard the training-ship Portsmouth when Captain Sigbee was her commander. Three years ago he was a member of the engineering corps which conducted the second trial trip of the Maine.

The Insolence of Weyler.
Barcelona, Feb. 19.—Lieutenant-General Weyler, who arrived here today, expressed the opinion, in the course of an interview, that the disaster which had befallen the United States warship in Havana was due "to the insolence of her crew." He announced his intention to ask the government's permission to go to Havana and stand as a candidate for the chamber of deputies for the Havana district.

Divers and Wrecking Gear.
Key West, Feb. 19.—The coast survey steamer A. D. Bache arrived this afternoon from Dry Tortugas in command of Lieutenant Barnett. Early tomorrow morning she will leave for Havana, taking divers and such wrecking gear as is obtainable.

Major Myrick Not Surprised.
Savannah, Ga., Feb. 19.—Major John R. Myrick, of Fort Wardsworth, N. Y., here attending the Carter court-martial, said today that he was not surprised at the explosion on the Maine, as the Cincinnati came near suffering a similar fate in almost exactly the same spot in 1895, her coal igniting from spontaneous combustion and eating its way almost to the compartment for storing explosives.

RECOVERING THE DEAD.

Special Telegraphic Service Has Been Discontinued.

Washington, Feb. 23.—Today's developments in the Maine disaster of a negative character, greatly to the disappointment of a considerable number of persons, who were looking for some startling discovery by the divers working in the sunken hull.

What threatened to be another international incident growing out of certain alleged intonances by Lieutenant-Commander Sobral has been dismissed summarily as shown by the following statement given out at the department of state:

"The department of state learns from the Spanish charge d'affaires that Lieutenant-Commander Sobral, to whom unfavorable utterances respecting the discipline of the United States navy had been attributed in a newspaper interview, was relieved of his functions as naval attaché to the Spanish legation in the United States some time ago, his successor, Lieutenant-Commander Don Ramon Carranza y Reguera having been appointed on the 24th of January last in his capacity."

For very obvious reasons, Captain Sigbee at Havana is making the most strenuous efforts to hasten the recovery of the bodies, probably 100 in number, still imprisoned in the wreck of the Maine. It was a knowledge of the captain's desire that probably led Consul-General Lee to inform the navy department of the need of more divers. This had the desired effect, for the navy department took action to send more help.

Admiral Sicard telegraphed from Key West this afternoon that he had sent five divers to Captain Sigbee and asked if that was sufficient.

The acting chief of the navigation bureau, Captain Dickens, at once took the sensible course of directing the admiral to put himself in communication with Captain Sigbee and learn his needs at first hand. The business of the navy department is getting back to its normal condition, as is evidenced by the fact that an order has been issued to discontinue the special telegraphic service which was established with Key West, and hereafter the office at that place will close at 10 o'clock at night, as formerly.

Commander Forsythe, the commandant at Key West, has also asked permission of the department to stop his daily bulletins, and this has been granted, with an understanding that he will report any deaths that may occur among the sufferers in the hospital there. Today he reported that they were all getting along nicely.

The exchange of official condolences still continues. Today, Secretary Long sent a telegram as follows to Captain Eulate:

"Commanding Officer of the Spanish Cruiser Vizcaya, Tompkinsville, N. Y.—I have the honor to acknowledge the receipt of your telegram of condolence for the loss of the Maine and to thank you for the expression of sympathy."

A similar response was made to a cablegram from Vice-Admiral Spann, at Vienna, expressive of sympathy for the terrible disaster to the Maine.

The social courtesies which the government intended to extend to the officers of the Vizcaya have been abandoned on account of the Maine catastrophe.

As a result the stay of the Vizcaya at New York probably will be materially shortened, and she is likely to sail within the next three days.

