A REIGN OF TERROR

Already 200 Persons Have Been Killed at Barcelona.

STRIKE MAY BECOME GENERAL

Fighting Continues on the Streets—Carlists Preparing to Take Advantage of the Situation—Newspapers Alarmed.

BARCELONA, Feb. 19.—Two additional regiments of infantry arrived here this morning, and the city now bristles with bayonets. Troops are incessantly patrolling the streets, occasionally charging and dispersing mobs. Shots were exchanged on the Gran Vista by the rioters, and the troops carried them at the point of the bayonet. The casualty list is lengthened by every conflict. Industrial and commercial life in Barcelona is paralyzed. There is great scarcity of meat, bread and other foodstuffs. The university and all the schools are closed. The leaders of the workmen's committees have been arrested, and the meeting places have been closed. The police continue to make many arrests.

The situation here does not improve, and none of the strikers has resumed work. The authorities, finding it necessary to adopt drastic measures, have armed all the policemen with Remington rifles. Throughout the day there have been conflicts in almost every quarter of the city, in which many were wounded on both sides, and in which the rioters often almost overpowered the police. Two batteries of artillery stationed here have been ordered to hold themselves in readiness to occupy the principal streets of the city with their field pieces.

At 8 o'clock this evening the fusiliade continues in the different streets. One gendarme has been killed and several wounded.

The Ministry Threatened.

MADRID, Feb. 19.—The opposition parties of the Cortes declare the Government is powerless to stop the riots at Barcelona and that it ought to be replaced. Romero Baidero intends to move a discussion in the Chamber of Deputies to this effect.

It is rumored that the Government, fearing the Carlists will take advantage of the present agitation, is endeavoring to call out the reserve. Madrid's unions are working actively to proclaim a general strike throughout Spain March 1.

At Barcelona the india-rubber factories are now closed. This was the only trade hitherto outside the strike, and the strikers regard the closing of these factories as a great triumph. The telephone lines between Barcelona and Basalona have been cut. Slight disorders are reported in the Province of Saragossa.

The newspapers here comment on the situation at Barcelona in a tone of suppressed anxiety. While confessing that the warnings have been frequent and persistent for several years past, they say that hitherto the lack of funds and organization have compelled the trades-unions to yield. The trades-unions are working with th anarchists to spur the workmen to take advantage of the difficult economic situation, and terrorize the authorities into forcing the employers to yield to the demands for increased wages, shorter hours, etc.

According to the news received here, a reign of terror prevails at Barcelona. The printers on strike have threatened death to any of their comrades daring to resume work. It is alleged that already 200 persons have been killed and 100 wounded at Barcelona, but the authorities conceal the real figures. All the theaters are closed. The strikers assemble on the railroad bridges and fusillade the trains with stones. They threaten to use dynamite unless the railroad companies stop running trains.

ATTITUDE OF ENGLISH LIBERALS.

Condemn the Policy of Insisting on Unconditional Surrender.

LONDON, Feb. 19.—At the general meeting of the general committee of the National Liberal Federation, held at Leicester today, after much dissent and an animated debate, a resolution was passed condemning the policy of insisting on the unconditional surrender of the Boers in South Africa, affirming that the future contentment and security of South Africa could only be secured by regular peace, on broad, generous lines; welcoming the impetus Lord Rosebery has given to this policy and calling on all Liberal members of the House of Commons to support the Liberal leader, Sir Henry Campbell-Bannerman, in his advocacy of this policy.

If any question remained as to the likelihood of a working agreement between Lord Rosebery and the Liberal party machine, it was answered in the negative tonight in an address delivered by Sir Henry Campbell-Bannerman at Leicester. After the customary strictures on the Government for its incapacity and wrong-headedness in failing to conclude an honorable truce with the Boers, Sir Henry said flatly that he declined to wipe his slate of Liberal principles and strongly reaffirmed his adhesion to home rule.

GOLD AND COPPER FINDS.

Rich Discoveries in Different Parts of Africa.

LONDON, Feb. 20.—Reports from two experts have been received in London from different parts of Africa, which, if borne out later by developments, are likely to have an important influence on the world's gold and copper supply. One of the reports comes from Assinie, on the French ivory coast, and says that a reef of quartz gold, eight feet wide and panning from two to eight ounces, has been opened up on the ivory coast.

