Eugene City Guard.

I. L. CAMPBELL, Proprietor.

EUGENE CITY.....OREGON.

EVENTS OF THE DAY

An Interesting Collection of Items From the Two Hemispheres Presented in a Condensed Form.

John Collins, an employe of the O. R. & N. Company, was fatally injured by a premature blast near Meacham, Wash.

War preparations continue at Hong Kong without abatement, and the mines in the Lai Mum pass have been charged.

General Miles in a speech delivered at the New York chamber of commerce banquet, says the United States must protect the Cubans.

The survey of the west entrance of the proposed Nicaragua canal has been finished, and the map, with soundings, platted and the contours put in.

The rumors circulated in London that the American fleet was on the point of starting for Europe, caused great excitement in commercial and social circles.

Fumes of burning sugar on board the American ship Kenilworth, from Valparaiso to New York, caused the death of three men and nearly that of a fourth.

Baron Waldeck De Villamil, an Austrian nobleman, and a captain of the Seventh volunteer infantry (immunes), is in disgrace, and has left Lexington, Ky., for parts unknown.

There is a report in Washington that during the delay which has occurred, Spain has been able to form some sort of coalition with the European powers to back up the pretensions she has been making in the negotiations. An interesting feature of the matter is the refusal of the authorities to order the muster out of the volunteers who recently returned from Porto Rico.

There has been remarkable activity about the war department for several days in the way of preparing the troops for service in lands beyond the United States. An order has been issued directing at least ten regiments of the regular army now stationed in northwestern forts and posts to hold themselves in readiness for immediate transportation and service in tropical climates.

The Spaniards in their communiction to the peace commission Wednesday reaffirmed the position which they assumed against the discussion here of Spain's Philippine sovereignty. They insist that the words "shall determine the control, disposition and government of the Philippines" in article 3 of the peace protocol do not warrant any reference to Spain's withdrawal from the Philippines except on her own terms, and therefore the Spaniards propose arbitration on the construction to be placed on the words "control, disposition and government."

Oregon has been selected by the Mormon church for a Zion in the far West.

The people of Salvador are again up in arms, caused by the new deal entered into by the government.

Washington authorities say that the war tax will not be abolished at the coming session of congress.

The steamer Columbia, bound from Honolulu to Seattle, sank in the harbor of Hilo. She had a number of passengers on board, but there were no casualties.

General Calixto Garcia and his staff and other delegates from the so-called Cuban assembly will go to Washington, where they will have a conference with the president.

General Merritt will soon resume command of the department of the East, and General Shafter will go to San Francisco to resume command of the department of the Pacific.

Spaniards are ready at last to reply to the American ultimatum of three weeks ago. A meeting has been arranged with the American commissioners, who feel confident that definite results will be reached.

In Oakland, Cal., sparks from a newly lighted fire ignited the dress of Mrs. Preay, and she was burned to death in the presence of her two small children. Just prior to her death she gave birth to a child, which was dead.

An open switch caused a collision near Murray Hill, Ontario, in which eight persons were killed or fatally wounded. The accident was caused by a freight train trying to escape on a siding from an approaching passenger train.

President McKinley has completed his plans and decided on a line of action with regard to our new government possessions. All of the islands are to be continued under a strong military government; all fiduciary positions will be administered by army officers; the islands are to be kept out of politics as much as possible; the present currency systems are to be retained for the present, and duties on imports from the islands will be collected.

Minor News Items.

Husbands and wives traveling together in Norway, Austria and Hungary pay only one fare and a half on the railways.

Mrs. Fred Douglass, widow of the colored orator, is to go on the lecture platform to deal with the history of the race in this country.

Lieutenant Jules G. Ord, son of General E. O. C. Ord, who was killed in the battle of Santiago, was a great-grandson of King George IV.

Rudolph Neumann, general agent of the Alaska Commercial Company, while inspecting the Sitka mine Unga fell 209 feet to the bottom of the shaft and was instantly killed.

The National Association of Manufacturers and Jobbers of Threshing Machinery met in Indianapolis in annual session and elected as president J. E. Brown of Mansfield, O.

