

Yamhill County Reporter

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McMINNVILLE, OREGON.

CURRENT EVENTS OF THE DAY

Comprehensive Review of the Important Happenings of the Past Week Culled From the Telegraphic Columns.

The secretary of the interior has dismissed the appeal of the state of Oregon from the decision of the land office, holding for cancellation the indemnity school selection of lands in, The Dalles land district of Oregon.

Authentic reports have reached Shanghai of recent date from all sections of the Chinese empire, indicating that riot and attack upon foreigners is the order of the day. The attacks seem to be those of isolated ruffians rather than a concerted action on the part of the populace.

Another rich strike is reported as having been made in the Blue Jay mine, on Yorrison gulch, a tributary of Coffee creek, Trinity county, California, by the Graves brothers. The new pocket is said to be worth \$60,000. It will be remembered that a \$10,000 strike by the Graves brothers caused a rush to Coffee creek last summer.

The senate committee on education and labor has decided by a unanimous vote to report favorably the bill prepared by the trainmen of the country, and recently introduced in the senate by Kyle, providing for the arbitration of railroad strikes by a board of arbitration to be chosen by the strikers and the interstate commerce committee.

A special from Washington says: A cablegram received by the secretary of state from Minister Woodford, at Madrid, announces that the government of Spain has disavowed the letter of De Lome to Senor Canalejas. This disclaimer, as the administration officials are pleased to call it, is regarded as satisfactory, and the president has authorized the announcement that the incident is closed.

Rev. C. O. Brown, the California minister who figured in the Overman case, has been formally dropped from membership in the Chicago Congregational Association.

The outlook in France is gloomy, and many prominent men fear a downfall of the government may result from the recent agitation. One writer declares that anarchy prevails in the army, the law and the streets.

Dispatches from Guatemala state that anarchy reigns supreme throughout the country, as a direct result of the assassination of President Barrios and the plotting of the leaders of various factions to get into power in the republic.

The house library committee has made a favorable report on the bill to appropriate \$10,000 to erect a statue in Monterey, Cal., to Commodore John D. Sloat, who, on July 7, 1846, landed at Monterey and declared the land United States territory.

A dispatch to the New York World from Havana says: General Blanco's fiasco in Eastern Cuba, the postponing of the elections, De Lome's retirement, and the recent activity of the insurgents make the outlook black for autonomy and for Spain. The failure of the scheme of election will be proof to all nations that autonomy is dead, and the government is naturally delaying the evil hour.

There is a rumor in Havana that the palace authorities have a letter written by Consul-General Lee, the contents of which are as interesting, even exciting, for Spain, as the De Lome letter to Canalejas was for the United States. Another report was set afloat that General Lee had resigned. This, however, is known to be untrue. A strong effort is being made to get General Lee in the same boat with De Lome. The members of the autonomist cabinet do not like him.

There is a general impression among the pan-American diplomats in Washington, says a correspondent, that Costa Rica and Nicaragua are very near war. Both governments have assumed belligerent attitudes, according to information which has reached Washington, and it is the expectation of Central Americans in Washington that President Zelaya will demand a disavowal of Costa Rica's responsibility in connection with the revolution in San Juan del Sur. Two British warships are now in Nicaraguan waters, and more are expected. One of these now in Nicaragua is at Corinto and the other at San Juan del Sur.

The annual report of the civil service commission for the fiscal year ended June 30, 1897, has been presented to the president. It begins with a statement to show that after an experience of nearly 15 years the hopes of the advocates of the civil service law have been largely realized. In practice the law has proved effective in the direction of economy. Considering the few changes in the service under the merit system, following the wholesale removals system the economy and efficiency of the one stands in striking contrast to the extravagance and inefficiency of the other. The report speaks highly of the promotion system, based on the efficiency record.

Lord William Neville, fourth son of the Marquis of Abergavenny, who was placed on trial in London, charged with fraud in connection with the suit of "Sam" Leads, the money-lender, against Spencer Clay, pleaded guilty of fraud, but claimed he was not guilty of forgery. He was sentenced to five years' penal servitude.

The stockholders in the Pacific Railway Company must pay the creditors and bondholders of the corporation the amount of the inflation of the stock.

