

VOL. XXXV.

CORVALLIS, BENTON COUNTY, OREGON, FRIDAY, MARCH 18, 1898.

## CURRENT EVENTS OF THE DAY

### Epitome of the Telegraphic News of the World.

### TERSE TICKS FROM THE WIRES

**An Interesting Collection of Items From the New and the Old World In a Condensed and Comprehensive Form**  
Thirty-six carloads of ammunition have been sent to Tampa, Fla.

Chas. A. Schibroe has been appointed commissioner for the district of Alaska.

Not since the civil war, it is said, has such activity been seen at Sandy Hook.

The first step looking to consolidation of the American and Pacific Express Companies has been taken. J. A. Brewster, of New York, late head clerk in the accounting department of the American company, has taken charge of the auditing department of the Pacific.

A patient at the Oregon State insane asylum, C. B. Chaffetz, pushed an attendant, Arthur Moore, through a window and jumped out himself. The fall was from the third story, and the attendant and patient are now in the asylum hospital, under treatment for fractured bones and bruised flesh.

Two estimates of appropriations to meet the cost of the recent addition of two regiments of artillery to the army have been sent to congress by Secretary Alger. One was of a supplemental estimate of \$40,131 for the pay of the army for the fiscal year, and the other a deficiency of \$154,150 in the current year appropriations to defray the expenditures for the remainder of this year.

The Washington state superintendent has refused to issue certificates to applicants in the recent examination in account of isolation. One of the rules which prescribe that no communication shall be allowed during the time the candidate is writing upon the questions. This is the third time the superintendent has enforced the law relating to certification. One of the cases is held in the courts of Pierce county still undecided, upon the decision of which rests the superintendent's rights in the premises.

Benjamin Cliff, jr., president of the Brigham Young academy at Provo, Utah, has returned from a visit to the Hawaiian islands. He reports the solicitation of United States Senator Frank J. Cannon, to determine the status of the annexation sentiment among the Hawaiian islands. He said: "As a result of my investigation I would say that probably one-half of the intelligent natives of the islands are pronounced advocates of annexation. Of the remaining one-half I would say that the great majority are primarily in favor of the restoration of the monarchy, and secondly they would much prefer annexation to the United States to a continuation of the present government."

Dispatches from Western Ontario tell of the overflow of the Grand and Thames rivers, causing serious damage along their valleys. Sections of London, Brantford and Galt are submerged to a depth of from five to seven feet. In London, 1,500 homes are homeless. Bridges and buildings were swept away by the rushing torrent. In Brantford the firemen and citizens fought the raging water an entire day, but were finally beaten out, and West Brantford is a regular lake. At Galt a heavy loss of timber has been reported. The ice jam in the Grand river gave way and the flood following it tore away bridges, trees and wrecked a number of factories and private residences.

Charles Cutten, night agent of the Adams Express Company at Orville, O., disappeared with a \$10,000 package.

The United States supreme court has affirmed the decision of Judge Bellinger, of the circuit court, upholding the mortgage tax law of Oregon, passed October 28, 1892.

The Pacific cable bill has been agreed in the house committee on interstate and foreign commerce. It provides for the construction of a cable from San Francisco to the Hawaiian islands.

Advices from the Orient, brought by the steaming Empress of India, which has arrived in Vancouver, B. C., tell of the almost complete destruction of Manila, Philippine islands, by fire. Five million dollars' worth of property was destroyed.

There has been a heavy fall in stocks of all kinds in London in consequence of rumors from Africa, East Africa, Spain and America, with rumbling thunder all around the sky. There are signs of alarm in every section of the stock list, American securities showing the greatest weakness. Nothing short of a miracle can preserve the peace of the world, it is believed among British statesmen and politicians, wires the New York World's London correspondent.

Not since the Napoleonic war has danger threatened from so many quarters.

Three Italian laborers were killed by a fire cart which fell upon them while they were at work in the new East river bridge.

The Russian demands upon China have caused the greatest excitement at the Japanese legation in Peking, and the Japanese minister has had several interviews with officials of the Chinese foreign office, urging the rejection of the Russian demands. In addition, it is reported that Japan has threatened to take vigorous action if the demands of Russia are concealed.