The authorities found nearly $10,000 secreted in the home of Oscar Osborne, who was murdered near Richfield, O., by robbers while trying to make him tell where his money war hidden.

LATER NEWS.

Dr. Stephen B. Tyng, president of the American Chamber of Commerce died in Paris.

Trouble among the miners at Pana, Ills., has broken out anew, and troops have been sent to the scene.

The First Illinois volunteer infantry, which saw service in the trenches at Santiago, has been mustered out of service.

Advices received from Seoul say the Corean government has issued orders that foreigners are to be stopped from trading in the interior.

The Canadian cruiser Petrel has seized a number of fish nets near Sandusky, O., belonging to American fishermen, and which, it is claimed, were in Canadian waters.

While a gang of 20 track hands was at work on the Pennsylvania railroad line, near Jersey City, they were run down by a train. Eleven workmen were killed outright and six seriously injured.

Conductor William Hatfield and Brakeman Harry Crogin were killed in the wreck of a caboose attached to a northbound train near Ardmore, I. T. The caboose left the track and was overturned.

The four-masted schooner Talofa, Captain Fletcher, from Guantanamo for Port Tampa, in ballast, has been totally wrecked on Cozumel island, off the eastern coast of Yucatan, and the captain and seven of the men have arrived at Progreso, two of the men having been drowned.

The ship Atlanta, which sailed from Tacoma, loaded with wheat for Cape Town, ran ashore near Alsea bay. She had a crew of 27 men, only two of whom got ashore. The vessel was broken in two, and is probably a total loss. She was commanded by Captain Charles McBride.

Two freight trains on the Chicago, Rock Island & Pacific collided at Moscow, Ia. One man was killed and one injured. A wrecking train which was about to start to the scene from Wilton was run into by a fast mail train. The fireman of the mail train was badly hurt an 16 men of the work train njured, some seriously.

The American and Spanish commissioners in agreeing upon January 1 as the date of Spanish evacuation of Cuba took a precedent from the treaty of peace entered into 50 years ago between Mexico and the United States when an agreement was made as to the date of the American occupation to cease. Then, as now, it was known that all the troops could not be embarked by the date agreed upon. Theoretically the Spanish occupation will cease January 1, though it is believed that 25,000 Spanish troops will still remain in Cuba.

Wm. Fink, a farmer living near Tyler, Wash., was killed by a runaway team.

A corporal and three merchants of Guantanamo were arrested for stealing government supplies.

The spruce lumber exhibit of the Clatsop Mill Company, of Astoria, has been awarded the first prize, a gold medal by the Omaha exposition directory.

There is a leper scare in Manila. Through neglect of Spanish officials nearly 200 lepers escaped confinement. Orders have been issued that all lepers be arrested and sent to a small uninhabited island southeast of Luzon.

Some disquieting news has been received as to the health of the American troops at Manila. In addition to the great amount of malarial and typhoid fever prevailing malignant smallpox has appeared. Deaths in hospitals will average about 100 a month.

Advices by the steamship Empress of China tell of a terrible disaster on October 25, when the steamer Kinshui Maru came into collision with the steamer Myagawa Maru, off Takami, sinking the latter. Seventy persons were drowned.

The secretary of the navy has ordered a court of inquiry to meet at the navy-yard at Norfolk for the purpose of investigating the circumstances attending the abandonment of the Spanish cruiser Maria Teresa, with a view to determining the necessity and responsibility therefor.

George W. Lake, an American, residing at Chemulpa, has been murdered. Lake kept a big store near the Chinese consulate. The murderer entered for the purpose of robbery. With an iron weight attached to a Chinese steelyard he killed Lake with one blow as he slept.

Charles S. Cross, president of the First National bank of Emporia, Kan., shot and killed himself near that city. An hour previous the bank had been closed by order of the controller of the currency. The failure is a bad one, and all the county and city funds are involved.

An electric street-car of the Tacoma railway line was derailed five miles from the heart of the city on the Steilacoom line, by the controller refusing to shut off the current on a heavy down grade. The car was smashed to splinters by striking the side of a cut 10 feet deep, through which it was traveling. Seven persons were aboard, and all received injuries.