From North Rhodesia, the British Chartered South African Company has received news of the discovery of a copper field estimated at 40 square miles. The field is situated 150 miles north of Victoria Falls, and runs through to the Congo Free State. In the ancient mines dug by the natives and reopened by engineers in the employ of the chartered company, assays of 44 per cent are now being secured, besides a large percentage of silver. So much importance does the chartered company attach to this discovery that the Cape to Cairo Railroad will be diverted to pass through the copper fields. Work on this section of the road has been accelerated, and it is expected that it will be completed early in 1903.

Empress Will Receive Foreigners.

PEKIN, Feb. 19.—The Dowager Empress will, February 23, receive in audience Sir Robert Hart, director of the imperial maritime customs; Bishop Favier, the Catholic vicar apostolic in Honolulu, and M. Pokoliloff, manager of the Russo-Chinese Bank. This will be the first audience ever granted to foreigners not members of the diplomatic corps or of special missions.

Chang Chi Tung and Liu Kun Yi, the reform leaders, are coming to Pekin to consult with the Dowager Empress. Yuan Shi Kai, the Governor of Chi Li, has memorialized the throne for a pardon for the reformers who advised the Emperor to sign the edicts of 1898, which caused the coup d'etat.

Spanish Treaty of Friendship.

MADRID, Feb. 19.—In the Senate today, Senor Sagasta, president of the Council, referring to the negotiations in the matter of the treaty of friendship with the United States, said it was unjust to claim that Americans should be able to become landed proprietors in Spain while Spaniards were excluded from the same privilege in the United States. Senor de Eguiller, vice-president of the Senate, pointed out that all treaties required ratification before the Chamber, in which statement Senor Sagasta concurred.

Russian Students Threaten to Strike.

ST. PETERSBURG, Feb. 19.—The local university students, at a meeting held today, in spite of police efforts to the contrary, rejected the concessions respecting student organizations and meetings, and proclaimed that they would strike unless their demands for complete autonomy and freedom of speech are granted. Disorders have already broken out at Kieff. The Assistant Minister of Education has gone to that city.

No-Rent Campaign in Ireland.

DUBLIN, Feb. 19.—Forty farms on Lord de Frayne's estate, in Roscommon County, were sold by the Sheriff today, the tenants having refused to pay rent. A large number of other "clearance sales" are pending as the result of the "no-rent campaign," now being carried on by the United Irish League.

Plague Decreasing in Shan Tung.

WASHINGTON, Feb. 19.—United States Consul McWade, at Canton, has informed the State Department that the plague is increasing in Shan Tung Province, China. He says there has been more than 60 deaths from this cause. Yung Kong, Canton, is reported free of the disease.

German Meat Decree.

BERLIN, Feb. 19.—The Official Law Journal today publishes a decree prohibiting the marketing or importation of meats in the course of the slaughter or preparation of which chemicals injurious to health have been used. The decree specifically names boracic acid, formaldehyde, hydroxides and carbonates of alkali, alkaline earths, sulphurous acid and its salts, hypo-sulphurous acid, salicylic acid and chloric acid, as prejudicial. The decree becomes effective October 1, 1902. The same prohibition applies to coloring matter of all kinds, except yellowing for oleomargarine and testing for sausages, in so far as this can be done without violating the foregoing regulation.

Will Abolish Sugar Bounties.

LONDON, Feb. 19.—A special dispatch received here from Brussels says Germany is willing to abolish the bounties on sugar, and that the internation sugar conference will adopt the British proposals concerning the import duties on sugar.

Cramps Will Build Yards in Germany

LONDON, Feb. 20.—Wiring from Hamburg the correspondent of the Daily Mail asserts positively that the Cramps are seeking permission to construct an enormous shipbuilding yard at Bremerhaven and later at Kiel and Stettin.

Chief Justice of Transvaal.

CAPE TOWN, Feb. 19.—R. Rose-Innes has resigned the Attorney-Generalship, and has been succeeded by T. L. Graham, the Colonial Secretary. Mr. Rose-Innes is going to the Transvaal Colony in the capacity of Chief Justice.

Courts-Martial of Looters.

YOKOHAMA, Feb. 19.—Courts-martial have been ordered for a number of Japanese officers who are accused of looting during the Chinese campaign.

Marquis Ito at Hong Kong.

HONG KONG, Feb. 19.—The Marquis Ito, who left Naples January 23, en route for Japan, landed here privately today, and visited the Governor. There was no public demonstration.

Will Reorganize Corean Army.