RAILWAY IN WHITE PASS.

English Company to Build From Head of Lynn Canal to Lake Bennett.

Montreal, Feb. 17.—C. H. Wilkinson, representing the British Yukon Company, says the construction of a railroad through White pass, from the head of Lynn canal to Lake Bennett, will be begun immediately by his company. The road, which will be 45 miles in length, will be completed within 90 days of the beginning of the work.

The British Yukon Company, of which the Duke of Teck is president, also holds a charter from the Dominion government for the construction of the road through White pass. The announcement, some weeks ago, of the government's having negotiations with Messrs. Mann and Mackenzie, determined the British Yukon Company to build the road over White pass at once.

The width of the track will be three feet six inches. The grade over the pass will be three per cent, and at points where the grade is the steepest what is known as the "A. B. T." rail will be laid. This rail, which is used in the Hartz mountains in Europe, has notches for the grip to a cog wheel, and is a part of the locomotive. Mr. Wilkinson says the road will be completed by the middle of the summer.

Fatal Blizzard in Alaska.

Juneau, Alaska, Feb. 17.—During the last four days a terrible blizzard has been raging along the coast from the head of Lynn canal to Fort Wrangel. Accounts differ as to the number of the blizzard's victims, varying from 17 to 27. There is no means at present of getting at the facts.

Customs Regulations at Dyea.

Ottawa, Feb. 17.—Mr. McInnis, of British Columbia, speaking in the house of commons, asked if the government was aware that the United States authorities at Skagway and Dyea continue to compel all purchasers of Canadian goods to take an official escort while crossing the disputed territory, and to pay \$6 per day for such escort. Mr. McInnis also wanted to know if some arrangement had not been made between the United States and Canadian governments doing away with this "intolerable discrimination."

Premier Laurier, in reply, said that the arrangement referred to was an official one, and consisted of an understanding that regulations should be issued by the secretary of the treasury which would render effective the privileges of bonding Canadian goods over United States territory at Dyea and Skagway. These regulations, he said, had been issued, though they had not been officially communicated to the Canadian government. He believed the regulations would prove satisfactory to Canada.

From Denver to Dawson Afout.

Logan, Utah, Feb. 17.—A man giving his name as Benjamin Caldwell, who has arrived here, claims to be walking from Denver to Dawson City on a wager, made by Millionaire Stratton, of Colorado Springs, and another Colorado capitalist named Moffitt. The conditions are that Caldwell must walk the distance, starting with 10 cents in his pocket. If he succeeds he will receive \$25,000 from Stratton, from whom he has a card of introduction. No time is set for his arrival at Dawson, but he is expected to reach there by June 1.

Klondikers from Texas.

Dallas, Tex., Feb. 17.—A veritable rush for the Klondike region started here Monday. Nearly 40 tickets were sold from Dallas for Seattle at \$45. The M., K. & T. sold 20 tickets and the rest went to the Santa Fe and the Texas Pacific. Passenger Agent Cady says that since January 16 at least 600 tickets have been sold for the Klondike.

ACCIDENT PLEA SUSTAINED.

Important Decision by Judge Sanborn at St. Louis.

St. Louis, Feb. 17.—In a decision of the United States court of appeals affirming the lower court wherein Mrs. Sarah Smith obtained judgment against the Western Travelers' Association for \$5,000 for the death of her husband, Judge Sanborn gives the judicial conception of the word "accident."

F. M. Smith died from blood poison in 1895 as the result of a sore toe, the skin of which had been abraded by a tight shoe. Mrs. Smith attempted to collect the policy, but was resisted by the association. A jury in Judge Adams' court gave her the full amount of the policy. The association appealed.

Judge Sanborn held that the death of the defendant had been brought about by an external agent and it was an accident. What is not the result of design or prearrangement, said the judge, is accidental. No man intentionally wears the skin off his toes, and such injury must be considered accidental.

Sealing Outlook Not Encouraging.

San Francisco, Feb. 17.—The sealing fleet this season is very small, and the outlook is not encouraging. Captain O'Leary, of the schooner Geneva, reports that seals are very scarce and wild, and the weather very unsuitable for sealing. Captain Nelson, of the schooner Mary Taylor, lost seven of his men by death, and had to put into port for repairs. He also says that few seals are to be found, and predicts a light catch.