Fifty-seven officers of the regular army have sons in the service, and two generations of the same family are even more frequent in the navy. The Selfridge family furnishes three generations—from a lieutenant to an admiral.

The life insurance companies doing business in Canada have agreed hereafter not to accept risks on the lives of married women, unless they happen to be the breadwinners of the family; or, in other words, wholly independent of their husbands.

Mark Twain is said to show the effects of his recent efforts and to be aging rapidly.

Joaquin Miller, the poet, who is building his own tomb in the California woods, has used only flint and his masonry will last for centuries. In the rock he has cut the words: "To the Unknown."

The funeral of Mrs. S. C. Harris, in Atlanta, Ga., was made a public affair owing to the fact that the dead woman had earned the title of "Mother of Atlanta" in 1842 by bearing the first child born in that city.

RIGHTS IN THE EAST

United States Must Make a Firm Stand.

ADDRESS OF SENATOR LODGE

We Will Be Forced to Declare That the Ports of China Be Opened to All Nations or to None.

Yaquina, Or., Nov. 21.—The British shp Atalanta, carryng a crew of 27 men and loaded with 2,800 tons of wheat, from Tacoma for South Africa, was wrecked near Alsea bay yesterday morning, and so far as known there are but three survivors.

The cause of the wreck of the Atalanta and the circumstances attending it, produce a tale most harrowing. The mismanagement of the vessel by its officers is ascribed as the cause of the disaster, and the crippling of the Yaquina life-saving station by a penurious policy of that department of the government, adds horror to the situation. The only three survivors aver that some of their comrades on board the ship may yet be alive. While the members of the life-saving crew are in sight of the wreck, they are so far powerless to render assistance, owing to the want of apparatus. Meanwhile couriers scoured the beach and country adjacent for 10 miles, to procure horses to bring up the lifeboat and beach cart.

The Atalanta lay about a mile off shore, in a field of furious breakers. Every swell passed over her works. Each hour a section of the vessel was seen to fall away, and the timbers float toward the shore. A strong and steady southwester aided the current from the same direction to bear the wreckage rapidly to the beach. It was this power and agency, and this alone that enabled the three sailors who survive to escape the fate of their brethren. In a lifeboat filled with water, partly disabled with wreckage, and without oars to direct their craft, they were borne to terra firma, thus passing over a course of nearly two miles.

One man, who was clad in simply a shirt, more hardy than the others, made his way along the beach. He found a farmhouse and announced the news, and solicited assistance for his companions. When the unfortunates on the beach were reached they were so benumbed with cold as to appear beyond help. It has required nearly 24 hours for one of them to regain his powers of mind and body. The rescued sailors have been taken into cabins along the beach.

The most complete and reliable story of the wreck obtainable comes from Frank Fogarty, a member of the Yaquina life-saving crew, who has patrolled the beach in the vicinity of the wreck. Captain Clark ordered him back to the station, which had been entirely deserted, except by the wives of the crew, to guard there tonight. "The officers of the Atalanta paid the penalty of their folly with their lives," said Fogarty. "Not one escaped, unless he is penned up in the forecastle, to be released tonight or tomorrow.

"The survivors have started the story down on the beach that the wreck is more the result of carelessness on the part of the captain than of adverse weather. It is to the effect that the Atalanta was racing down the coast with another sailing ship to make better time, and having a more advantageous tack, against the southwester, he steered close into Cape Foulweather. Not seeing the lighthouse, he supposed the vessel to be some distance from shore. This caused him to continue his southeast tack too long.

"The logbook at the life-saving station shows that Thursday morning, between midnight and 6 o'clock, when the Atalanta was on this tack, the Cape Foulweather lighthouse was concealed by fog and heavy sheets of rain. Nevertheless, the survivors, according to report, do not excuse the policy of the captain. Had not a race been on, they say, he would have taken no such chances."

Atalanta Sailed From Tacoma.