LONDON, Feb. 20.—From St. Petersburg, the correspondent of the Daily Mail telegraphs that a British officer has arrived at Seoul to reorganize the Corean Army.

Struck a Broken Rail.

COLUMBUS, O., Feb. 19.—As a result of a broken rail early today Engineer William Smith was killed and five men were injured on the Columbus, Sandusky & Hocking Railroad, near the Nelson-avenue crossing at Shepards, a suburb of Columbus. The injured are: Frank Winteringer, of Grogan, fireman; F. S. Sweet, engineer; J. F. Dickinson, Henry Tipton, brakemen; John Kincaid, conductor. The train was a double-header, and both engines and 27 gondola cars were wrecked.

Caught a Live Wire.

PROVO, Utah, Feb. 19.—August Blumental, a cornice-maker, was instantly killed, and six workmen, Will Clayton, L. W. Johnson, Joseph Goodman, Lee Hampton, Frank Holt and W. Bolt, were severely shocked today while placing a cornice on a new building. The men all had hold of the heavy cornice when Blumental came in contact with an electric light wire stretched over the building. He received the full current of 5000 volts.

May Be Used in Hawaii.

WASHINGTON, Feb. 19.—Mr. Tracewell, the Controller of the Treasury, has decided that appropriations made by Congress for the United States Geological Survey may be used in part in the Hawaiian Islands, as a part of the United States within the meaning of the appropriation act.

CAPTAIN BEN PARKER TO COMMAND THE METEOR.

Captain Benjamin Parker, who has arrived in New York for the purpose of taking the Emperor of Germany's new yacht, Meteor II, to the other side on her completion, is considered one of the most expert yachtsmen of England. For many years he sailed the German Emperor's old yacht, the Meteor, and won many races with her. In 1899 he was engaged by Sir Thomas Lipton, with Captains Hogarth and Wringe, to take charge of Shamrock I in her races here.

IT WAS CAPTAINS' FIGHT

(Continued from First Page.)

overtook them, except when the Oregon attempted to close with the Oquendo. The heaviest fighting was at the harbor mouth, and while the enemy was breaking through or passing our line. Not long after the running fight began the Teresa and then the Oquendo turned and went ashore, the Viscaya continuing for some distance farther before she also was beached.

"Throughout the running fight the Brooklyn and Oregon were both hotly engaged, being ahead of any of our other ships, and we then constituted the western and what I regard as the then fighting division of our fleet. I considered Commodore Schley in responsible command during this running fight and chase so far as I was concerned, and acknowledged and repeated a signal he had flying for close action or something of the kind. As, however, the problem was perfectly simple, namely, to pursue the Spanish ships, as I had been doing before I saw the Brooklyn, he did not, as a matter of fact, exercise any control over any movement or action of the Oregon, nor did I perform any action of any kind whatever in obedience to any order from the Brooklyn, neither as to my course nor as to my speed nor as to my gun fire, during the fight or chase.

"The Oregon always had fires under all boilers. In spite of the speed shown by the Oregon in this fight, she had not been and is not classed as the fastest ship; but during all her service, in order that no scale should form in them, not one of her boilers was used for condensing, though the resulting discomfort for all hands was an additional hardship for her commanding officer."

Evans Recognized Sampson.

Following is Admiral Evans' statement:

"The credit for the blockade; for the arrangement of the ships at the opening of the fight and of the first movements forward into the fight, must, of course, belong to Admiral Sampson, whose orders we were putting into effect. When the fight began, Admiral Sampson's ship, the New York, was in plain sight. I saw her turning to overtake us. Throughout the fight, I considered myself as under his command, but I received no orders from him until the Viscaya was aground. Nor did I receive any orders whatever from the Brooklyn, nor should I have heeded them if I had received them, inasmuch as I considered Admiral Sampson to be present and in command.

"The heavy fighting was during the time when the Spanish vessels were coming out of the harbor and before they had stretched fairly to the westward. When they were thus stretched to the westward, we all went after them without orders—of course, we could do nothing else. Until the Teresa and Oquendo ran ashore, the Iowa was close behind the Oregon and ahead of the Texas and all of us were firing steadily at the Spanish ships. The Texas then recovered her speed—for she was dead in the water after having backed to avoid the Brooklyn when the Brooklyn turned—and she went ahead of the Iowa. Both of us continued to fire at the Viscaya until she went ashore. Then I stopped, but the Texas followed the Brooklyn and the Oregon after the Colon.

