

CURRENT EVENTS OF THE DAY

Epitome of the Telegraphic News of the World.

TERSE TICKETS FROM THE WIRES

An interesting collection of items from the New and the Old World in a condensed and comprehensive form.

There were 834 deaths from plague during the past week at Bombay.

The Italian government has called out one class of the army reserves, owing to the bread riots.

Chief of Police Jansen, of Milwaukee, has decided to put a stop to all boxing contests in that city in the future.

Mrs. Julia Dorr, the well-known authoress and poet, is reported to be critically ill at her home in Rutland, Vt.

Mr. Hearst, widow of Senator Hearst, is visiting the City of Mexico, and has been received with public honors.

Bishop, the man who assassinated the Brazilian minister of war last November, has committed suicide in prison.

There is much excitement in Bolivia and the press is urging the government to prepare for an impending war with Peru.

Over half a million pounds of naphtha were burned and several persons lost their lives during a conflagration at Baku, Russia.

Rear Admiral McNaught, who has been successful in command of the Asiatic squadron by Commodore Dewey, has arrived in San Francisco.

Three men were killed and four injured in a head-on collision between two freight trains on the Louisville & Nashville, near Upton, Ky.

A large fire mill, carrying 200 tons of wheat, was destroyed at a depth of 400 feet.

An anti-trust bill, explicit in its terms and naming a penalty of \$10,000 fine or from 10 to 15 years' imprisonment, has been introduced in the house by Greene of Nebraska.

The Central Labor Union of New York, has passed a resolution opposing the bill pending in the New York legislature for the opening of the theaters in that city on Sunday.

George S. Yantis and A. M. Hyde, of Sheboygan, have started on a journey to the Holy Land, where they go to carry assistance to a colony of Danakaris, who went to Palestine in November, 1895.

George C. Howard, superintendent of schools of West Bridgewater, Massachusetts, at the last town meeting and ex-state representative, is a self-confessed forger to the extent of \$800, and is under arrest.

Koss W. Latslaw, of Kansas City, ex-justice of the peace, was acquitted by a jury in the criminal court of the charge of attempting to bribe a juror in the recent trial of Dr. Goddard for the murder of Fred J. Jackson.

The New York Pigeon and Poultry Society will open the ninth annual exhibition at Madison-square garden.

According to the report of the secretary, nearly 6,500 birds have been entered in the several classes. Many entries have been received from Canada and the far West.

Mrs. Lucille Blackburn Lane, daughter of ex-Senator Blackburn, of Kentucky, who accidentally shot herself with a revolver two weeks ago, is again in a serious condition, after a period of improvement, and her relatives and physicians are apprehensive about her wound, with new complications which have set in, may result fatally.

A grain elevator was destroyed by fire in East St. Louis, entailing a loss of \$1,000,000.

Judge Lewis E. McComas has been elected United States senator to succeed A. P. Gorman, of Maryland.

The reorganized Union Pacific railroad had to pay \$20,402,500 to incorporate under the laws of Colorado.

The observations of the eclipse in British India were successful, conditions being most favorable. Many valuable photographs were secured.

William Hepburn, an alleged counterfeiter, has been arrested in a lonely cabin in Placer county, Cal., and all the paraphernalia for counterfeiting was found in his possession.

Russia will demand the immediate payment by Turkey of the \$28,000,000 war indemnity which she owes as a means of making the sultan more docile in the treatment of the Cretan question.

The National Stockgrowers' convention is in session in Denver, Colo. About 1,000 delegates, representing 21 states and territories of the West, Northwest and Southwest are present.

On Friday a gale sprung up on Put-in-Bay, Lake Erie, and the ice commenced to break up. Two hundred fishermen occupying shacks built on the ice, were in imminent peril, but made shore in safety, assisted by rescuers, who put off in boats and battled with the ice floes.

C. E. Maher, of Grand Island, Neb., surrendered to the Sacramento police, confessing that he had embezzled money belonging to the American & Co., which he had collected while traveling as a salesman for the company.