Tacoma, Wash., Nov. 21.—The British ship Atlanta left here last Saturday with $65,000 worth of wheat, for Delago bay, South Africa. She was in command of Captain Charles McBride, of Greenock, Scotland, where he has a wife. The ship left here with 27 men, the only names of those on record here being those of the captain and the following, who joined the vessel at this port as seamen:

D. F. Green, A. B., 31 Chapel place, Dublin; J. Webber, A. B., 132 Forty-second street, New York; S. A. Jacobson, A. B., Stockholm; J. Smith, Finsbury; G. Covalis, Callao; J. Jones, Valparaiso; N. Sorensen, Bergen; G. Fraser, 329 Monroe street, Philadelphia; R. Codd, 74 Flanders street, Liverpool; J. Marks, Brightwood addition, Indianapolis.

The Atalanta was of only 1,693 tons register. She was built in 1885, owned by N. Hill, of Scotland, and was worth probably $50,000.

Captain Renny, Lloyd's surveyor here, thinks probably the lost ship is the German bark Atalanta, 2,200 tons, which he says is en route from Santa Rosalia, Central America, and more likely to be carried into the shore by the southwest wind that is said to have prevailed. Another German ship, Atalanta, sailed from British Columbia November 4, in command of Captain Durmer, with salmon for London, but that ship should be past Oregon long before this.

Ten Persons Burned to Death.

St. Petersburg, Nov. 21.—In a large fire, which completely destroyed an extensive shed, 10 persons were burned to ashes.

Death of John W. Keeley.

Philadelphia, Nov. 21.—John W. Keeley, the inventor of the Keeley motor, died today at his home in this city from pneumonia. He was ill on Saturday last and continued to grow steadily worse until his death. Mr. Keeley was 61 years of age, and leaves a widow.

Chamberlain's Mission to America.

Paris, Nov. 21.—La Patrie today says: "Joseph Chamberlain has returned from America with a draft of a treaty with the United States concealed in his pockets."

ANARCHY IN PORTO RICO.

Brigands Plying Their Trade in the Interior.

Washington, Nov. 21.—The cabinet session today was devoted to a large extent to consideration of complaints that have reached the war department, alleging that a state of practical anarchy prevails in Porto Rico. These complaints asserted that the lawless elements are committing depredations of the gravest character, and the seriousness of the situation is increased by the fact that United States troops likewise have been guilty of gross misconduct. Secretary Alger has cabled General Brooke, inquiring as to the accuracy of the complaints.

The most serious allegations are against brigands and lawless elements in the smaller towns away from the coast. It is said that taking advantage of the unsettled state of the country, due to the transfer of the government from Spain to the United States, bands of men have organized for robbery and rapine, burning houses and plantataions and levying tribute upon the people wherever possible. In one case, it is said, they made a raid on a small town of about 1,500 inhabitants, 15 miles from the nearest troops, and burned and destroyed property to a considerable value.

AN APPEAL FOR HELP.

Foreigners at Iloilo Ask for American Protection.

Washington, Nov. 21.—News of a mixed character came to the navy department today from Admiral Dewey touching the situation in the Philippines. The admiral sent two of his warships, the Charleston and the Concord, some time ago, to the southward from Manila to ascertain whether there was truth in reports that the insurgents had extended their activities in that direction. Today he cabled as follows:

"Manila, Nov. 21.—Secretary of the Navy, Washington: Charleston and Concord arrived today from Iloilo. Glass reports that the entire island of Panay is in possession of insurgents, except Iloilo, which is defended by 800 Spanish troops. All foreign citizens there beg for American protection. The island of Negros has declared independence and desires American protectorate. DEWEY."

Glass is commander of the Charleston. So far, nothing has been done by the administration toward curbing the insurgents in their operations, save verbal representations from the American commanders to Aguinaldo, in which it has been pointed out to him that it would be good policy, in view of the probability of the annexation of the islands by the United States, to pursue a course that would not be obnoxious to the United States. But the situation is now realized to be critical. So far as the Spaniards are concerned, perhaps they can be left to take care of themselves, but the foreign residents at Iloilo are differently regarded.

MORE SHIPS FOR NAVY.

Three Sunken Spanish Vessels to Be Raised at Manila.

Washington, Nov. 21.—The United States navy will soon possess more than a sprinkling of foreign-built warships. Admiral Dewey has informed the navy department that he has contracted with a Hong Kong firm of wreckers to raise three of the Spanish war vessels sunk in the battle of Manila last May day. The cost of raising the ships and putting them in thorough repair will be $500,000.