The ship will probably proceed direct to Havana, not stopping at Charleston or other ports, as had been suggested during the earlier preparations. The Vizcaya will not coal at New York, according to the understanding here, nor will it be necessary for her to take coal before reaching Havana. This determination gives relief to the authorities, as the taking of coal in time of public excitement is attended with more or less risk, the coal affording an opportunity to extremists for the secretion of explosives, despite the utmost precaution that may be taken.

Numerous letters and telegrams have been received at the department from individuals desiring to join the navy, asking to be enlisted immediately. A telegram was received this morning from an organization in Detroit, offering the immediate services of 10,000 citizens of that city in case of war. Patriotic offers also have been received from other places.

Owing to the delicate situation, the board of inquiry, which is now in session, has decided to make nothing whatever public. It is not known what the testimony may develop or when, and it is only fair to the Spanish government not to tell the public the testimony until all has been received and the findings have been considered.

Utterly Indignant.
Dayton, O., Feb. 23.—Great indignation was shown toward the Spaniards today. The National Cash Register Company is holding a convention of agents from all over the world, and among other countries Spain is represented. In honor of the various nations, the different flags were displayed at the factory. Objection was made to the Spanish flag by the workmen and 12 Spanish flags displayed about the works were pulled down and torn into shreds. President John H. Patterson, of the company, ordered 24 Spanish flags put up to replace the ones torn down. This made the 3,000 workmen angry, and trouble is feared.

New York, Feb. 23.—A dispatch to the World from Havana says: The divers have made only three descents to the wreck of the battle-ship Maine. Captain Sigbee's state documents were rescued from a private drawer in his cabin. The keys to the magazines were found just above the hook over the head of the captain's bed, the usual place. They had been floated upward by the rising of the mattress. About 100 of the Maine's heroes are yet in the wreck.

QUESTION OF IDEMITY.

Frederick H. Conder Interviewed on the Maine Matter.

New York, Feb. 22.—The Herald tomorrow will say: Frederick H. Conder, formerly counsel for the United States before the Behring sea commission, and a well-known authority on international law, was interviewed regarding the matter of an indemnity, if it can be shown that the Spanish at Havana failed to take proper precautions to insure the safety of the Maine.

"Spain should pay indemnity for the loss of the Maine," Mr. Conder said, "provided the accident is found to be due to the negligence of Spanish officials. The vessel went to Havana on a friendly visit and was entitled to full protection. It was proper that extraordinary precautions should be taken to insure her safety. It was well known that there were individuals belonging to the Spanish nation who had ill feelings towards the United States. If any danger was known to exist in Havana harbor, it was to be expected that Spain should inform the captain of the Maine of the fact and see every means to prevent any accident to the vessel. If, on the other hand, a man with a basket of dynamite should have come aboard the Maine and blown up the vessel, the fault plainly would have been with the officers of the vessel. It was their duty to keep the strictest watch over everybody who came on board. The destruction of the Maine by accident or by the act of irresponsible individuals would not justify a declaration of war. Carnot, for instance, was assassinated by an Italian, yet France did not blame Italy. Italian subjects were killed by a mob several years ago at New Orleans. Italy was justified in demanding an indemnity, which she received, because the men when slain were in charge of officers of the law, who should have made every effort to prevent their prisoners from being killed. It did not result in war."

SAILORS WANT REVENGE.

No Doubt in Their Minds That Spain Did It.

Jacksonville, Fla., Feb. 22.—A special to the Citizen from Key West, says: Sailors of the battleship Maine suffering from wounds, in the Key West hospital, are smarting over the delay of the government in punishing what they term a Spanish outrage. In their minds there is no doubt as to the cause of the explosion, and they think the delay in taking summary action by the president saying he is morally certain that there was an accident, is to soothe Spaniards into a feeling of security to secure time for his ultimatum. If no action is taken, not a man among them will again peak the deck of an American man-of-war, but if business is meant, it will take a strong force to keep them from hurrying to the front, wounded though they are, to take a hand in what they look upon as personal vengeance.