A St. Louis dispatch says: A gale of wind that reached the highest velocity of any experienced here since the tornado of May 27, 1896, prevailed Wednesday, Feb. 3, and up to noon two deaths, one fatal injury and several minor casualties had been reported.

The second monetary conference has opened in Indianapolis with 400 delegates, an attendance larger than before.

A Washington dispatch says: Should business permit and there be no commotion which demands his presence here, President McKinley will probably visit the Pacific coast states during the coming summer. It is understood that the president will, after visiting Yellowstone, go to Butte and then visit Spokane, Seattle and Tacoma. Portland will be given a day and then California will be traversed from Shasta to Diego.

CAUSED BY BRUTALITY.

Sailor Taken Off the Stetson a Raving Maniac.

Portland, Or., Feb. 2.—If the story of John Burke, who came around the Horn on the American ship Geo. Stetson in the capacity of sailor, can be believed, the officers of this ship are guilty of the most heinous cruelties that have been reported at this port in many a day.

The victim of the brutality of the officers, and especially that of First Mate Harvey, is a seaman named Amos Stone, son of a wealthy jewelry merchant of Boston. Stone is said to have been taken off the Stetson at Astoria, where she took on cargo. Captain Murphy is in command, and George Harvey is first officer.

"Stone was singled out as the special object of Harvey's brutality soon after we left Baltimore," said Burke in narrating his story. "Harvey, for some reason, knocked him insensible with a fist on the head, and as the rest of us feared we would be treated like wise we were at the point of turning back four hours after we left port. As soon as we saw what had happened, we scampered up the masts to turn to the mate, however, informed the captain, who hurried us into remaining with the ship."

Stone, as a result of the injury he received, was laid up for some days, during which time he was given but little to eat. As soon as he had recovered sufficiently to venture out and report for duty, Harvey kicked him on the forehead. From that time on Stone was made to leave his cabin and was starved and beaten almost daily and by the time we reached Astoria he was skin and bones and a raving maniac. As we were rounding the Horn, where the seas were very bad, Harvey would open the door of Stone's cabin and make him stand in the water in his clothes and bedding. I have also seen Harvey open the door to Stone's cabin and with a heavy leather strap beat him until his belts stood out on his legs and back. Stone, who was already losing his reason, would not stand under this scourging and would make a statue, without saying a word in remonstrance. An effort was made to obliterate the marks on Stone's body before the ship reached Astoria, but without success, and he will carry the marks with him to the grave. During the time that Stone was in the cabin he was kept in a state of terror, and he would not refuse to eat and the place was the most foul smelling I was ever in. He was abused like a dog even during the time he was in irons. It made me sick to look at him, even as accustomed as I am to see the displays of brutality on the high seas."

Burke's story is corroborated in every detail by Ernest Weyl, Ira Dierks and Charles Russell, three others of the crew.

DYING BY HUNDREDS.

A Harrowing Tale Comes From the Newfoundland Coast.

New York, Feb. 2.—The Red Cross line steamer Portia arrived today four days overdue from St. John's, N. F., and Halifax, after a desperate encounter with a pack of ice off the Newfoundland coast, and with a harrowing tale of blizzard and destruction in the coast section of that country. Hundreds of men, women, and children died or dying from exposure and starvation with abundance close by and hundreds more threatened with a like fate as the conditions reported by the Portia.

The Portia was penned in by huge Arctic floes in plain sight of St. John's unable to move. She managed to escape by the merest accident.

Many other craft, several of them relief vessels sent by the Canadian government to succor destitute fishermen, had to abandon their errands of mercy and return to St. John's, where they were still in the ice when the Portia struggled into clear water.

Among the detained fleet at St. John's were a dozen or more sailing vessels loaded with codfish for England and Brazil.

The city of St. John's was in a terrible condition on account of the blizzard, the streets being rendered impassable. Railroads had suspended work and the poor were suffering through hunger and cold. The price of food advanced until beyond the reach of the poor.