The vessels to be raised are gunboats of large type, and, in the opinion of Chief Constructor Hichborn, they will be the very best kind of craft for the protection of the United States' interests in the Philippines and along the Asiatic coast.

Caused a Stampede.

Spokane, Wash., Nov. 21.—A Lewiston special to the Spokesman-Review says:

A great strike of high grade ore is reported near the Snowshoe pass, on the Warren trail, 20 miles south of Florence, Idaho. A big stampede from Florence is reported.

The Florence correspondent of the Spokesman-Review reports that the strike was made between the now famous Buffalo Hump and Thunder mountain.

The great vein is from 30 to 90 feet wide, and carries an abundance of free gold.

The Salmon river runs through the claims, and the country never has much snow.

Tug Pawtucket Launched.

Vallejo, Cal., Nov. 21.—The United States steel tug Pawtucket was launched at the Mare island navy yard today. She was christened by Miss Heather Baxter, the little daughter of Naval Constructor W. J. Baxter, in the presence of thousands of spectators. The Pawtucket is 102 feet long, is of 225 tons, and is expected to develop 450 horsepower. She will make 12 knots per hour. Her boiler and engines are almost completed, and the Pawtucket will be ready for commission by January 1.

Launching of the Wisconsin.

Chicago Nov. 21.—The United States battle-ship Wisconsin will be launched at San Francisco Saturday, November 26, and will be christened by Miss Elizabeth Stephenson, daughter of Isaac Stephenson, of Marinette, Wis.

Grazing Sheep on Reservations.

Washington, Nov. 21.—The right of the government to prosecute criminally persons grazing sheep on all forest reservations, except in Oregon and Washington, was sustained in a decision rendered today by the attorney general.

Secretary Bliss recently asked as to whether such prosecutions would lie under one of the series of regulations recently issued for the preservation of the forests, and the decision holds that they will.

Massacre of a Missionary.

London, Nov. 21.—A dispatch to the Daily Telegraph from Shanghai says that the Rev. Mr. Fleming, a missionary, and a native evangelist, were murdered in the recent attack by the rebels in the town of Kwi Fu, in the Upper Yang-tse-Kiang valley, when the Catholic mission there was burned.

Dr. Cardwell Promoted.

Washington, Nov. 21.—Herbert C. Cardwell, of the Second Oregon, has been promoted from captain and regimental surgeon to major and chief surgeon of volunteers.

RIGHTS IN THE EAST

United States Must Make a Firm Stand.

ADDRESS OF SENATOR LODGE

We Will Be Forced to Declare That the Ports of China Be Opened to All Nations or to None.

Boston, Nov. 19.—Senator Lodge, in an address at the Boston Boot and Shoe club's banquet last night, said in part:

"The success of the English-speaking race, which has carried it all over the world and made it the great industrial and commercial people of the earth today, has been due to the principle of self help. But there are certain things which the spirit of American enterprise must look to the government to do.

"You cannot expect men to carry your products and to extend your trade by establishing themselves in a distant portion of the earth unless you have a government that is ready to protect them at all times and at all hazards.

"We want no commerce at the cannon's mouth, but we do want it understood that wherever an American is engaged in business he is to be protected and that there is a navy of the United States big enough to guard him wherever he sees fit to go. Therefore I say that we need a large navy as a protection on the sea as well as on the land.

"The question that confronts us is a larger one than what we shall do with the Philippines. They say we are not an Eastern power unless we hold those islands. We are today the greatest power in the Pacific ocean. We hold one entire side of that ocean except the outlet which England has in China. We hold the half way house in Honolulu, where all ships must stop when the Nicaragua canal is built, as it will be. Are we going to allow the ports of the east to be closed to us and open to Russia, France and Germany alone? Or are we going to stand up and say with England and Japan, the ports of China must be closed to all or they must be open to all?