Working Double Time.

Reading, Pa., Feb. 16.—The Carpenter-Steel Company, of this city, is working on double time, with a full force of 250 men, and there is a report that it has received an order from the navy department for 27,000 steel projectiles.

Bethlehem, Pa., Feb. 16.—After an illness of three months, the Bethlehem Iron Company's steel mill, giving employment to 1,000 hands, started up today.

THE MAINE IS DESTROYED

Terrible Accident in the Harbor of Havana.

OVER TWO HUNDRED KILLED

Number of Wounded Unknown—Cause of Explosion a Mystery—Spaniards Come to the Aid of the Injured.

Havana, Feb. 17.—At a quarter to 10 o'clock this evening a terrible explosion took place on board the United States battleship Maine, in Havana harbor. Many were killed or wounded.

All the boats of the Spanish cruiser Alfonso XIII are assisting.

As yet the cause of the explosion is not apparent. The wounded sailors of the Maine are unable to explain it. It is believed that the battleship is totally destroyed.

The explosion shook the whole city. The windows were broken in all the houses.

A press correspondent says that he has conversed with several of the wounded sailors, and understands that the explosion took place while they were asleep, so they can give no particulars as to the cause.

The wildest consternation prevails in Havana. The wharves are crowded with thousands of people. It is believed the explosion occurred in a small powder magazine.

At a quarter of 11 o'clock what remains of the Maine is still burning.

Captain Sigsbee and the other officers have been saved.

It is estimated that over 200 of the crew were killed, but it is impossible yet to give exact details.

Admiral Manterola has ordered that boats of all kinds should go to the assistance of the Maine and her wounded.

The Havana firemen are giving aid, tending carefully to the wounded who are brought on shore. It is a terrible sight.

General Zolana and the other generals have been ordered by Captain-General Blanco to send troops to help the Maine crew in every way possible.

A press correspondent has been near the Maine in a boat of the cruiser Alfonso XIII, and has seen others of the wounded, who corroborated the statements of those first interviewed that they were already asleep when the explosion occurred.

Captain Sigsbee says the explosion occurred in the bow of the vessel.

Orders were given to the officers to save themselves as best they could. The latter, who were literally thrown from their bunks in their night clothing, gave the necessary orders with great self-possession and bravery.

At 1:30 the Maine continues burning.

The first theory was that there had been a preliminary explosion in the Santa Barbara magazine of powder or dynamite below the water.

Admiral Manterola believes that the first explosion was of a grenade that was hurled over the navy-yard.

The report that Captain Sigsbee was wounded is inaccurate. Captain Sigsbee, with other officers, went in a small boat to the Ward line steamer City of Washington. Two officers and more than 200 of the crew are missing.

Some of the crew who were able to support themselves by swimming were saved by the boats. Six of the wounded crew and one of the officers have been taken to the military hospital by General Blanco's orders.

News at the Navy Department.

Washington, Feb. 17.—The secretary of the navy received the following from Captain Sigsbee:

"The Maine was blown up in Havana harbor at 9:45 and destroyed. Many were wounded, and doubtless many were killed and drowned. The wounded and others are on board the Spanish man-of-war and the Ward line steamer. Send the light-house tender from Key West for the crew and the few pieces of equipment still above water. No one had other clothes than those upon him. Public opinion should be suspended till further reports. All the officers are believed to be saved. Jenkins and Merritt are not yet accounted for. Many Spanish officers, including representatives of General Blanco, are now with me and express sympathy. SIGSBEE."

The officers referred to in the above dispatch are Lieutenant Frank W. Jenkins and Assistant Engineer Darwin R. Merritt. From the wording of the dispatch, the navy department thinks it is possible that they were on shore at the time of the accident.

The secretary of the navy received another dispatch from Key West at the same time as the above, but its contents were not made public.