Several miles off shore the Portia passed the steamer Grandland, fast in the ice, and in a perilous condition.

TO GO TO SAMOA.

Warship Will Be Sent There to Protect Our Interests.

New York, Feb. 2.—The American flag will soon be displayed in Samoan waters by a man-of-war says a Herald correspondent. The vessel will be the Mohican, which has been converted into a training ship. Since the arrival in Washington of ex-Congressman General Churchill, the president and assistant secretary of state have been convinced that American interests demand that an American man-of-war shall visit Samoa.

There is no intention on the part of the administration to abandon the interests of this government in Samoa, and Mr. Churchill does not recommend it, although he says the only reason why this government should continue its hold on the islands is because it is morally bound to do so by the course pursued in the past.

Mr. Churchill states that if the United States was to withdraw from the islands they would be divided by Germany and Great Britain.

Bomb-Throwing in Havana.

Havana, Feb. 2.—About midnight a man named Luis Corolazo, who recently returned to Cuba from African prisons, exploded a bomb at the private residence of the mayor of Havana. The noise of the explosion was heard throughout Havana, although the scene of the explosion was Jesus del Monte. The door was broken and a large hole was made in the house. The Diaz family and those inhabiting the neighborhood were panic-stricken. The bombthrower was captured while attempting to escape.

THE KEY TO THE PACIFIC

Chairman Hitt on Hawaii's Strategic Importance.

PROTECT OUR WEST COAST

Secretary Long Opens Bids for Providing the Government With an Armor Plant—Sixty-Nine Received.

Chicago, Feb. 1.—The Post's Washington correspondent sends this interview with Chairman Hitt, of the house committee on foreign relations:

"The first, in my opinion, in the whole Hawaiian situation lies in the strategic position of the little group of islands as a basis of operations for guarding our west coast. There is a strong resemblance in this case to the Bermudas, except that the Bermudas are not so important. That is, the other islands to the south of them which would, in case of conflict, to some extent take their place with European powers, even if they possessed the Bermudas. In the possession of the Hawaiian islands we would have what might be considered safety for our Western coast against the naval powers, except Great Britain, which could still get coal for her ships from the British Columbia ports and use that base for naval operations. The subordinate features, the question of sugar, the character of the population, the mode of government, etc., take up a great deal of attention, but I think they are of minor importance."

"We have now by treaty certain exclusive rights, but that is a terminable treaty. The Hawaiian republic is, theoretically, an independent nation, and is wholly incapable of defending itself and preserving its independence, and the moment that we come into a conflict, any naval power presenting itself will take possession. Once it is possessed by a power like Japan, England or Germany, it will be the story of the Bermudas over again, only stronger and more effective Bermuda on our Western coast. With a coaling station 3,000 miles out, we could double the time and length of effective cruises of our warships going out from San Francisco. Having no neighboring islands, it leaves the immense expanse of the Northern Pacific utterly inhospitable to our opponents, if we hold it. It is thus of great value as a base for defense or for an enemy to operate against us."

"I have thought for many years that these islands were of essential importance to us. The impression that I got when in the state department in 1881 remains with me. When the question of extending the reciprocity treaty was then under consideration, I was impressed with these facts. The sugar industry, and the branches, is a matter of competing interests. Once incorporated, they all go into the hopper together, as completely as the best root of Nebraska and the cane of Louisiana."

CRIME OF IOWA BRUTES.

Frozen Bodies of Mother and Daughter Found Near Burlington.

Burlington, Ia., Feb. 1.—The dead and frozen bodies of Mrs. Fanny Rathburn and her 12-year-old daughter Mary were recovered this afternoon in a school house near Burlington, Iowa. The bodies of the mother and daughter were found in a bedroom in a kitchen with the throat cut from ear to ear. Evidence of a horrible struggle under the present conditions is evident. The mother had been brutally assaulted by the murderer, and her torn clothing indicated she had fought desperately for her honor. Having accomplished the deed, her assailant had cut her throat. The girl's hand showed cuts received in attempting to defend herself. Blood was scattered all over the bed and on the floor. The body of the woman was found to be badly eaten by rats, and presented a horrible sight.