"It is going to be a struggle, in my judgment, between the maritime nations and the non-maritime nations. It is going to be a struggle to see whether the people who speak the English tongue are to go to the wall, or whether they are to have their share in the commerce of the earth wherever they fly their flag. I believe that the United States is entitled to its share of the world's commerce. I do not believe that we should be shut out from it, and I do not think that there is the least danger of war anywhere if we are far-sighted enough to make it known to the world just what we want and just what we intend to do. Let our government have wisdom in its foreign policy and its treatment of our merchant marine, and the genuis of American invention and enterprise will do the rest."

CHINA AND THIBET.

Trouble Brewing Between the Two Asiatic Countries.

Vancouver, B. C., Nov. 19.—According to late Oriental advices there is trouble brewing between China and Thibet. A Yachow dispatch says:

"The prefect of Yachow has arrived from Thibet, whither he was sent to settle up troubles following upon the Chang Tunglin's raid into Chantui and Derge last year. The whole raided district has been given over to Lhassa and Lama rule, a retrocession of annexed territory on the part of China that is as little comprehensible as the 'abdication' of the Russians in Corea. There are those who say that China is apprehensive of hte growing independence of the Lamas and as the treaty between England and Thibet expires this year, she is afraid the Lamas may open a road for the British from Darjeeling to Lhassa."

MANILA COURTS REOPENED.

Spanish Judges Hear Civil Cases, American Judges Criminal Cases.

Victoria, B. C., Nov. 19.—Advices by the steamship Empress of China are to the effect that the Manila law courts have resumed business with Spanish judges to hear all civil cases and American judges to hear all criminal cases.

Some disquieting news has been received as to the health of the American troops at Manila. In addition to the great amount of malarial and typhoid fever prevailing, malignant smallpox has appeared. Deaths in hospitals will average about 100 a month.

There is a leper scare in Manila. Through neglect of Spanish officials nearly 200 lepers escaped confinement. Orders have been issued that all lepers be arrested and sent to a small uninhabited island southeast of Luzon.

A Letter From Peary.

Waterville, Pa., Nov. 19.—A letter just received from Lieutenant Robert E. Peary, by J. F. Hill, says that probably no message will be received from him for several years. The Hope cleared the ice field all right, but Lieutenant Peary expresses fears that the Windward may be delayed by the ice closing in.

Death in Fifty-Mile Rapids.

Victoria, B. C., Nov. 19.—Passengers of the steamer Dirigo, which arrived tonight from Skagway, bring news of the drowning of two men in the Fifty-Mile rapids, on the Yukon. Four men left Lake Bennett on a scow September 21, with 50 tons of provisions. When the scow reached Fifty-Mile her seams opened and she sank. Two men, Smith and Halloway, swam ashore, but the other two, whose names are unknown, were drowned.

Kaiser Will Not Visit Spain.

Berlin, Nov. 19.—An official telegram received here from Valetta, island of Malta, says the emperor and empress of Germany sailed for Pola, at the northern end of the Adriatic sea, from which port they will travel overland direct for home.

Billot Bribed Esterhazy.

Paris, Nov. 19.—La Petit Republique says that during the recent trial of M. Zola for libel, Count Esterhazy was overheard to say that General Billot, ex-minister of war, gave him 50,000 francs for forging the bordereau

URGED TO GIVE IT UP.

Madrid Press Calls on the Government to Yield.

Madrid, Nov. 19.—Almost all the papers deprecate the diliatory proceedings at Paris, expressing their belief that the United States will decline arbitration, and urging the government to yield quickly, since it is impossible for Spain to renew the struggle or to expect European assistance, and, furthermore, because it would be better to cease wasting money and to concentrate attention upon Spain's domestic affairs and the restoration of her finances.

Spain's Attitude.

Paris, Nov. 19.—At the daily session of the American peace commissioners, the Spanish memorandum presented at yesterday's joint session was up for consideration. No unofficial person knows the contents of the document, but it is safe to assume that, added to her insistence on the reservation of her Philippine sovereignty and her proposition to arbitrate the construction of the third article of the protocol, Spain has made two other important statements.

First, that on the high ground of financial probity she cannot allow any discussion here of the validity of her action in pledging the resources of the Philippines for payment of the Philippine debt.

Second, that in connection with the American proposal to reimburse Spain for her pacific expenditures in the Philippines, she cannot admit of any inquiry as to how she spent the proceeds of the loans based on Philippine pledges.

