

## Lincoln County Leader

J. F. STEWART, Publisher.

TOLEDO.....OREGON

If there are any blowholes in American armor plate Spain can't prove it.

A dude fights nearly as well as a cowboy, and a cowboy fights better than anything else on earth.

A new trolley line across the Niagara bridge, from Canada to the United States, will have to be reckoned among the ties that bind.

Chicago's tallest and thinnest citizen died the other day. He was 7 feet 8 inches tall and weighed only 125 pounds. He was a Pole.

The man behind the gun is the one who wins naval victories, and no one appreciates this more keenly than the man in front of the same gun.

The manner in which the bull fighters in Spain have been crowded out of popular interest should be a warning to this country's prize fighters.

It is safe to conclude that there will be a great deal of powder burnt in the next few years. European nations have learned the value of shooting straight.

Say what you will, the commander of the Cristobal Colon understands punctuation; just as soon as the Colon was cut in two she made a full stop.

Has it ever struck you that the fellows who invent bullet-proof cloths have a wonderful faculty of turning up absent about as soon as a real war test offers itself?

A Chicago business house displays below the name of the firm a line reading "Established Before the War." That sign doesn't mean so much now as it did a year ago.

A Madrid correspondent says that "the best people of Spain are the least demonstrative in their hostility against America." Certainly, the best people of Spain are underground.

"When Mrs. Lowe was declared elected," remarks a Denver paper in discussing the national convention of women's club, "the bustle in the hall was simply indescribable." Whose?

The York (Pa.) Dispatch editorially says: "Postmaster George Young, of Gettysburg, was in this city to-day between trains." Did he get out of his unpleasant and dangerous predicament all right?

The several Vanderbilt families are gradually taking up their homes in France, but it is understood that they are sufficiently friendly to the United States to enable them to accept dividends declared by their railroads.

A leading New York attorney writes to a Gotham Journal to say: "I am engaged by the year to look after the matrimonial and other legal matters of Miss Lillian Russell." The airy, fairy Lillian evidently saves money by making wholesale contracts of this sort.

The negro seems to lack a pride of race to correspond to the pride of nationality. Instead of following the best and brainiest of his own race he is better content to follow the dictates of the white politician, and the vicious white politician makes the negro vote a danger and a menace by using it for his vicious ends.

Remember that only letters will hereafter be returned by the postoffice to the sender, until full return postage is paid. No second, third or fourth class matter is to be returned or forwarded to a new address without additional postage. The new law covers newspapers, books and packages of merchandise.

The question, asked these many years and in tones more or less musical, "What are the wild waves saying?" may be near a satisfactory reply. The manufacture of paper from seaweed is said to be a growing industry in France. The seaweed will doubtless reveal the whisperings and thunderings of the ocean it has heard to writers who use the paper.

The advantage a millionaire has over a workingman is that he may assume the other's part. The workingman cannot play the millionaire. Some amusing incidents are told in Harper's Weekly of patriotic youths who have given up lives of ease and pleasure to work and live like any common sailor in the naval reserves. One of them was lately swabbing down the deck under the supervision of an old tar, who exclaimed, "By George! there's a fine yacht. Do you know who she belongs to, young feller?" "Rather," drawled the militiaman; "she belongs to me!"

At a recent convention of accident insurance companies some interesting statistics were presented in regard to the liability of men in different occupations to meet with accidents. One would naturally expect that commer-

cial travelers, being on the road most of the time, would be very liable to injury, or at least more so than farmers. But the experience of the insurance companies has been just the opposite. The commercial travelers show a percentage of claims for injuries received of only 3.6 per cent of the number insured. Farmers' claims represented 24.3 per cent of the number insured, or about seven times as many as the commercial travelers. From which it seems that traveling is not very dangerous, and that it is a much safer occupation than farming.

Just now the country is watching the second generation of some of its great names to discover whether the strength of the fathers will show in the sons. While there is nothing more certain than that blood will tell—and by blood is not meant, necessarily, descent from those who made the highways unsafe when it was the polite and gentlemanly thing to be a robber baron—the too advantageous conditions under which many of these young men have started out has made impossible any real development of the powers which may be latent in them. For Nature develops nothing good without a struggle; degeneracy is the product of her idleness. Progress toward a higher type is solely by constant effort and unceasing strife. Man is no exception to this law. Our great soldiers fought up to rank against a thousand bitter opponents; our great merchants gained wealth over a swarm of pushing competitors; and so on through the list of those who have achieved success in any calling. It is the constant conflict that strengthens the sinews of character. But in the second generation of success we too often find the son, in defiance of Nature's final law of development, spending without earning, and receiving unearned, and consequently ridiculous honors. Those who have done nothing but stagger under a father's historic name along the path of easy advancement are not likely to make history. It is the nameless ones who have been toiling up step by step whose names will mean something at the end of the present strife; for it is only with work that blood will tell.