Several arrests have been made, and the police are actively engaged in running down several suspects. It is believed the crime was committed several days ago. The woman was a widow of good reputation, and quite poor.

Meets of the Powers.

Constantinople, Feb. 2.—The Russian auxiliary cruiser life, the Klonidke, being long to the volunteer fleet, with 12 quick-firing guns and 1,600 troops on board, passed the Bosphorus yesterday on her way to Vladivostok. According to a dispatch to the London Times, from Odessa, called to the Associated Press last night, the Russian volunteer fleet will convey in the quickest time practicable over 10,000 Russian troops to the far East.

Aged Couple Murdered.

Grayson, Ky., Feb. 2.—"Virginia Bill" Riley, an old citizen of Elliott county, aged 80 years, and his wife, about 70 years of age, were murdered in their home, and robbed of from \$800 to \$1,200. There is no clew to the murderers. A mail was the instrument used.

San Francisco, Feb. 2.—Hilda Johnson, aged 3 1/2 years, was run down and killed by an electric car this evening in front of the residence of her parents. The child attempted to cross the track in front of a rapidly approaching car, when she was struck.

His Horse Fell Upon Him.

San Francisco, Feb. 2.—George Slankard, manager of the Wild West show at Central Park, was seriously injured today just before the time for the exhibition to begin. He was thrown from his horse which fell upon him, crushing his head against the ground. He sustained a fracture of the base of the skull. His condition is critical and his recovery is doubtful.

The wheat crop of India is harvested usually in February.

Canadian Shanghaiers.

Victoria, B. C., Feb. 2.—Last night Superintendent Husey, of the provincial police, and several other officers went out to the American ship John A. Briggs, in Royal roads, and brought ashore a man named Haines, who was about to be taken to Australia as an able seaman against his will. Haines says that he was drugged and taken aboard the ship. Two bluejackets were also taken from the ship.

The crew of the Briggs deserted while she was loading, and the captain is having difficulty in getting men in their places.

DEFEATED IN THE HOUSE.

The Teller Resolution Buried by a Majority of Fifty Votes.

Washington, Feb. 2.—The house today buried the Teller resolution, declaring the bonds of the United States payable in silver, under an adverse majority of 500 votes. The Republicans were solidly arrayed in opposition, with two exceptions—Linney of North Carolina, who voted with the Democrats and Populists, and White of North Carolina, the only colored member of the house, who answered "present," when his name was called. The desertions from the Democratic side were McAleer of Pennsylvania, and Elliott of South Carolina. Both voted with the Republicans against the proposition.

Speaker Reed, although it is not customary for him to vote, had his name called, and amid the cheers of his followers, went on record in opposition to the resolution.

The vote was reached after five hours of debate, under a special order, adopted at the opening of the session today. The Teller resolution was defeated by a majority of 500 votes. The vote was 250 yeas and 250 nays. The Teller resolution was defeated by a majority of 500 votes. The vote was 250 yeas and 250 nays. The Teller resolution was defeated by a majority of 500 votes. The vote was 250 yeas and 250 nays.

The two big trusts, Morford and Protection, which had accompanied the big boat on her trip across the lake, made desperate attempts to reach her and get her crew and passengers off, but were unsuccessful. The life-saving crew were summoned and reached the boat about 10 o'clock Thursday night. The boat was found to be disintegrated. It had disintegrated for the winter. At midnight they had shot a mortar line to the boat and the rescue began. The first one to be taken ashore was August Kerwin, of this city. He dipped into the water several times during the rescue. He was badly frozen and seized with nervous prostration. There is no hope for her to live.

The City of Duluth had a heavy cargo of corn and flour, and a deckload of merchandise for local merchants. There is no hope of saving anything of the wreck, as there is a very high sea running. It is reported that the ship is rapidly going to pieces. The engineer says that when the boat struck the engine jumped a foot and was immediately torn to pieces. The water rushed in and put out the fires, and the firemen barely escaped up the ladder.