If Spain has assumed this attitude, and it is believed she has done so, she practically compels the American commissioners to consider at least the entire Philippine debt and its assumption by the United States.

It is difficult to understand how the Americans can reply to this in any other manner than by outlining their position and giving the Spanish a time limit in which to accept the propositions of the United States.

DISARMING THE CUBANS.

General Perez Doing Good Work at Guantanamo.

Santiago de Cuba, Nov. 19.—General Leonard Wood has instructed General Ewers, who is in command of the brigade of negro regiments at San Luis, where the drunken affray occurred Monday night to move the camp five miles out from the town. It is probable that one of the regiments will be sent to an island near the entrance of Santiago harbor, where there are no inhabitants.

The United States transport Port Victor, Captain Brickley, reports that while passing near San Salvador island (Watlings island) he saw a large ship, bottom upward, which he almost ran into. Owing to the darkness he could not discover whether she was a sailing vessel or a steamer.

At Guantanamo, General Perez, the mayor, now seems to be making an earnest effort to disband his former Cuban troops. Yesterday one man refused to lay down his arms and drew his weapon on a Cuban officer, who promptly killed him in self defense. The incident has had a good moral effect, and the others of Perez' former command are now voluntarily relinquishing their arms, preparatory to disbandment.

SEIZED SPANISH GUNS.

Strange Action of the Captain of the Steamer Glacier.

Santiago, Nov. 19.—Colonel Ray, the American commander at Guantanamo, reports from that place he heard the United States government ship Glacier had landed a number of men at Port Caya del Toro, and had taken possession of the two finest bronze cannon there. It was added that the men on the Glacier had also accidentally blown up the arsenal. Ray went to Caimanara to investigate. Captain Norman, of the Glacier, admitted taking the guns, and said he took them for the secretary of the navy. The captain refused to furnish any other information on the subject and consequently it is not known whether he acted under orders from the secretary of the navy or is merely making the secretary a private present.

A corporal of the Third regiment of immunes at Guantanamo, who was detailed to assist in the free ration distribution, has been discovered in cooperation with some merchants of the town who have been swindling the government. Large supplies are missed, valued at $1000. The corporal and three merchants are under arrest.

DREYFUS MAY GO TO PARIS.

La Borie Authorized to See Picquart in Prison.

Paris, Nov. 19.—It was announced today that M. La Borie, counsel for Colonel Picquart, who is now confined in the military prison of Cherche Midi, has received authorization to confer this afternoon with his client.

In legal circles the belief is expressed that the court of cassation will shortly order the return of Dreyfus from his prison on Devil's island, off the coast of French Guiana, on the ground that it is impossible to carry on the examination of the prisoner by cable, in view of the cost of such a proceeding, as well as the unnecessary delay.

Merrimac Hero Banqueted.

Des Moines, Ia., Nov. 19.—The Grant club, of this city, banqueted Osborne W. Deignan, of the Merrimac crew, this evening. He left Stuart on his return to the Resolute, at Brooklyn, today. When he arrived here at 5 o'clock this evening he was hurried through the crowd to the clubhouse, where a public reception was held, Colonel E. G. Pratt, president of the club, introducing him. Deignan left at 9:35 P. M. on the Rock Island, an immense crowd following him to the depot.

Archbishop Gross Buried.

Baltimore, Md., Nov. 19.—The funeral of Archbishop Gross, who died at St. Joseph's hospital Monday morning, took place this morning. The remains, which had been lying in state at St. James church, Eager and Aisquith streets, since Tuesday, were taken to the cathedral, where the funeral services were held. A number of bishops and priests prominent in the church, as well as many prominent laymen, were present.

The Wyoming wool clip this year weighed 14,000,000 pounds.

GUARANTY OF PEA[CE]

Chamberlain on the Anglo-American Relations.

WHAT IT MEANS TO THE WO[RLD]

Improving England's Relations [with] Germany—No Fear of Saxon Competition—Other Foreign News.