"When the battle began, the New York was not much farther to the eastward of me than the Brooklyn was to the westward. After the Viscaya had grounded the New York overtook me and signaled me to return to the mouth of the harbor to prevent any other Spanish ship from coming out and attacking the transports. I received no signals of any kind from the Brooklyn. All we had to do was to close in upon the Spanish squadron as it came out of the harbor, in obedience to the orders of Admiral Sampson, and then, when the heaviest fighting was over and the Spanish ships were trying to escape to the west, to follow them—and, of course, there was no signal necessary to tell us to follow a fleeing enemy.

"The machinery of the Iowa was not in condition to get the best speed, though every effort had been made to make it so. Her cylinder heads had not been off for more than six months, owing to the service she was performing. Her bottom was very foul, as she had not been docked for a period of 17 months. The Indiana was unavoidably in even worse shape.

"The New York had left the blockading line flying the signal 'Disregard the movements of the Commander-in-Chief,' a signal frequently made, and well understood by the entire fleet. It did not transfer the command. No signal was made for the second in command to assume command of the fleet, which was usually done by the Commander-in-Chief before reaching the limit of signal distance when he proposed, for any reason, temporarily to relinquish his command to the next ranking officer."

Taylor Blames Schley.

Following is Admiral Taylor's statement:

"At the beginning of the fight, the New York was about as far to the eastward of me as the Brooklyn was to the westward. The only signal I received from the New York was at the very close of the fight, when she signaled to me to return and guard the mouth of the harbor, so that nothing could come out to attack our transports. I received no signal whatever from the Brooklyn, and should not have heeded any if one had been made, as I considered Admiral Sampson present and in command. From her position, the Indiana took full part in the actual fight as the Spanish ships came out of the harbor.

"When they ran to the westward, the Indiana fell behind, but continued firing at them and at the torpedo-boats until all but the Colon were sunk or beached. I saw the Brooklyn turn and run out seaward, seemingly over a mile about the time the rear one of the Spanish ships turned to the west; if, instead of making this loop, the Brooklyn had stood straight in toward the Spaniards, as the other American ships, it seems to me that the fight would have been settled then, without need of the long chase."

Commander of the Gloucester.

Following is Commander Wainwright's statement:

"At the outset of the fight the New York was not much farther away from me in one direction than the Brooklyn was in the other, and was in plain sight. A signal from Admiral Taylor in connection with my moving forward to attack the torpedo-boats was the only signal I received. I made one to the New York just before the last torpedo-boat sank. The New York at that time was coming up under the fire of the batteries, and herself fired a couple of shots at the torpedo-boats. Of course, Admiral Sampson was present and in command. I received no signals from the Brooklyn, and would not have noticed her at all had it not been for the fact that when the other vessels closed in she made what has been since called 'the loop,' so that my attention was attracted by noticing the Texas, because she stopped, and by noticing the Brooklyn, because she went to seaward away from the Spanish vessels. In other words, the left, or westward, part of our line was confused, and this attracted my attention, because it seemed to me from where I was that this permitted the Spanish vessels to try to escape to the westward."

Credit for Sinking the Spaniards.

The survey of the damages of the four Spanish war vessels shows that, in addition to several score of hits by the six-pounder and one-pounder guns of the American fleet, they were struck 43 times by the larger guns of four-inch caliber and over. The Colon, which came outside the others, and did comparatively little fighting, received but three of these hits. The other three ships, which bore the brunt of the action, received 40 among them. Of these 40, 11, according to the report of the board which examined into them, were by four-inch guns, 19 by five-inch guns, four by either four or five-inch (the board could not determine which), while one was by either a five or six-inch, 12 were by eight-inch, and two by 12-inch guns. All of our big ships except the Texas have eight-inch guns. Only the Texas and Iowa had 12-inch guns. The Oregon and Indiana had 13-inch guns; and they and the Texas had six-inch guns. The only four-inch guns were on the Iowa; the only five-inch guns were on the Brooklyn. Therefore, on the three Spanish ships which did the bulk of the fighting, out of the 40 large caliber shots that struck them, 11 certainly came from the Iowa, 19 certainly came from the Brooklyn, four from either the Iowa or the Brooklyn, and two from either the Iowa or the Brooklyn, and two from either the Iowa or the Texas. Of the three which struck the Colon, two were five-inch and must have come from the Brooklyn, and one was either a five-inch or a six-inch. It must be remembered that the four and five-inch guns were the only quick-firers above six-pounders in our fleet, and they were not only much more rapid, but much more surely handled than were the larger and slower-firing guns.