"We were warned not to go to Havana," one said today, "being told that danger awaited us there. When we got there it was current rumor that the harbor bottom was honeycombed with mines. We first chose our anchorage and rested there for several hours, but the harbor master compelled us to weigh and proceed to a spot marked by a buoy. We were reviled on the streets of Havana, sneered at until our blood boiled, and found out for our own safety that it was safer for us to make our visits to the city in force. No man dared to go alone. There was no knowing what would happen to him. The explosion itself is the best evidence that it was a mine or torpedo. There were two sharp and distinct reports. The first was like a peal of thunder close at hand, and then darkness and chaos, made more horrible to the screams of dying men, the fierce shouts of those fighting for egress and the moans of those hemmed in to die by fire or by drowning."

COMMANDER BARNETT'S VIEWS.

Investigation May Show the Magazine Intact.

Havana, Feb. 22.—Lieutenant-Commander Barnett, of the coast survey boat Bache, said to a press correspondent today:

"You want the facts. I cannot tell you. There are 95 chances out of 100 that the investigation will show that the forward magazine of the Maine did not blow up first, if it exploded at all, and that it was not the cause of the terrific consequences that followed. The condition of the wreck when first studied and a later careful scrutiny make this an almost absolute certainty."

Chaplain Chidwick has recovered considerable sums of money with letters and other personal property from the bodies taken from the wreck. In the effects, the initials can be seen on the coat lining and may serve to identify the wearer, but the harbor water is so filthy that the marks are nearly all illegible. Chaplain Chidwick is one of the hardest-working officers, and upon him devolves some of the most revolving duties of the situation.

It is apparent that efficient work is not possible with the divers and apparatus at hand and the arrival of others is anxiously awaited.

Father Power, of the Jesuits, arrived yesterday from Tampa, and immediately visited the Maine's wounded in the hospital.

The lighthouse tender Mangrove with the court of inquiry and additional divers and apparatus, is expected here tomorrow. Neither Spanish or Cuban divers will be employed. Today divers recovered the cipher book, the logbook of the Maine and many official and private papers.

Tobacco is said to have been first brought into England from Virginia in 1533.

EXPECTED TO BE BLOWN UP.

Prediction of One of the Men on the Battle-Ship.

Detroit, Mich., Feb. 19.—A special to the News from Bay City, Mich., says: A letter was received today from Elmer Meistrup, a gunner on the Maine, dated February 11, in which Meistrup wrote that he would not be surprised if they should be blown up any day; that the ship was surrounded with torpedoes and could not leave the harbor without the consent and direction of the Spanish authorities.

Meistrup's letter says:

"The Spaniards have a couple of gunboats and a cruiser and there are two German gunboats. The guns of Morro castle are pointed at us as I write. The whole bottom of the harbor is covered with torpedoes, so, if they did not want to let us out, we would not be able to go very well. We are lying between the Spanish and German men-of-war, and they have picket boats out all night watching us."

In a letter of February 7, Meistrup says:

"Don't look for any trouble unless something very unexpected should happen."

In a letter of January 15, Meistrup told of an accident aboard the cruiser Marblehead, when five men were injured by a shot. Commenting, he says:

"It is a wonder some of the ships don't blow up; they are so careless."

These letters were addressed to the writer's mother, Mrs. James Meistrup.

Washington, Feb. 19.—Elmer M. Meistrup, of West Bay, Mich., according to the naval records, was not a gunner, but was rated as an ordinary seaman on the Maine.

MESSAGES OF CONDOLENCE.

Washington, Feb. 19.—A number of messages have been received at the state department from foreign governments, expressing regrets in connection with the Maine disaster. Among them are the following:

"Secretary of State: I have the honor to inform you that I am commanded by the queen to convey to the president the expression of her majesty's sympathy with the American people on the occasion of the sad disaster which has befallen their navy by the loss of the battleship Maine and the members of her crew. I request that you will be good enough to transmit the above message to its high destination. I have the honor to be, with the highest consideration, your most humble servant,

"JULIAN PAUNCEFOTE"

Berlin, Feb. 19.—To the President of the United States, Washington:

"Let me express my sincere sympathy to you and your country at the terrible loss of the Maine and the death of so many brave officers and men.