The manager of the Dittmar Powder Co., of New York says that last November he sold General Weyler a large quantity of powerful explosives and cable coils. It is inferred that Weyler wished to use the articles in the construction of a dynamite mine.

A London Times dispatch from Odessa says troops and war material are going to the far East with such haste that the Russian volunteer fleet will not suffice. The government, therefore, has chartered some French steamers, the first of which will start with 2,000 men.

## WILL ACT AS ONE.

### England and Japan Combine to Resist Russia's Encroachments in China.

New York, March 16.—A dispatch to the Herald from Tokio says: The Herald correspondent learns on unquestionable authority that Japan is a party to the negotiations now going on between England and Russia at St. Petersburg, and that while no alliance exists between England and Japan they have a definite understanding and are acting in harmony. A high diplomatic official said:

"You may say positively that Japan will back up England against Russia, and if England maintains a firm attitude, all immediate danger of war is passed, unless Russia is resolved to fight at once. In view of England's great superiority at sea and her possession of all the available coal in the Eastern Hemisphere, the probability that a conciliatory tone for the present."

The Herald correspondent visited Marquis Ito today, and asked him whether the Japanese government would question the Chinese vessels and Sakagi to America. The marquis hesitated a moment, and replied:

"I will make inquiries of my naval colleagues, but I think I may say that Japan prides itself on possession of all the ships building for her as soon as possible. Orders have already been made to bring the ships to Japan, and the builders have been requested to hasten their completion."

After a pause the marquis continued slowly and impressively:

"The next few days indicate a critical state of affairs elsewhere than on the Western continent, and we consider it only prudent to continue our provisions for the national defense. I hope the people of the United States will not take offense at Japan's unwillingness to part with these cruisers. I have always appreciated their kindly feelings for Japan. The United States is a nation above all others where public sentiment absolutely controls the national policy, and for that reason I wish to have the people there understand that Japan retains the ships, not from a lack of willingness to oblige the United States, but because she needs them herself."

"In case of war between the United States and Spain, your excellency," the correspondent asked, "will Japan allow the warships of both belligerents to take coal at Japanese ports, or refuse it both?"

"That opens a long vista of possibilities," he replied. "Some authorities would say that Japan would not be a good ally of either party, as both are necessary to maintain hostilities at sea. Whenever war is declared between two or more powers, Japan, if neutral, will bear in mind in deciding her decision will affect all the belligerents and her own interests."

The Herald correspondent learns that Japan has received a cable from England for all the warships building for her in English private yards, consisting of one battleship, two cruisers and three first-class armored cruisers, and about 10,000 tons each. The offer has been refused.

## NEW REVENUE CUTTERS

### The Senate Passes a Bill for the Construction of Eight Revenue Cutters.

Washington, March 16.—During the session of three hours today the senate passed a considerable number of bills from the general calendar, among them being one authorizing the secretary of the treasury to have constructed eight revenue cutters, as follows: One to take the place of the Seward, cost not to exceed \$160,000; one to take the place of the McClane, cost not to exceed \$160,000; one to take the place of the Boutwell, cost not to exceed \$160,000; one for service on and in the vicinity of the Columbia river bar, Pacific coast, cost not to exceed \$250,000; one for harbor service at Philadelphia, to replace the steamer Washington, cost not to exceed \$45,000; one for harbor service at Boston, to replace the steamer Hamilton, cost not to exceed \$45,000; one for harbor service at New York, to replace the Chandler, cost not to exceed \$45,000.

The national quarantine bill was made the regular order, and will be taken up probably on Friday.

The proceeding in the house today were utterly devoid of public interest. The time was devoted to District of Columbia bills. This was concluded at 4:15 P. M. The senate bill was passed to change the name of the port of collection at Suspension Bridge, to Niagara Falls. The senate bill was passed which granted a right-of-way through the Indian territory to the Denison, Bonham & Norman railroad, also a senate bill granting a right-of-way through the Winnebago Indian reservation to the Northwestern road; also to authorize the Monroe company to construct a bridge across the Red river at Grand Forks.