The floor of the deck gave a mighty heave upward, and the passengers were thrown into the wildest confusion. The City of Duluth was an old but staunch steamer. She was under charter to the Graham & Norton Transportation Company, carrying principally through freight from Chicago to this port, in connection with the Big Four. She was owned by the Lake Michigan & Superior Company. Her capacity was about 1,000 tons, and her value about \$30,000. She was laden with package freight and grain. The wreck came here to inspect their property, and now they find that there is no phosphate, and that Graham has fled with the cash, which had been deposited in his order in the bank of the city of Pueblo. Graham played the game very badly, representing the press in close touch with the highest officials, and could bring influence to protect the property, and in case other things were wanted, they would be forthcoming. The police are sure Graham is one of the gang who swindled Franke, of Chicago.

SNOW LOCOMOTIVE SCHEME.

Mr. Glover Explains in Chicago the Plans of His Company.

Chicago, Jan. 31.—George T. Glover, an inventor, has solved the problem of getting supplies into the Klondike this winter by means of his snow traction locomotive. Seven of these locomotives are now building in Chicago and New York, and 32 freight and passenger cars will be built at Portland, Or., for this work. These will be about 100 tons' burden respectively. "The locomotives that are now being constructed for this Klondike trip," said Mr. Glover, "will weigh about eight tons each, half the weight of the logging locomotives. Their capacity will be about 100 tons' burden respectively. I find that an eight-ton machine will do the work and run easier. These locomotives are practically ready now for shipment to Portland, where they will be assembled and then shipped, together with 32 cars to Dyea. Here they will be put up and placed in readiness for the expedition which leaves that point February 15 for Dawson City, in charge of Captain Brainerd, of the United States Army.

CHILKOOT ROAD COMPLETED.

Time From Tidewater to Headwaters Shortened to One Day.

Tacoma, Feb. 1.—Hugh C. Wallace, president of the Chilkoot Railroad & Transportation Company has advised of the completion of the company's aerial tramway over Chilkoot pass, in Alaska. The company's system is a railroad from Dyea to Canyon City, thence a system of aerial tramways over Chilkoot pass to Lake Lindeman. At 15 cents per ton for transporting 200 tons of its freight for the mounted police from Dyea to lake Lindeman.

The time between tidewater and the headwaters of the Yukon is shortened from a month to one day, besides removing peril and hardship. The company made a contract last night with the Canadian government for 15 cents per ton for transporting 200 tons of its freight for the mounted police from Dyea to lake Lindeman.

The cost of building and equipping these trains will be less than \$35,000. Each locomotive will cost about \$4,000. The cost of the passenger and freight cars and their transportation to Dyea is about \$5,000.

On reaching Dawson City four of the locomotives will be used in transporting supplies and passengers to and from the various points and villages located in the Klondike gold fields. The others will return and make another trip before the winter in Alaska is over."

A Secret Dispatch.

Winnipeg, Man., Jan. 31.—Orders have come from Ottawa to engage a reliable man to carry an important secret dispatch from the minister of the interior to Commissioner Walsh, at Dawson. Haves, the celebrated guide of Prince Albert, has been secured. He will make the run in 35 days with a dog train. It is believed the government has decided not to allow aliens to hold mining claims in the Yukon.

Vessel for the Naval Reserve.

San Francisco, Feb. 1.—The sloop of war Marion was today turned over to the Northern division of the naval reserve of California. Governor Budd formally transferred the vessel to Captain Turner, who, with 140 members of the reserve, then took charge of the warship and brought her to this city, where she will be stationed.

Sir Robert Ball, the astronomer, says that for communicating with the inhabitants of Mars, we would need a flag as large as Ireland, and a pole 500 miles long.

STEAMER DULUTH WRECKED

Struck a Bar Off St Joseph, Mich., Harbor.

A HEAVY CARGO ON BOARD

Passengers and Crew Were Rescued by the Lifesaving Crew—The Vessel Is a Total Loss—Sea Was Heavy.