There is in the country a great renewal of interest in the Nicaragua canal, a bill for assisting in the construction of which is now before Congress with the expectation that it will be the most important subject to be discussed by that body at its next session. There are some questions that will add to the public interest upon the subject, like the retention of the Philippine islands, but the annexation of Hawaii is enough to make the project an important and necessary one. It is nearly half a century ago that the idea of constructing an interoceanic canal across Nicaragua was first publicly discussed, and since then four or five surveys have been made to ascertain the best route and an approximate idea as to the cost of the work. The line that has been most popular extends from Greytown, or some point near it, through Nicaragua Lake to Brito, on the Pacific coast. Finally a company was chartered by the United States to construct the canal, and necessary concessions were obtained from the Nicaraguan Government. The route adopted was to start from Brito, following the Rio Grande and the Lajas River to the lake, a distance of seventeen and a half miles. In this section the canal was to have a depth of thirty feet and a width, at the bottom, of 125 feet. Through the lake a channel would have to be dredged, the distance from the mouth of the Lajas to Fort San Carlos on the eastern shore being fifty-six and one-half miles. From that point the River San Juan would be followed for sixty-nine miles. Two important tributaries enter the San Juan, the San Carlos and the San Francisco, at a point called Ochoa, and from that place a regular canal would be constructed to Greytown. There have been several estimates made as to the cost of the work, varying from \$65,000,000 to \$133,000,000, but it is probable that \$110,000,000 would be ample to complete it. The savings in the distance to our ocean commerce would, by the use of this canal, be enormous. Ships bound from San Francisco to New York would save about 8,000 miles in taking the canal instead of going round Cape Horn. From England and European ports the saving of distance would be 1,000 or 2,000 miles less. While the cost of ocean transportation is not great, the risks of navigation are to be considered, while the time, involving interest charges or shipments and insurance are of great moment. Judging from the most carefully compiled estimates, the revenues of the canal could not be much if any less than \$8,000,000 annually, which would pay operating expenses and a remunerative dividend upon the money invested. The present bill authorizes the Government to guarantee bonds of the company to the amount of \$100,000, being amply secured against any loss by reason of such indorsement. The war has been an object lesson to the people of the country, and has removed nearly all the opposition that once existed against the Government lending its aid in the building of this great waterway.

A brainless man is about as useless as a trainless railroad.

## FIRE ON THE FLEET

### Havana Batteries Deliver a Parting Shot.

#### SAN FRANCISCO WAS STRUCK

Large Hole Torn in the Cruiser's Stern—No One Aboard Ship Was Hurt—American Vessels Steamed Out of Range as Rapidly as Possible.

Key West, Fla., Aug. 16.—The flagship San Francisco, the monitor Miantonomoh, and the auxiliary yacht Silvia, were fired upon by the Havana batteries shortly before 5 o'clock yesterday morning. One 10 and two 12-inch shells struck the San Francisco's stern as she turned to get away out of range, and tore a hole about a foot in diameter, completely wrecking Commodore Howell's quarters and smashing his bookcases into fragments. No one was injured, and, being under orders not to attack the batteries, the ships departed as fast as their engines would carry them.

The flagship and the Silvia lay parallel to each other, not more than a mile from Morro castle, and separated from each other by three-eighths of a mile. The Miantonomoh lay about three-quarters of a mile to the rear of the others. All were within range of the Spanish batteries, and the temptation was too strong for the Spanish to resist.

The first glimmer of dawn was breaking through the eastern skies when, without an instant's warning, the look-out on the flagship saw a jet of smoke puff from one of Morro's big guns. Almost before he could pull himself together sufficiently to make a report of the incident, 10 and 12-inch shells were screaming all around. The Spaniards had the range, and apparently were grimly in earnest in their last efforts to wreck injury on their too mighty enemy. Shells fell between the San Francisco and the Silvia. Some fell short, a few went over them. The flagship signalled the Silvia to get out of range without delay, and both ships swung around and made for the sea.

It was then that the shell struck the San Francisco's stern. Commodore Howell was on deck with Captain Leary when the shell struck. With the utmost speed the fleet moved out about three miles. Here the men on the flagship patched up the ragged hole in the vessel's stern. All the shells fired at the vessel fell around the ships. One of the Silvia's men stood calmly on the deck of the yacht, watch in hand, and counted them.