## MRS. THURSTON DEAD.

### The Senator's Wife Expired on the Anita in Cuba.

Havana, March 16.—Consul-General Lee received the following telegram from afternoon from Mr. Barker, United States consul at Sagua la Grande:

"The wife of Senator Thurston died on the Anita today. She gave every attention and was in good health."

Meager advices say that Mrs. Thurston died from apoplexy about 8 o'clock this morning, when the yacht was in sight of port.

The Anita left Matanzas last night with all the party except Representatives Smith and Cummings, who went to Sagua by rail. The passage from Havana to Matanzas was very rough, and that to Sagua even worse. It is thought that this, together with the rough passage down the coast, may have hastened the end, but nothing definite is known here.

## Created a Senator.

Madrid, March 16.—A great sensation has been caused here by an official dispatch from Havana, saying that the insurgent leaders, Cayito, Alvarez and Nunez have been killed by other insurgents, while the former were on their way to tender their submission to the Spaniards. Official circles here say that the action of Cayito and his companions is proof that an important section of the insurgents is anxious to accept the "legal regime."

Baltimore anns 1,380,000 bushels of oysters per annum.

## THE HOLE IN THE MAINE

### Everything Points to an External Explosion.

### THE VIEWS OF AN EXPERT

#### Captain Peral's Arguments Refuted—Spanish Divers' Method of Work—The Court of Inquiry.

Havana, March 15.—It is impossible to send direct from Havana anything in refutation of Captain Peral's statement of yesterday regarding the views of the Spanish board of inquiry on the Maine disaster. However, an American expert says in effect that his words are worthy of weight, as he knows absolutely of what he is talking: "I am a graduate of the torpedo school and have studied the effects of torpedos and mines from observation and experiments. A torpedo exploded at a depth of six feet would throw a column of water 100 feet into the air; at 12 feet, 10 feet in the air, and at 30 feet, would hardly raise a small wave. A detonator of gun cotton in the open air makes a mark of its own size in steel, or blows stones to fragments. In the water, a torpedo itself would not be felt at any distance. It requires the resistance of a solid body, and would be dissipated in water or mud. This disposes of the wave theory and the affecting of shore or boats in the harbor."

As to the hole in the Maine, the expert in question makes the most important statement that the Maine drew 28 to 30 feet at the time of the explosion, and had about 10 feet of water below her. On the port side, where the United States divers are now at work, there is at present 27 feet of water. May this not be the hole which Captain Peral says could not be found? If it was, the hole was more than seven feet deeper when the explosion took place, and had greatly filled since.

As to the finding of dead fish, the court of inquiry has not seen a solitary fish since work began on the wreck. The fish recovered from the Maine have not been touched by fishes. The fishermen in Havana testified that there were no fish inside the harbor, the waters being too foul for them.

Further, as to the alleged discoveries of Spanish divers reported to Captain Peral, the American divers have been working on the port side of the wreck on an average of seven hours per day each for nearly three weeks, in a space 50 feet long and 20 feet wide. The Spanish divers have never been inside the wreck at all, neither have they ever been on the port side, devoting the short hours which they spent to the water to the starboard and forward parts and outside the hull.

Recently, to their own surprise, they brought up two cans of ammunition for the main battery, but exploded. They dropped the lighted fuse, and the light on the surface showed that they were exploded and what their nature was.

The Spanish divers often go down only long enough to wet their suits, and then come up and hide behind a blanket on the deck, where they sleep or rest for a couple of hours, and then go ashore and report that they cannot see anything in the mud and water. They could not have found the rain of the Maine, since they have not been down in the locality of that part of the wreck. The New York court of inquiry, having been misled by the testimony of persons who know nothing of the subject, is not to be surprised.

The expert expresses the belief that the Maine was blown up by what is known as a Newport torpedo, a stationary torpedo, or something of the same nature. This engine of destruction is the joint product of the labors of Commander Converse, commander of the Montgomery; Lieutenant-Commander McLean, now in command of the torpedo station at Newport, and Lieutenant Holman, ordnance officer of the Maine at the time of the explosion. The Newport torpedo can be planted from a small boat, and the expert believes that this one was exploded by being struck on the port of the Maine forward of amidships as she swung at her moorings. He thinks this more likely than that wires were laid from shore, as the wires, if laid for any length, would sink deep in the harbor mud.