St. Joseph, Mich., Jan. 31.—The big grain steamer City of Duluth arrived off this port, from South Chicago, last night, and attempted to enter the harbor. There was a tremendous wind from the northwest and a very heavy sea running. The Duluth kept on her course into the harbor, and at the mouth of the river struck a bar and was thrown heavily against the north pier, breaking in two. The mammoth cargo of grain was scattered all over the water immediately, and the bow of the boat dropped two or three feet. A large hold was stove in the port side as she swung around, and she went to the bottom in an hour, leaving only her cabin and part of her bulwarks above water.

The two big trusts, Morford and Protection, which had accompanied the big boat on her trip across the lake, made desperate attempts to reach her and get her crew and passengers off, but were unsuccessful. The life-saving crew were summoned and reached the boat about 10 o'clock Thursday night. The boat was found to be disintegrated. It had disintegrated for the winter. At midnight they had shot a mortar line to the boat and the rescue began. The first one to be taken ashore was August Kerwin, of this city. He dipped into the water several times during the rescue. He was badly frozen and seized with nervous prostration. There is no hope for her to live.

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SWINDLED IN MEXICO.

Americans Bounced in a Fake Mining Deal.

City of Mexico, Feb. 1.—Another bold swindle has been brought to light here by which New York business men have been swindled out of \$21,000. It appears that last autumn an American giving the name of Frederick P. Graham, claiming to be a long resident of Mexico, came here to inspect their property, and now they find that there is no phosphate, and that Graham has fled with the cash, which had been deposited in his order in the bank of the city of Pueblo. Graham played the game very badly, representing the press in close touch with the highest officials, and could bring influence to protect the property, and in case other things were wanted, they would be forthcoming. The police are sure Graham is one of the gang who swindled Franke, of Chicago.

PILOT'S FIRST TRIP.

Wreck of the Cor na Said to Have Been Due to Carelessness.

Seattle, Feb. 1.—Twenty-five of the passengers of the ill-fated steamer Corona, which was wrecked on Lewis Island last Monday morning, arrived here tonight on the steamer Al-Ki, which rescued them from the lonely island. E. W. Pollock, who was a passenger on the Corona, in describing the wreck said:

"The accident occurred at 9:10 A. M. in the morning. The gong had just sounded to awaken the passengers for breakfast, and about 100 of them had already risen. Captain G. H. Pierce and Pilot H. E. Coffman were on the bridge. It was Coffman's first trip as pilot. There was light enough to see the shores on all sides. Suddenly, while the ship was going at full speed, without warning a terrible shock occurred, followed by a grinding succession of lesser shocks. Instantly it was realized the ship had struck a rock, and a scene of great confusion followed. The wheel was reversed, but the ship continued to move forward. The boats lowered. The women were taken ashore first, and by 10 o'clock the passengers were all landed. The stock and some baggage and provisions were then taken ashore. The passengers remained on the island until Thursday, patiently waiting for a passing steamer to take them away from a place of great personal discomfort. Thursday the steamer Al-Ki arrived, and 200 of the castaways boarded her. About 100 remained on the island in the hope of catching a north bound vessel."

About 10 o'clock Thursday night the Al-Ki met the steamer Oregon, bound from Portland to Dyea and Skagway. The two steamers were lashed together and all but 25 of the Corona's people were transferred and started north again."

It is not believed that the injury to the Corona is serious.

Pilot Coffman, who was on duty at the time of the wreck, tells the following story:

"The directions on the chart say to steer direct from Gibson's islands to the northwest side of Kennedy's island. In this water there are no soundings marked on the chart less than seven fathoms of water, and seven fathoms is only found at the extreme end of Lewis island, close to the shore. The soundings taken all around the ship after the accident ranged from 5 to 10 fathoms, with the exception of where the ship struck, which was only 2 1/2 fathoms."

"It is 6 1/2 miles from Gibson's island to the northwest side. I kept the ship due northwest for 17 minutes after passing Gibson's island, and then altered to the northwest by north. My minutes later the ship struck."