Morro castle fired several of the missiles, but how many is not known. The others came from two sand batteries near Morro. The firing lasted 20 minutes.

The one-sided engagement had scarcely ended when the men of the little yacht gunboat is manned by the New York naval militia. Her crew had barely recovered from the excitement when the flagship called the vessel over, and Captain Bellers was given a packet of private documents, which he was ordered to take into Havana under a flag of truce. The white flag was hoisted over the Silvia, and she started towards the guns which had just given her such noisy greeting. As the Silvia approached to within a mile of Morro, the character of the flag floating from her foremast was discerned and the castle signalled:

"What is your purpose?" To this the Silvia answered: "We have papers to deliver."

Morro did not resume the conversation and for some little time the gunboat rocked on the waters almost under the still-smoking cannon of the enemy. Presently, however, a Spanish gunboat drew out of the harbor and came close to the Silvia. It was the Martin y Pinzon, and carried a much stronger battery than the American ship. The customary formal salutations were exchanged, and Lieutenant William G. Ford, the executive officer of the Silvia, boarded the Pinzon and delivered the documents.

The ceremony occupied no more time than the physical act involved. The American officer returned to his ship, and the vessels went on their respective ways.

#### Ran Into a Washout.

Chicago, Aug. 16.—Battery A, Colorado light artillery, passed through Chicago today on the way to Fort Hancock, N. Y. The troops arrived over the Santa Fe road just too late to make connection with an eastbound train. They were delayed by an accident. A washout occurred near Nemo, Ill., and to the speed of the train the men owe their lives. As the last tourist car passed over a small cowpit, the roadbed collapsed and the car plunged from the rails. Every man on the train was awakened, but before it came to a stop, a guard rail caught the rear truck of the sleeper and threw it on the track.

## SPAIN IN MOURNING

Public Stunned by the Loss of the Colonies.

London, Aug. 16.—The Madrid correspondent of the Daily Mail says: The comments of the press on the protocol are a veritable funeral hymn on the destruction of the Spanish colonial empire. Some days ago, the desire for peace made the people close their eyes to the price, but now, upon reading the protocol, they realize that the cost is the loss of that empire which Spain had conquered with so much glory, and that Spain now falls to the second rank among nations. The public mind is stunned and there is general mourning.

General Blanco telegraphs that Havana is greatly agitated by the news of the signing of the protocol, and that much anxiety is manifested to learn the conditions, which have not yet been published. Some uneasiness is felt regarding the effect that the text of the protocol may have on the Spanish volunteers in Havana.

Many newspapers express grief and despair that the men who brought disaster to Spain by lack of foresight, organization and ability, should continue to govern the country.

#### The Madrid Press.

Madrid, Aug. 16.—The El Pais today prints the text of the protocol signed by the United States and Spain with mourning borders, and says:

"Spain, without colonies, is reduced to the role of a third-rate power."

El Imparcial says: "Peace will not bring to Spain even the rest she so much needs after three years and a half of war."

El Nacional says, bitterly:

"If Spain had at least been vanquished only after a furious and heroic struggle, she could resign herself. Peace with the United States will only be a momentary respite from our misfortunes."

El Epoca says:

"The peace is the saddest imposed since the treaty of Utrecht," and expressed the doubt if a government which allowed itself to be dragged into war will acquit itself well by negotiating peace.

El Liberal says the article in the protocol relating to the Philippines does not indicate that anything good for Spain will be fixed upon, and the question will not be settled favorably for her.

El Globo (ministerial) prays for peace between the United States and Spain, and says the communications on Eastern questions, which Day and Cambon have signed, begin the first chapter in a new history of Europe.

El Tiempo (conservative) says:

"Peace is an accomplished fact. The bitterness of defeat does not prevent us from seeing with satisfaction the end of the war."

#### DEATH IN A CLOUDBURST.

Twenty Persons Met a Sudden End in Tennessee.

Knoxville, Tenn., Aug. 16.—A terrible cloudburst, in which at least 20 lives are known to have been sacrificed, was last night visited upon the community of Beach Creek, about 15 miles north of Rogersville, Tenn., which place is 80 miles distant from Knoxville. The torrent of water fell in the vicinity of the home of William Figan, a well-to-do farmer, and his entire family, wife and five children, were drowned, and washed away with the flood. Figan, however, escaped. The deluge of water carried with it every other human being within its reach, but the only names of the lost reported here up to a late hour tonight, in addition to the Figan family, are John Arnold and Samuel Henry and wife. These people resided within a quarter of a mile of the Figan home. This information was received in this city by friends of the deceased.