It would be singular if it should prove that the Maine was blown up by a torpedo in the invention of which one of her principal officers, Lieutenant Holman, bore a notable part.

All the foregoing statements came from the authority on which the court depended for much of its evidence, and is given to the correspondent without reservation, except as to the name and rank of the giver. The expert further believes that the destroying mine was made up of four torpedoes, of 86 pounds each of wet and dry gun cotton, or 144 pounds in all.

In the judgment of the correspondent, the United States court of inquiry is fully aware of the views which the Spanish court of inquiry will promulgate, and has also made a careful investigation on the same lines, so as to be able either to refute or confirm the Spanish court.

## Mary Not Spain's Ally.

Berlin, March 15.—The foreign office has instructed the inspired press to deny emphatically that Germany will aid Spain in case of war with the United States, and has instructed these newspapers to point out that the United States is an excellent friend of Germany, and that Spain in the Carolina squabble has repeatedly shown un-friendliness to Germany.

## The Grand Republic Burned.

New York, March 15.—The Mississippi river excursion steamer Grand Republic burned to the water's edge today near South St. Louis. Nothing was saved. The captain, W. H. Thowright, his wife and two children, and the watchman had a narrow escape from death. The loss amounts to \$50,000.

The latest cure for a rattlesnake bite is coal oil. When bitten upon the hand place it in a vessel filled with coal oil, and the poison will come out and rise to the surface of the liquid.

## TWO FINE CRUISERS.

### The Government Secures a Pair of Brazilian Cruisers.

Washington, March 16.—A week's negotiations closed today by the triumphant purchase by the navy department in London of the two fine cruisers Amazonas and Admiral Abrenall, built and building at Elsewick by the Brazilian government. Possibly the officials took more pleasure in closing the business in this matter because of the knowledge that Spanish agents had been striving to secure these very ships, and that to Spain, it is said, they would be of much greater value in case of trouble than to the United States.

The next question is how to get the ships home, and that has not yet been settled, according to the secretary of the navy. The United States flag will be hoisted over the new ships within a week, probably, and just as soon as the crew can be put aboard the Amazonas, she will start for the United States. The other vessel will follow at the earliest possible moment. The terms of the sale are secret.

The arrival of the two Brazilian ships was first brought to the attention of the navy department by Mr. Lane, agent of the Nordenfledt Company, who was authorized to dispose of these ships building at Elsewick, and two others in course of construction in France. Mr. Lane said today that the two ships purchased would be a most desirable acquisition to the American navy, as they were the latest and best products of the famous Armstrong yards. One of the ships is complete in every respect, has her coal supply and ammunition on board, and is ready to start at any time. There will be no trouble in bringing this ship across, as an adequate force from the local yards can be secured for the service. It is said that the coal and ammunition on board passed through the hands of the United States. The ammunition is not of the kind in use by the American navy, so that the supply of ammunition is a necessary adjunct of the new ships.

The other ship has been launched, but it will take some time to make her ready for sea. Mr. Lane believes, however, that there will be no difficulty in bringing her over immediately if it is desired to make the move without delay, as the hull of the ship is so well along that she could be towed, and her rigging and outfit could be fitted on her. Senator Proctor visited the White House and up-town departments today, and his calls excited a great deal of interest. He spent half an hour with Secretary Alger, explaining, it is believed, the nature of the information regarding the nature of the information he has communicated to the president.

The two Brazilian ships will be extremely valuable additions to the United States navy in either war or peace, in the opinion of Captain Long, who acknowledges they have been built by the United States. They are steel-hulled and coppered, with twin screws. The Amazonas is rated at 1,400 tons displacement, with an indicated horsepower of 2,000, and is calculated to develop 20 knots speed.