The damage and loss of the American vessels were trivial. The only loss suffered was aboard the Brooklyn, where one man was killed and one wounded. In damage, the cost of the repairs shows that the Iowa suffered most and the Oregon least. The American ships engaged possessed more than twofold material superiority over the Spanish ships, and the difference in the handling of their guns and their engines was even greater. We have just cause to be proud of the vigilance and instant readiness our ships displayed and the workmanlike efficiency with which they were handled. The most striking act was that of the Gloucester, a converted yacht, which her commander, Wainwright, pushed into the fight through a hail of projectiles, any one of which would have sunk her, in order that he might do his part in destroying the two torpedo-boats, each possessing far more than his own offensive power.

Story of the Battle.

From the statements of the Captains above, from the official reports, and from the testimony before the court of inquiry, the fight can be plotted with absolute certainty in its important outlines, though there is conflict as to minor points. When the four Spanish cruisers came out of the harbor, the New York had left for position in the blockading lines 40 or 45 minutes before. She had hoisted the signal, "Disregard the movements of the Commander-in-Chief," but had not hoisted the signal to the second in command to take charge, which, as appears by the signal-book, was sometimes, but not always, used when the command was transferred.

As soon as the engagement began, the New York turned and steamed back, hoisting a signal to close in, which, however, none of the squadron saw. She was in plain sight, and not very much farther from the easternmost blockading ships than the latter were from the Brooklyn, which was the westernmost of the line. As soon as the Spanish ships appeared, the five big American blockaders started toward them in accordance with the standing orders of Admiral Sampson.

After this first move, each acted purely on his own initiative. For some minutes the Spanish and American vessels steadily approached one another, and the fighting was at its hottest. Then the already damaged Spanish ships turned to the westward, while at the same time the westernmost American vessel, the Brooklyn, which was nearest the Spanish line, turned to the eastward, making a loop of a three-quarter circle. At the end, she again headed westward, farther off from and farther behind the Spanish vessels than before the loop had begun, but still ahead of any of the American vessels, although farther outside. The Texas, the next ship to the Brooklyn, either was, or conceived herself to be put in such jeopardy by the Brooklyn's turn toward her that she backed her engines, coming almost or quite to a standstill; so that both the Oregon and the Iowa, which were originally to the eastward of her, passed her, and it was sometime after she started before she regained her former position relatively to the Spanish vessels.

The Spanish vessels had straightened out in column for the west, the Colon going inside of the others and gradually forging ahead of them, without suffering much damage. The two torpedo-boats, which followed them out of the harbor, were now destroyed by the fire of the rearmost of the American big vessels and of the Gloucester, which headed straight in for them, paying no more heed to their quick-fire guns than to the heavy artillery of the forts, to which she was also exposed.

In the running fight which followed, until the Teresa, Oquendo and Viscaya were destroyed, the Indiana gradually dropped behind, although she continued to fire until the last of the three vessels went ashore. The Brooklyn was ahead of any of the other American vessels, on a course outside theirs; she was nearly broadside on to the Spaniards. The Oregon, Iowa and Texas were all close together and actively engaged throughout this running fight. The Brooklyn and Oregon, followed at some distance by the Texas, then continued in chase of the Colon, which went nearly 30 miles farther before she also went ashore. During the chase of the Colon there was practically no fighting.

These are the facts as set forth in the above statements of the captains and elsewhere in their official reports and testimony. They leave no room for doubt on any important point.

A Captain's Fight.

The question of command is in this case nominal and technical. Admiral Sampson's ship, the New York, was seen at the outset of the fight from all the ships except the Brooklyn. Four of these five ships' captains have testified that they regarded him as present and in command. He signalled "close in" to the fleet as soon as the first Spanish ship appeared, but his signal was not seen by any American vessel. He was actually under fire from the forts, and himself fired a couple of shots at the close of the action, at the torpedo-boats, in addition to signalling the Indiana just at the close of the action. But during the action not a single order from him was received by any of the ships that were actively engaged.

Admiral Schley, at the outset of the action, hoisted the two signals of "clear ship" and "close in," which were simply carrying out the standing orders of Admiral Sampson as to what should be done if the enemy's ships attempted to break out of the harbor. Until after the close of the first portion of the fight, at the mouth of the harbor, and until after he had made his loop and the Spanish ships were fleeing to the westward, not an American ship noticed a signal from him. When the western pursuit had begun the Oregon, and the Oregon only, noticed and repeated one of his signals of command. The captain of the Oregon then regarded him as in command, but did not in any shape or way execute any movement or any action of any kind whatsoever in accordance with any order from him.