"WILLIAM III."

Secretary Long received the following cablegram from the Russian minister of marine at St. Petersburg:

"I have just received the news of the Maine's terrible disaster. I beg you to accept my own and the Russian navy's sincere sympathy.

"VICE-ADMIRAL P. TYRLOW,"

Secretary Long received the following during the day:

"I regret with all my soul the terrible catastrophe of the Maine, and send my condolence for the victims and their families. The Spanish navy is in mourning for the American navy.

"SOBRAL,"

"Naval Attache, Spanish Navy."

WRECK OF THE FLACHAT.

Only Surviving Passenger Tells of the Disaster.

Teneriffe, Canary Islands, Feb. 19.—M. Munoz, the only surviving passenger of the Campagne Generale Transatlantic steamer Flachat, bound from Marseilles for Colon, that was wrecked at Anaga point, this island, early yesterday morning during thick weather, says:

"When the Flachat grounded, her engines let off the steam and thereby prevented the boilers from bursting. The passengers, under charge of the doctor and the second officer, were shut up in the deckhouse under the bridge. The captain ordered the boats out, but the vessel took a heavy list to port, and three of the port boats were carried away by a heavy sea directly after launching. An attempt was then made to launch the starboard lifeboat, and, after working steadily from 2 till 9 in the morning, it succeeded.

"Those on board made a rush and 50 jumped into the sea in an endeavor to reach the boat. Only 16 succeeded, and two of these were washed out. The boat was full of water, and it was impossible to use the oars. After half an hour the steamer Susic arrived and picked up the 14 in the boat.

"There were still about 40 people on the wreck, but when the Susic returned from Santa Cruz not a soul was to be seen, and the sea was washing over the wreck. The captain and officers did their best, but owing to the mountainous seas it was impossible to save the women and children. All were obliged to jump to save their lives. The captain was in bed when the vessel struck, and the second officer was in charge."

The fastest railroad in the world is "the Flying Welshman;" its fame has extended around the globe.

SENATE OPPOSES IT.

Action in the Upper House on the Kansas Pacific Sale.

Washington, Feb. 19.—After a spirited debate, occupying more than two hours, the senate, today, by a vote of 34 to 29, agreed to the resolution of Turpie declaring the senate's opposition to the sale of the Kansas Pacific.

ANOTHER RUMOR.

A Wounded Sailor Claims to Have Seen the Torpedo.

Washington, Feb. 21.—A wounded sailor in the marine hospital at Key West has told a New York Herald correspondent that while looking over the Maine's bows into Havana harbor just previous to the battle-ship's destruction, he saw an illuminated missile—apparently a torpedo—approaching in the waters, and that before he could give the alarm the explosion occurred. If true, this story settles all doubts as to the destruction of the Maine having been the work of an enemy of the United States.

Later dispatches from Havana fail to confirm the rumor.

A joint resolution passed both houses of congress today, appropriating \$200,000 for the purpose of raising the Maine. Until this has been accomplished it is probable that the manner of her destruction cannot be definitely learned.

The feature of the day at the navy department was the large number of rumors of a warlike tendency that required attention and in every case contradiction. So formidable had grown the list that at the close of office hours Secretary Long was induced to make a statement, as the easiest manner of disposing at one time of all these stories:

"Really no information has been received, since Captain Sigbee's first dispatch, adding anything to our knowledge of the disaster. All we know is that the Maine blew up. There is abundant room for speculation, but no conclusion can be arrived at until an examination has been made by the divers, and more facts obtained. I rather think it was accidental."

VIZAYA REACHES NEW YORK.