Thus, while the ship is about the size of the Charleston, she is much faster. Her armament is also much more formidable, not so much in call-drops for the main battery, but in six inch guns, but the guns are well known as 50-caliber length, giving them an unusual range and power. In addition to this they have 10 6-pounder quick-firing guns, four 1-pounders, four Maxim machine guns, and two boat or gun torpedoes. The torpedo tubes are three in number.

The coal capacity is 850 tons, giving her an effective steaming radius of 8,000 knots, a most valuable feature, inasmuch as it would enable the ship to cross and recross the Atlantic without coaling. Such a steamer as a commerce destroyer would be vastly more effective than what appears to be more powerful craft, because of their ability to get along on long cruises without touching at neutral ports to coal, and thus exposing their positions to capture.

The bureau of ordnance of the war department opened bids today for a large supply of armor-piercing projectiles, and for 13,000,000 rifle ball cartridges. The bidding brought together a number of representatives of large steel and munitions companies, some of whom took occasion to give assurances that in the present emergency, government would be given the preference over commercial orders.

The bidders for steel projectiles, including the Springfield Ordnance Co., capped shot to the 1,000-pound shot, were the Midvale Steel Company, the Bath-Williamsworth Co., the Carpenter Steel Company and the Furth Sterling Steel Company. The bids varied only slightly on the various classes of heavy shot, running from \$116 each for the 8-inch to \$135 each for the 1,000-pounders.

The bids for rifle cartridges were two parts, 10,000,000 being standard metallic ball cartridges, with brown powder, and 2,000,000 new cartridges, with smokeless powder. There were three bidders, viz: The Union Metallic Cartridge Company, and the Winchester Repeating Arms Company.

The bids were the same in each case, \$18.50 per cartridge for the metallic ball cartridges, and \$27 for the smokeless powder cartridges. One company offered to deliver 50,000 at once, and all the others contemplated a delivery of 100,000 a day after a few days.

The bids for shot, shell, and cartridges will be the conventional awards made within the next few days.

Oak has been called the New York of Japan. With the manufacturing villages that cluster around it, it has a population of about a million.

## Supreme Court Denounced

Arraigned by the Kansas Populist Administration.

## SUPREME COURT DENOUNCED

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#### MAXIMUM FREIGHT RATE LAW

#### Governor Leedy Declares the Recent Nebraska Case Decision Was Fairly Well Wrought—An Address Issued.

Topeka, Kan., March 14.—The Populist administration of the state of Kansas gave out a startling public address today, one bristling with severe criticism of the recent decision of the United States supreme court in the Nebraska freight case. The address is significant that Governor Leedy has already taken steps preliminary to calling the state legislature in special session, with the special purpose of enacting a maximum freight rate law. The address is given over the signature of Governor Leedy, who has just been approved by Chief Justice Brewer, of the state supreme court and other prominent Populists. In giving the address to the reporters, Governor Leedy said: "The law was not noticed by persons who write treason like this without getting into jail? You may put my signature to it and make it a signed statement, so that if anybody goes to jail it will be me."

The governor begins his address with the statement that he has read the press dispatches which have said that the opinion in the Nebraska case would be adverse to the state. Then he says: "The opinion has been handed down, and the Associated Press dispatches say that it is a clean victory for the big railroads. On the contrary, it is a clean victory in every respect of the case, showing that no matter how carefully the robes of justice are folded about the personnel of the supreme court, the robes can no longer conceal the cloven hoof of official bias, prejudice and usurpation. As this decision was known a year ago, and as there was no reason for the delay, and as the decision as rendered confirms the statements made in the Associated Press dispatches, it is a clean victory, and strong color is given to the suspicion that the press dispatches emanated from some person in touch with the court, and were for the purpose of feeling the pulse of the public and preparing it for the decision which goes much further in the direction of usurping power than any that has been made."

The governor declares that the constitution of Nebraska gives the legislature power to establish maximum charges for transportation, and declares that the supreme court has tried to abrogate it. He challenges Justice Harlan's declaration that a corporation is a person under the 14th amendment to the federal constitution, and says: "I deny it, and so will every body, but a corporation lawyer or a subversive judicial tool of corporate interests."