In short, the question as to which one of the two men, Admiral Sampson or Admiral Schley, was at the time in command, is of merely nominal character. Technically, Sampson commanded the fleet, and Schley, as usual, the western division. The actual fact, the important fact, is that after the battle was planned not a helm was shifted, not a gun was fired, not a pound of steam was put on the engine-room aboard any ship actively engaged in obedience to the order of either Sampson or Schley, save on their own two vessels. It was a captain's fight.

To Whom Credit Is Due.

Therefore, the credit to which of the two is entitled rests on matters apart from the claim of nominal command over the squadron; for, so far as the actual fight was concerned, neither one nor the other in fact exercised any command. Sampson was hardly more than technically in the fight. His real claim for credit rests upon his work as Commander-in-Chief; upon the excellence of the blockade; upon the preparedness of the squadron; upon the arrangement of the ships ahead in a semi-circle around the harbor, and the standing orders in accordance with which they constantly moved to the attack of the Spaniards when the latter appeared. For all these things the credit is his.

Admiral Schley is rightly entitled, as is Captain Cook, to the credit of what the Brooklyn did in the fight. On the whole, she did well; but I agree with the unanimous finding of the three Admirals who composed the court of inquiry as to the "loop." It seriously marred the Brooklyn's otherwise excellent record, being in fact the one grave mistake made by any American ship that day. Had the Brooklyn turned to the westward, that is, in the same direction the Spanish ships were going, instead of in the contrary direction, she would undoubtedly have been in more "dangerous proximity" to them. But it would have been more dangerous for them, as well as for her. This kind of thing must not be too nicely weighed by those whose trade it is to dare greatly for the honor of the flag. Moreover, the danger was certainly not as great as that which, in the self-same moment, marked Wainwright's fragile craft as he drove forward against the foe. It was not, in my judgment, as great as the danger to which the Texas was exposed by the turn as actually made. It certainly caused both the Brooklyn and the Texas materially to lose position compared to the fleeing Spanish vessels. But after the loop had been taken, Admiral Schley handled the Brooklyn manfully and well. She and the Oregon were thenceforth the rearmost of the American vessels, though the Iowa certainly, and seemingly the Texas, did as much in hammering to a standstill the Viscaya, Oquendo and the Teresa; while the Indiana did all her eastward position and crippled machinery permitted. In the chase of the Colon the Brooklyn and Oregon share the credit between them.

Aready Sufficiently Rewarded.

Under such circumstances it seems to me that the recommendations of President McKinley were eminently proper, and that so far as Admirals Sampson and Schley were concerned, it would have been unjust for him to have made other recommendations. Personally, I feel that in view of Captain Clark's long voyage in the Oregon and the condition in which he brought her to the scene of service, as well as the way in which he actually managed her before and during the fight, it would have been well to have given him the advancement that was given Wainwright. But, waiving this, it is evident that Wainwright was entitled to receive more than any of the other commanders and that it was just to Admiral Sampson that he should receive a greater advantage in numbers than Admiral Schley—there was nothing done in the battle that warranted any unusual reward for either. In short, as regards Admirals Sampson and Schley, I find that President McKinley did substantial justice and there would be no warrant for reversing his action. Both Admirals Sampson and Schley are now on the retired list.

In concluding their report the members of the court of inquiry, Admirals Dewey, Benham and Ramsey, unite in stating that they recommend that no further action be had in the matter. With this recommendation I must heartily concur. There is no excuse whatever from either side for any further agitation of this unhappy controversy. To keep it alive would merely do damage to the Navy and to the country. THEODORE ROOSEVELT.

May Raise the Lautaro.

NEW YORK, Feb. 19.—Arrangements have been made by the Colombian Government, says a Colon dispatch to the Journal and American, to secure the services of a New York wrecking company to recover from the bottom of the shallow Panama Bay the Government armor-clad steamer Lautaro, which was sunk on January 13 by the Padilla of the rebel fleet. The sunken steamer not only obstructs navigation, but it is thought that the damage done was not great and that the Lautaro can be restored to the Colombian squadron within a short time in as serviceable condition as she was before the battle.