New York, Feb. 21.—The Spanish armored cruiser Vizcaya is in New York waters. She dropped her big anchor five miles south of Sandy Hook lighthouse at 5:30 P. M. When her officers and men learned of the startling disaster to the American battle-ship Maine, in Havana harbor and of the downfall of ex-Minister de Lome, they broke into a wild uproar of talk. For a couple of minutes all discipline on the great warship seemed to vanish to the winds. Men rushed below to tell their comrades on the lower decks.

Every policeman in this city was on duty today. Last night Chief McCullah sent orders to all police captains notifying them to report back to their precincts immediately after supper, and there to remain in service until further orders. This action, it is said, was taken in compliance with a request made to the police department by Theodore Roosevelt, assistant secretary of the navy, last night, that precautions be taken against a possible hostile demonstration upon the arrival of the Spanish cruiser Vizcaya.

Spain Buying Cartridges.

New York, Feb. 21.—An order for 3,000,000 Mauser rifle cartridges, charged with antipyrine powder, has been placed with a powder firm in this city by the Spanish government. The order was given through a contracting agent, who has so far managed to conceal his identity. The powder, as its name implies, is smokeless. It is used by the Russian and German armies and England.

Attempted to Lynch Zola.

Paris, Feb. 21.—There were riotous proceedings after the adjournment of court today, and Zola narrowly escaped being lynched by a mob. On leaving the palace of justice all the officers were acclaimed by a crowd outside the building, and General Pelleux, who descended the steps bareheaded, was given a great reception. Esterhazy was greeted with shouts of "Vive l'armee!" The police were powerless to maintain order in the immense crowds, and several Jews were objects of insult and menace. There was a general fight. The mob threw itself on the Jews, yelling "Death to the Jews." "Throw the Jews into the Seine." Finally republican guards charged the rioters and cleared the square. The crowd fell back after the charge of the army, singing the "Marseillaise" and shouting "Spit on Zola!"

The authorities were obliged to protect Zola's carriage with a double cordon of police. On reaching St. Michael bridge, the mob made a murderous rush for the carriage, but the police threw themselves between the vehicle and the mob, and a series of miniature battles ensued. Ultimately, the police drove the mob back, and M. Zola was enabled to proceed without further molestation. A number of arrests were made, but all those who were taken into custody were released later.

THE NEVADA FOUND.

Was Burned to the Water's Edge in Lynn Canal.

Seattle, Feb. 21.—The steamers Queen and Humboldt, which arrived in Seattle Thursday morning, brought confirmation of the loss of the steamer Clara Nevada. The little steamer Rustler, sent out from Juneau to learn the fate of the missing steamer, found the blackened hull, burned to the water's edge, in about six fathoms of water, but in two days' cruising along the bleak shores of Lynn canal failed to discover a single sign of a survivor. The beach for miles was found strewn with wreckage of all descriptions.

Tortured by Turks.

London, Feb. 21.—The News' correspondent at Constantinople tells a terrible story of murder and torture in the most horrible fashion of Bulgarians in Macedonian villages. Many have died under torture.

Prince Wounded in a Duel.

Vienna, Feb. 21.—A duel was fought today between Prince Phillip of Sax-Coburg and Gotha and Lieutenant Mit-tachich. The prince was wounded severely in the right arm.

BIG COLONIZATION SCHEME

Departure of John Jacob Astor and His Party for Honduras.

New York, Feb. 21.—One of the greatest colonization schemes the world has ever seen was practically begun yesterday when John Jacob Astor started for Honduras. He left New York in a private car for Palm Beach, where his yacht, Normanhall, is in waiting. With him are his cousin, Richard S. Peters, his private secretary, Mr. Hawkins; C. L. Sprague and Washington S. Valentine, the head of the syndicate that bears his name. Among the other stockholders to whom Mr. Astor will tell his experiences and observations are Chauncey M. Depew, Walter Webb, General B. F. Tracy, F. J. Jennings, President McCullough of the Erie; George N. Scott, of the Pacific Mail Company, and William Radcliffe, of London.