London, Nov. 18.—Speaking at a Conservative club banquet tonight Hon. Joseph Chamberlain said:

"Germany and the United States, the two great commercial nations whose interests are identical with ours, what I have said, I have not meant a permanent, formal treaty of alliance, nor need I say this now, but that speech of mine some months ago gave rise to interpretations.

"Those persons are very presumptuous, very much mistaken, who think that Great Britain is in need of an alliance for her own security, and in order that other powers may pull chestnuts out of the fire."

This was received with loud and prolonged cheering, which greeted the reference to the United States. In an eloquent peroration, Mr. Chamberlain developed the theme, declaring that if England ever needed an alliance, she would give as much as she received, but that she would not need more aid, in his opinion, than would be cheerfully afforded by her own children. He scorned the idea that England should fear German competition, as he believed, he said, the Anglo-Saxon co-operation and influence would prove irresistible, and if there was no reason why, even without an alliance, Great Britain's friendly relations with Germany should not be strengthened.

"I rejoice," he said in conclusion, "at the change that has occurred in the relations between Great Britain and the United States. To us they stand in a relation entirely different from that occupied by any other people. I know a hundred reasons why we should be friends, none why we should be otherwise; and I believe there has been the true feeling of this country toward the United States for many years. All misunderstandings have been happily removed, and the combination of the two English-speaking nations would fear no other alliance.

"Our imagination must be fired when we contemplate the possibility of such a cordial understanding between the 70,000,000 of people of the United States and our 50,000,000 Britons, an understanding which would guarantee peace and civilization to the world. We shall welcome the United States in its new career as a colonizing nation, because we know it is animated by the same motives and aspirations, employs the same methods and loves justice as ourselves; and such a new departure will, doubtless, as Lord Salisbury has said, serve our interests not in any selfish or mercenary way, but because it will give each a better understanding of the other's work, increase our sympathies, bring us closer together and make easy and instinctive that most desirable co-operation."

NEW CANAL SYNDICATE.

Grace Company Claims to Have Secured the Right of Way.

New York, Nov. 18.—E. F. Cragin, of Chicago, who engineered the purchase of the concession for building the Nicaragua canal in the interest of the Grace syndicate, arrived today on the steamer Allegheny from Greytown. He was accompanied by a corps of civil engineers belonging to the corporation. Cragin says the syndicate which he represents now has full control of the building of the interoceanic canal, and the old grant has been cancelled. Cragin said:

"We went down there for the purpose of ascertaining if the grant held by the Maritime (Miller) company was workable and soon discovered it was not. The concession for years has practically been canceled by the violation of several articles of the agreement. Although the government holds that the concession ran until October 1899, there was no disposition on the part of the officials to grant a renewal of the work which had ceased several years ago. Then we arranged for a new and independent concession, work on which will be pushed vigorously."

They Had No Passports.

Havana, Nov. 18.—The delegates from the Cuban assembly at Santa Cruz del Sur, appointed to go to Washington to confer with President McKinley, intended to leave today for Tampa by the steamer Mascotte. After all their arrangements yesterday, they went to the Plant line office to buy their tickets, where they were confronted by a demand for their passports before tickets could be issued them under the Spanish law and regulations of the company. The delegates had no passports, and flatly refused to approach the Spanish authorities either to request a [illegible] or show compliance to their laws. The steamship agents were firm, the Cuban delegates were firm, and as a result only Manuel Sanguilly, who is an American citizen, could leave today. An application at the ticket office of the Ward line was met with the same rebuff, but it is believed that the difficulty will be overcome in time to allow a departure tomorrow.

Madrid, Nov. 18.—Captain-General Blanco in a letter to Senor Tamayo says:

"The keenest sorrow of my life is surrendering Cuba, with an army of 150,000 men and 200,000 guns, to an enemy who claims to have conquered Cuba, while we are possessed of such resources."

Agreed on the Date.

Havana, Nov. 18.—The joint session of the evacuation commissioners today lasted about two hours. It is believed that an understanding was reached regarding the date of evacuation. The ultimatum sent to the Spanish commissioners a fortnight ago provided that the evacuation should be complete by noon January 1 next and it is said that the Spaniards have agreed to that date and are making an effort to secure temporary residences here after it may not be possible to embark all the troops until some time later.