It is stated by several of her officers that she was not sunk by any of the shots from the Padilla, but through the action of a young officer who opened the seacocks as soon as it was known that General Alban had been killed.

The Lautaro was the flagship of the Government squadron sunk in Panama Bay in the naval engagement on January 13. The fight was marked not only by the sinking of the Lautaro, but by the death of Governor Alban (Governor of Panama), who was killed by the first shot fired from the rebel fleet. The vessel was leased from the Chilean Government.

Movements of Colombian Troops.

NEW YORK, Feb. 19.—The French steamship Canada has arrived at Colon from Savanilla with 500 soldiers and 124 officers, among whom are three Generals, says a Herald special from Colon. Dr. Miguel Abadia Mendez, ex-Minister of Foreign Relations, was also a passenger. He is en route to Chile, where he will act as special envoy from Colombia. It is reported that Dr. Jose V. Concha, ex-Minister of War, left Bogota last week on the steamship Athos for New York. His mission is unknown.

Two Firemen Killed.

MILWAUKEE, Feb. 19.—Two firemen, Chris Matteson and Edward Kinsella, were killed by the falling of a brick wall of the plant of George H. Smith Steel Casting Company, on Clinton street, which was destroyed by fire tonight. Loss, $100,000.

Tumor Cured.

"By their fruits ye shall know them." The way to judge of the value of any medicine is by its cures. Apply that test to Dr. Pierce's Favorite Prescription and it is at once lifted high above all other put-up medicines designed for the cure of womanly diseases. Chronic forms of disease which local physicians have failed to cure, and which have yielded to no other treatment, have been perfectly and permanently cured by the use of Dr. Pierce's Favorite Prescription. It establishes monthly regularity. It dries debilitating drains. It heals inflammation and ulceration and cures female weakness.

Mrs. Shopshire, of Ballou, Shelby Co., Ohio, writes: "My mother had an ovarian tumor which we thought would result in her death, but we had read your advertisements and we commenced using your 'Favorite Prescription.' We got one dozen bottles to commence with, and before she had taken three bottles she began to improve; she is living to-day and we have given your medicine the credit. My mother was sixty-six years old when the tumor commenced to grow she is seventy-six now and the tumor is all gone. She had gotten awfully large, and her limbs began to swell before we began to use your 'Favorite Prescription.'"

Dr. Pierce's Pleasant Pellets cure biliousness.

ALL DISEASES $5 A MONTH

It Means What It Says—It Means Consultation, Painstaking, Careful Examination and a Complete Diagnosis of Your Case—It Means All Medicines and Treatment in the Offices for Thirty Days—All for the Nominal Fee of Five Dollars. If You Pay More You Pay Too Much.

Great numbers of people suffer from the malign poisons of catarrh, as from other subtle chronic maladies, without any correct or definite idea of the nature of their affliction. The following symptoms have been carefully arranged, to enable many sufferers to understand just what it is that ails them. Many diseases, known under various specific names, are really of a catarrhal origin and nature. Every part of the mucous membrane, the nose, throat, eyes, ears, head, lungs, stomach, liver, bowels, kidneys and bladder are subject to disease and blight by catarrh. The proper course for sufferers is this: Read these symptoms carefully over, mark those that apply to your case, and bring this with you to Dr. Copeland. If you live away from the city, send them by mail, and ask for mail treatment. In either instance, and whether by mail or office treatment, the patient may be assured of the speediest relief and cure possible to medical science.

DISEASE DESCRIBED BY SYMPTOMS

DISEASE OF HEAD AND THROAT

The head and throat become diseased from neglected colds, causing Catarrh when the condition of the blood predisposes to this condition.

"Is your voice husky?"
"Do you spit up slime?"
"Do you ache all over?"
"Do you snore at night?"
"Do you blow out scabs at night?"
"Is your nose stopped up?"
"Does your nose discharge?"
"Does your nose bleed easily?"
"Is there tickling in the throat?"
"Is this worse toward night?"
"Does the nose itch and burn?"
"Do you hawk to clear the throat?"
"Is there pain across the eyes?"
"Is there pain in front of head?"
"Is your sense of smell leaving?"
"Is the throat dry in the morning?"
"Are you losing your sense of taste?"
"Do you sleep with your mouth open?"
"Does your nose stop up toward night?"

SYMPTOMS OF EAR TROUBLES

Deafness and ear troubles result from catarrh passing along the Eustachian tube that leads from the throat to the ear.