The syndicate has also started a national bank in Honduras, erected lighthouses, established a revenue cutter service and begun the extension of the Honduras railroad to the Pacific ocean. It has taken hold of the custom-houses on a guaranty to the government of \$1,000,000 and has already confiscated \$18,000 worth of smuggled goods.

Mr. Astor will go to the capital. The new railroad has reached the great coffee belt now and there will be a colony formed there in which every man will have a chance of fortune. Only men with families, with some little money, with practical experience and with the best of reputations will be taken. To them will be given concessions of land, importation of implements, etc., and up to a certain point financial aid will be given. The details of the colonization plan are not perfected, and will not be arranged and made public until after Mr. Astor's return, in March.

Disolution Is at Hand.

Chicago, Feb. 21.—A special from New Orleans says:

Positive information has reached this port from San Salvador that the Greater Republic of Central America has practically ceased to exist, the principal state, Salvador, having withdrawn from the union. This action was precipitated by the step of Gutierrez, president of Salvador, who is at present assisting indirectly the revolutionists of Nicaragua, and who has declared officially that the liberal party of Honduras is unworthy longer to retain power.

RATES CUT IN TWO.

Canadian Pacific Makes a Bid for the Alaska Business.

Chicago, Feb. 21.—The Canadian Pacific road today exploded a bomb among its American competitors, by announcing a wholesale reduction of rates. These cuts affect business in two directions. In the first place, the rates from all New England points to Minneapolis and St. Paul are slaughtered, and, again, New England points and points in the state of New York have had a blanket rate applied so far as all business to North Pacific coast points is concerned. These trans-continental rates have been cut almost in two. The present rates from the Atlantic seaboard to the North Pacific coast are \$79.35 first-class, and \$67.40 second-class. Tomorrow the Canadian Pacific will make these rates from all points in New England and New York, \$40 first-class and \$30 second-class. Rates to St. Paul will be cut from \$29.50 first-class and \$28.50 second-class to \$20 first-class and \$19 second-class.

On learning the Canadian Pacific's intention in the matter, the Grand Trunk road at once invited the Chicago roads to join it in meeting these rates via Chicago. They had been importuning the Grand Trunk for months to join them in meeting the Canadian Pacific rates, little thinking that as soon as such an agreement was affected, the Canadian Pacific, at one slash, would work such havoc with their revenues. If they agree to the Grand Trunk's request, it will mean the immediate reduction of the rates from Chicago to North Pacific points from \$61.50 first-class and \$51.50 second-class to \$31.50 first-class and \$26.50 second-class.

Doubtless the Northern Pacific and the Great Northern roads will be as anxious as the Grand Trunk that the Chicago roads should join in meeting the rates. Their refusal would simply mean that they had gone out of the business for the time being, and that would mean that the two roads named running west from St. Paul would get little or none of the business, because they would have no eastern connections to take it to them, and the Canadian Pacific is not likely to give them any.

A meeting of the interested lines has been called for tomorrow to decide on some definite course of action, but it may have to be adjourned to the beginning of next week, on account of the absence of many of the general passenger agents in the East. At a meeting held here today, it was decided to ask the trunk lines to assist in fighting the Canadian Pacific.

Northern Pacific's Announcement.

Tacoma, Feb. 21.—The Northern Pacific announces a big cut in passenger rates. The rate from Tacoma to St. Paul, Duluth and points in Minnesota, North Dakota and Manitoba will be cut in two.

Great Northern in Line.

Seattle, Feb. 21.—The Great Northern today announced a cut in east-bound rates. The cut is the same as made by the Northern Pacific.

Another Cut by the Soo.

Minneapolis, Feb. 21.—The Soo Pacific has announced, as effective February 23, a rate from Minneapolis and St. Paul to Puget sound points of \$15 first-class, \$10 second-class, and to Portland, \$5 higher.