Searching parties have been formed and are tonight looking for the bodies of the unfortunates who perished in the flood. It is, however, feared that they have been carried to graves from which they may never be recovered.

The cloudburst destroyed several thousand dollars worth of property. Whole crops were washed away and palatial homes suffered the same fate as the humblest hut in the path of the flood.

It has been impossible to communicate with the stricken community from this city on account of the fact that all wire communication has been interrupted. The complete details of the catastrophe are, however, expected by tomorrow night, coming by mail. The reports received up to a late hour tonight make it the most terrible affair of its kind experienced in this section for many years.

#### Threatened Protest by Japan.

Seattle, Wash., Aug. 16.—Japanese papers received here today contain a story to the effect that the Japanese ministry will protest against the United States holding the Hawaiian islands, in order to remove the opposition of the upper house to it by raising an issue of foreign complications.

Denver, Col., Aug. 16.—The Northern Colorado coal miners' strike, in which about 1,200 miners were engaged, is at an end, the miners having accepted the Northern Coal Company's offer of 25 cents a ton, mine run. Both sides claim a victory.

## WAR WITH SPAIN OVER

### Protocol Signed by Day and Cambon.

#### ORDER HOSTILITIES STOPPED

Orders Sent to American Military and Naval Commanders—An Improbable Ceremony at the White House—Two Commissioners Provided For.

Washington, Aug. 15.—With simplicity in keeping with republican institutions, the war which has raged between Spain and the United States for a period of three months and 22 days, was quietly terminated at 23 minutes past 4 o'clock this afternoon, when Secretary Day, for the United States, and M. Cambon, for Spain, in the presence of President McKinley, signed a protocol which will form the basis of a definite treaty of peace.

The closing chapter of events that led up to the signature of the protocol and the cessation of hostilities was full of interest. There was rumors in the early morning that over night the French embassy had received the long-expected final answer from Madrid, but these, upon inquiry, proved groundless, as it was not until 12:30 that the note began to come from Madrid in small lots.

The state department was soon advised of the fact that the message was under transmission, but, as it was evident that it would be long and that its reception would occupy much time, the secretary of state left the state department for his luncheon.

At 2:45 o'clock Secretary Thibault, of the French embassy, appeared at the state department to inform Secretary Day that the ambassador was in full possession of the note, and was fully empowered to sign the protocol for Spain, and only awaited the pleasure of the state department. He intimated that the ambassador would be pleased to have the final ceremony conducted in the presence of President McKinley, where the negotiations were begun.

Ambassador Cambon reached the White House at just 3:55 o'clock, five minutes in advance of the appointed hour.

After an exchange of diplomatic courtesies, unnecessary loss of time did not occur, and Assistant Secretary of State Cridler, on the part of the United States, and First Secretary Thibault, on the part of Spain, retired to a window, where there was a critical formal examination of the protocol.

This instrument had all the outward formalities due a document of this importance. It was printed in duplicate at the state department, one copy to be retained by the United States government and the other to become the property of Spain. The two copies are alike, except that the one held by this government has the English text in the first column, and the signature of Secretary Day ahead of that of M. Cambon, while the copy transmitted to Spain has French in the first column and the signature of M. Cambon ahead of that of Secretary Day.

The protocol sent to Spain was accompanied by the credentials issued by President McKinley, specially empowering the secretary of state to affix his signature to the document. The authorization was brief and in typewriting, save for the president's characteristic bold signature. Later the American copy of the protocol will be accompanied by the written credentials of the Spanish government sent to M. Cambon, and bearing the signature of Queen Christina.

The examination of the protocol was satisfactory, and the document was handed to Cambon first and then to Secretary Day, who affixed signatures in that order to each side of the two copies. Then the last detail in making the protocol binding was administered by Assistant Secretary Cridler, who attached the seal of the United States.

No credentials were produced during the meeting at the White House, the president accepting Secretary Day's assurance that this had been settled to his satisfaction at the state department.

It was 4:23 o'clock when the final signatures were attached to the protocol, and, within the knowledge of all officials present, this was the first time that a treaty or protocol had been signed at the White House.

As this ceremony concluded, the president requested the hand of the ambassador and through him returned thanks to the sister republic of France for the exercise of her good offices in bringing about peace. He also thanked the ambassador personally for the important part he has played in this matter, and the latter replied in suitable terms.

As a further mark of his disposition, President McKinley lealed for the proclamation, which he caused to be drawn up, suspending hostilities, and signed it in the presence of M. Cambon, who expressed his appreciation of the action.