Governor Leedy then quotes the 14th amendment, and says: "How, in the name of God, can this apply to corporations? Corporations are not born; they are created—made by law. They cannot be naturalized; they are not citizens; they are not citizens; only human beings can do that."

After more in the same strain, the governor, still referring to the 14th amendment, says: "Who are the persons who shall not, according to the provisions, be deprived of life, liberty and property, nor be denied equal legal protection? Every body outside the asylum and off the judicial bench knows them to be—and to only be—natural persons. They are those who, beside the capacity to hold property and enjoy legal protection, have the right to enjoy liberty, and that means human beings."

Continuing, the governor quotes "Hare on American Constitutional Law," and a decision by Justice Woods, of the United States circuit court, afterward supreme court justice, who says that the American constitution refers to corporations, and declares that the Woods decision had been followed in California, Rhode Island and other states from 1870 to 1882, "when Justice Field and another federal justice of the peace named Sawyer decided the 'Hare on American Constitutional Law' case, and which shows to what depths of iniquity the supreme court of the United States has descended."

"I desire," the governor said, "to quote some of the decisions of the supreme court of the United States before it went into partnership with Morgan, Vanderbilt, Gould & Co., in opposition to the opinion they hold in the Nebraska case." (Long decisions by Marshall in 1880 are quoted.)

In conclusion, Governor Leedy states that his maximum rate bill will be presented to the Kansas legislature, in such shape that to decide against it the court must reverse its decision in the Nebraska case. "Long decisions by Marshall in 1880 are quoted."

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## BOWERY MISSION FIRE.

### Eleven Men Were Burned to Death in the Flames.

New York, March 15.—Eleven men lost their lives in a fire which swept the Bowery mission lodging-house this morning and left it a blackened shell. Their bodies are so charred that most of them may never be recognized. The dead are supposed to be: Elias Cuddy, 29 years old, address not known; John Moran, Stapleton, S. I. McDermott, 29 years old, address not known; James O'Rourke; James Soden, of Spottswood, N. J. Six bodies unidentified.

No. 105 Bowery is one of the best-known lodging-houses on that thoroughfare. It is called the Bowery mission lodging-house, and is conducted by the Christian Herald. In one part of the building there is a cheap restaurant. The second floor is used exclusively for mission purposes, gospel meetings being held there daily. The two upper floors were fitted up as cheap lodgings, with accommodations for 150 males, who paid 10 to 25 cents each, according to the location of the room.

Last night almost every bed was occupied. At 1:30 o'clock this morning, one of the lodgers discovered flames coming from a washroom on the third floor, but before he had time to alarm the house, the fire was noticed by persons on the street. By this time the flames had eaten their way to the top of the building, and were bursting through the roof when the alarm was given and the inmates aroused. Wild shrieks and cries ensued. Many of the lodgers became panic-stricken. They rushed into the halls and fell over each other in their efforts to reach the streets. Those on the lower floors got to the streets safely by the stairways, while those on the upper floors groped their way through the biting smoke to the fire escape in front of the building. A majority of them saved only portions of their clothing, while several of them were naked. Those who made their way to the streets by the fire escape were superlatively burned by the excessive heat of the iron ladders, which in many places had become red-hot from the flames within. The firemen saved many lives.

## DOLE HAD MANY ADVERSARIES.

### He Believes That Annexation Will Ultimately Succeed.

San Francisco, March 15.—The steamer China which left Hong Kong February 12 and Honolulu February 24, arrived today, bringing these Hawaiian advices:

President Dole returned to Honolulu the morning of the 4th. After a cabinet meeting held immediately upon his arrival he was interviewed by a press representative. He spoke very frankly on matters pertaining to his mission to Washington.

"Yes, I shall be very glad indeed to tell the people anything I may know relative to annexation," said the president. "The Maine disaster should not attract the attention of the statesmen in Washington previous to my departure for Hawaii. When that has quieted down interest in Hawaiian annexation will be paramount in the American mind. I was in Washington 100 days with my friends of Hawaii. They feel confident that annexation will come. While there was a doubt whether the treaty would secure the required political votes in the senate, still it was the consensus of opinion that a joint resolution would carry in both houses of congress, and reliance in what was said to me by senators and representatives who are fighting for Hawaii, for I know them to be working faithfully and earnestly."