"Is your hearing failing?"
"Do your ears discharge?"
"Do your ears itch and burn?"
"Are the ears dry and scaly?"
"Have you pain behind the ears?"
"Is there throbbing in the ears?"
"Is there a buzzing sound heard?"
"Do you have a ringing in the ears?"
"Are there crackling sounds heard?"
"Is your hearing bad cloudy days?"
"Do you have earache occasionally?"
"Are there sounds like steam escaping?"
"Do your ears hurt when you blow your nose?"
"Do you constantly hear noises in the ears?"
"Do you hear better some days than others?"
"Do the noises in your ears keep you awake?"
"When you blow your nose do the ears crack?"
"Is hearing worse when you have a cold?"
"Is roaring like a waterfall in the head?"

DISEASE OF BRONCHIAL TUBES

This condition often results from catarrh extending from the head and throat, and if left unchecked, extends down the windpipe into the bronchial tubes, and in time attacks the lungs.

"Have you a cough?"
"Are you losing flesh?"
"Do you cough at night?"
"Have you pain in side?"
"Do you take cold easily?"
"Is your appetite variable?"
"Have you stitches in side?"
"Do you cough until you gag?"
"Are you low-spirited at times?"
"Do you raise frothy material?"
"Do you spit up yellow matter?"
"Do you cough on going to bed?"
"Do you cough in the mornings?"
"Is your cough short and hacking?"
"Do you spit up little cheesy lumps?"
"Have you a disgust for fatty foods?"
"Is there tickling behind the palate?"
"Have you pain behind breastbone?"
"Do you feel you are growing weaker?"
"Is there a burning pain in the throat?"
"Do you cough worse night and mornings?"
"Do you have to sit up at night to get breath?"

DISEASE OF THE LIVER

The liver becomes diseased by catarrh extending from the stomach into the tubes of the liver.

"Are you fretful?"
"Are you peevish?"
"Do you get dizzy?"
"Do you feel fatigued?"
"Do you feel miserable?"
"Do you have cold feet?"
"Do you get tired easily?"
"Is your eyesight blurred?"
"Constant sense of depression?"
"Is there a bloating after eating?"
"Constant sense of pain in back?"
"Have you gurgling in bowels?"
"Do you have rumbling in bowels?"
"Have you pain under shoulder-blade?"
"Is there throbbing in the stomach?"
"Do you have sense of heat in bowels?"
"Do you suffer from pains in temples?"
"Do you have palpitation of the heart?"

DISEASE OF THE STOMACH

This condition may result from several causes, but the usual cause is catarrh, the mucus dropping down into the throat and being swallowed.

"Is there nausea?"
"Are you costive?"
"Is there vomiting?"
"Do you belch up gas?"
"Have you waterbrash?"
"Are you lightheaded?"
"Is your tongue coated?"
"Do you hawk and spit?"
"Is there pain after eating?"
"Are you nervous and weak?"
"Do you have sick headache?"
"Do you bloat up after eating?"
"Is there disgust for breakfast?"
"Have you distress after eating?"
"Is your throat filled with slime?"
"Do you at times have diarrhoea?"
"Is there rush of blood to the head?"
"When you get up suddenly are you dizzy?"
"Is there gnawing sensation in stomach?"
"Do you feel as if you had lead in stomach?"
"When stomach is empty do you feel faint?"
"Do you belch material that burns throat?"
"If stomach is full do you feel oppressed?"

CATARRH OF THE KIDNEYS AND BLADDER

Catarrh of the kidneys and bladder results in two ways, first by taking cold; second, by overworking the kidneys in separating from the blood the poisons that have been absorbed from catarrh, which affects all organs.

"Is the skin pale and dry?"
"Is your hair getting gray?"
"Has the skin a waxy look?"
"Is the hair dry and brittle?"
"Is the skin dry and harsh?"
"Do the legs feel too heavy?"
"Is there nausea after eating?"
"Do the joints pain and ache?"
"Is the urine dark and cloudy?"
"Are the eyes dull and staring?"
"Is there pain in small of back?"
"Do your hands and feet swell?"
"Are they cold and clammy?"
"Have you pain in top of head?"
"Has the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Is there a bad taste in the mouth?"
"Is there a desire to get up at night?"
"Are there dark rings around the eyes?"
"Do you see spots floating before the eyes?"
"Have you chilly feelings down the back?"
"Do you see unpleasant things while asleep?"
"Does a deposit form when left standing?"

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