Mr. Coffman declares that he followed the directions laid down, and that he is not to blame.

Against Pilot Coffman's statement that he was on the correct course is Steamer Pilot Thompson's statement, who was off duty at 4 o'clock the morning of the accident. He says that the reef upon which Coffman ran the ship is well known among mariners, and that she was two miles out of her course. He characterizes the accident as sheer carelessness.

GENERAL ARANGUREN SHOT

Was Surprised Near Camp by a Spanish Battalion.

FIVE OTHERS WERE CAPTURED

The General's Body Carried to Havana—Spaniards Killed Four and Wounded Several Others.

Havana, Jan. 31.—At noon, Lieutenant-Colonel Benedicto, with the Spanish battalion, surprised, near Tapaste, this province, the camp of the insurgent general Arangueren, killing Arangueren and four privates, capturing five of the insurgents and wounding others who made their escape.

The body of Brigadier-General Arangueren was brought by train to Havana this afternoon and delivered to the military surgeon's camp, where identification it was sent to the morgue.

Brigadier-General Arangueren was evidently about 22 years of age, of fair complexion, with blonde hair and a small mustache. The body, which shows two bullet wounds, one in the neck and one in the right leg, is dressed in cassimere pantaloons, gray woolen coat, yellow shoes and gaiters, comparatively new. It is said that the gaiters and vest once belonged to Colonel Ruiz, the aide-de-camp of General Blanco, who, having gone last December to Arangueren's camp with terms of surrender, was executed by Arangueren or with his approval.

According to one account, Arangueren was surprised while on a visit to a young woman on the Pitata farm, between Campo Florida and Tapaste. He was returning to his camp, trying to escape, was shot dead. Among the prisoners is the father of the young woman. He was the dynamiter of Arangueren's band.

MISSION OF THE MAINE.

Havana Newspapers Insist That It Is One of Peace.

New York, Jan. 31.—The last ripple of visible excitement in the arrival of the Maine has died away, says the Herald's Havana correspondent, and the ship as she lies at anchor attracts no more attention than any other vessel in the harbor. The papers note the briefest possible allusion to her arrival, and La Union Constitutional, the conservative organ, prints a Washington dispatch to the effect that the visit of the Maine to Havana is merely an act of courtesy showing the friendly feeling of Spain to the friendly feeling of the Spanish utterances in congress. La Union adds that the visit will be returned by Spanish ships in American ports.

In spite of this, there is a strong undercurrent of feeling in Havana, as evidenced by the fact that the papers of the general impression among radicals is that the cause of Spain has been betrayed by the Blanco government, and the nation humiliated by what they regard as the first step in the direction of Spanish imperialism. The press has intensified the hatred of General Blanco and his associates and of the cause of autonomy, and this hatred may at any moment find vent in an outbreak of fury, in which case members of the government may be forced to depend upon the personal safety of the Maine, for while the peril is obvious, troops concentrated during the riots have been dispersed and no new precautions have been taken.

The arrival of the Maine created enthusiasm among the Americans, who realize that a long period of suspense has passed and that their safety is absolutely assured.

Up to the present time no one knows what precipitated the sudden dispatch of sailing orders to the Maine at Dry Tortugas. Captain Sigbee had not the remotest idea why he was sent, but he claims to have been surprised when the Dupont arrived from Key West with orders to start without a moment's delay. Being in total ignorance of the situation, he had no conception as to what sort of a reception to expect. He approached the harbor from the westward, partly for the purpose of displaying the flag and character of the Maine, so as to give the authorities ashore opportunity to make preparations to avoid a panic which might have been precipitated by the Maine's sudden entrance. The battleship was prepared for any emergency. After picking up the pilot the Maine went rapidly up the harbor to a berth near the Spanish flagship.

It will be impossible to give the crew their liberty while in Havana, and as yet no shore leaves have been given to officers, the captain being the only man who has gone ashore. For this reason it is believed that the navy department will not keep the Maine here