"What is Speaker Reed's attitude?" he was asked.

"When I was in the American capital I learned that he has always opposed annexation, although he has made no demonstration against the treaty. My impression of President McKinley's favorable, I found him to be an unassuming, frank and sterling man. He seems to have set his heart and soul on the annexation treaty."

"Our reception was extremely cordial and hospitable. All along the line to and from Washington through the people came to see me. We shook hands, and in many instances I was obliged to speak briefly from the car platform. It was from these people that I gathered the impression that the addition of Hawaii was the popular sentiment throughout the land."

## SAVED UPON THE ATTEMPT.

### Klondikers Could Not Get in by the Steamer.

Port Townsend, March 15.—The steamer Cottage City, which arrived from Alaska tonight, brought a number of passengers from Fort Wrangle, who have given up the attempt to get into the Yukon country by way of the wickiup route. Among the men were L. Brown, of Massachusetts, who succeeded in getting about 40 miles above Wrangle with his outfit before the depth of the snow stopped further progress. Mr. Brown says about 1,000 men with their outfits are snowed in between Wrangle and Glenora.

## In the Interest of Miles.

Washington, March 12.—The senate committee on military affairs today decided to recommend the passage of a bill authorizing the revival of the grade of lieutenant-general of the army. The bill authorizes the president to nominate any officer to be upgraded. The bill is in the interest of General Miles.

## Russia Wants New Warships.

St. Petersburg, March 12.—The imperial ukase just issued orders the disbursement of 90,000,000 rubles as an extraordinary expenditure for the construction of new warships. It is added that no loan will be raised to provide the money.

## American Liners Seized.

Chicago, March 12.—A special to the Journal from Washington says: The United States government has virtually taken possession of the American line of steamers, consisting of the St. Louis, St. Paul, Paris and New York. Federal officers will be put in charge practically of each vessel as it arrives and sails from these shores. Commander Brownson is virtually in command of the St. Paul, which sailed today.

Red hats were first worn by cardinals in the year 1245.

## BUILDING UP THE NAVY

### Uncle Sam Not Buying Any Cast-Off Warships.

### CUBAN INTERVENTION RUMOR

#### Arming and Manning the Merchant Marines—Work on Coast Defense Guns Being Rapidly Pushed Forward.

Washington, March 12.—The United States government has not acquired a single additional ship for the navy. This is true, not because of a lack of offers of warships from abroad, but simply for the reason that the navy department is proceeding with all the circumspection consistent with the needs of the case in looking to the price and qualities of the craft. There is a strong disposition to refrain from being drawn into bad bargains and to insist on getting good vessels at prices not extortionate.

Secretary Long was in receipt of a large number of cable messages today, almost all relating to offers of ships. Lieutenant Niblock, United States naval attaché at Berlin, St. Petersburg and Vienna, is particularly active in quest of vessels.

There was a good deal of talk during the day about the assignment of officers to the command of auxiliary cruisers. The St. Paul and St. Louis being especially mentioned, but Secretary Long set these stories at rest by the statement he had not made any such assignments, and had only progressed to the point of informing himself of the possibility of getting the ships offered and manned quickly.

While looking after new ships, the officials of the navy department are not neglecting the other warships, and arrangements have been made to make short repairs on several ships that in the ordinary course would not be treated in that fashion, but would require an entire overhauling. Thus, in a case of the Philadelphia, which has had five years hard work, and never had gone over, as is the custom, orders have gone to Mare island to put her in shape for sea within 40 days.

The Yorktown, at the same yards, is not to be touched at present, not only because she is in excellent condition, but also because she is so formidable a craft as to make it desirable to divert to her repair the attention required elsewhere. At Norfolk the Newark is set down for 80 days' repairs, and as a case of desertion from the navy, she is on her way, she will be almost a new ship when she comes out of the yards.

The big monitor Puritan has practically completed her repairs. The monitor Comanche at Mare island has been examined and found in tolerable condition. At Mare island the