Secretary Day received the following dispatch from General Lee:

"The Maine blew up at 9:40. The explosion occurred well forward, under the men's quarters, consequently many were lost. It is believed all three officers were saved but Jenkins and Merritt, who are not accounted for. The cause of the explosion is yet to be investigated. The Spanish captain-general and army and navy officers rendered every assistance. Captain Sigsbee and most of his officers are on board the steamer City of Washington."

A TERRIBLE DISASTER.

Reported Loss of the Steamship Clara Nevada—Sixty Lives at Stake.

Nanaimo, B. C., Feb. 16.—News arrived here from Union at 5:30 o'clock this evening by the Canadian Pacific Navigation steamer Islander, that the fine steel steamer Clara Nevada, which sailed for Skagway from Seattle two weeks ago, was lost with all on board. The details of information received are as follows:

The Clara Nevada left Skagway for Juneau on her home trip, February 5, and, when off Seward City, in Berner bay, about 30 miles south of Skagway, she was seen by the inhabitants of Seward City, all ablaze, and from stem to stern was one mass of hungry flames. While the long wharf at Berner bay was crowded with spectators of the awful scene, a loud report was heard, which resembled the explosion of boilers, and nothing more was seen of the ill-fated steamer.

The following day the beach was strewn with wreckage, which resembled that of the Clara Nevada. It is feared the unfortunate 40 passengers and the entire crew are lost, as no trace could be found of them along the beach of Berner bay. The sea was rough, and a furious gale was blowing. It is thought she was trying to make Berner bay for shelter. This is the first trip of the Clara Nevada, and she was due to leave Seattle last Saturday on her second trip, with all the berth sold.

The steamer Rustler had left for the scene, but no report from her is obtainable. The Islander reports terrible weather at Skagway and long the coast.

The Steamer's Officers.

Seattle, Wash., Feb. 16.—In the absence of contrary news, the report of the wreck of the Clara Nevada is credited in this city. The Clara Nevada was commanded by Captain C. H. Lewis, and her crew consisted of 28 men. The officers are: Pilot, Ed Kelly; first officer, Smith; engineer, David Reed; purser, Forster Beck; steward, O'Donnell, and freight clerk George Rogers.

It cannot be ascertained how many passengers the Clara Nevada had aboard, as no report has been received of the number who took passage at Skagway and other Alaskan ports. The Nevada was formerly the Hassler, which was built at Camden, N. J., in 1872 for the United States coast and geodetic survey service. Last summer she was condemned by the government for the reason that she was out of date, and sold to the Pacific & Alaska Transportation Company, who had her thoroughly overhauled before placing her on the Alaska run. She was considered perfectly seaworthy.

REPORTS CALLED FOR.

Morgan Desires Full Information Regarding Cuban Matter.

Washington, Feb. 16.—During the short open session of the senate today two phases of the Cuban question were adverted to briefly. The amendment of Allen to the diplomatic and consular appropriation bill recognizing the belligerency of Cuba was reported adversely by the foreign relations committee, not, as Morgan explained, on the merits of the amendment, but because the committee did not approve of tacking such legislation to appropriation bills.

Morgan's restriction calling upon the president for the reports of United States consuls in Cuba and for information as to whether any agent of the autonomous government in Cuba had been accredited to this government and recognized by it, was adopted without dissent. A feature of the session was a speech in advocacy of the free coinage of standard silver dollars by Allen. During the remainder of the afternoon the senate was in executive session.

Considerable excitement was caused among the members of the house today by the rumor broadly circulated before the house convened that important action relative to Cuba was to be taken. It turned out to be simply a resolution of inquiry unanimously reported by the foreign affairs committee last week calling on the state department for information as to the condition of the concentrados in Cuba and the progress made in Spain's effort to induce the Cubans to accept autonomy. The resolution was adopted without division. Another resolution was adopted calling for the correspondence relating to the exclusion of our fruits, beef and horses from Germany. The remainder of the day was devoted to District of Columbia business.

STRIFE IN GUATEMALA.

Anarchy Reigns Supreme in That Little Country.

New York, Feb. 16.—Dispatches from the Herald correspondent in Guatemala state that anarchy reigns supreme throughout the country, as a direct result of the assassination of President Barrios and the plotting of leaders of various factions to get into power in the republic.

General Mendizabela, who was called upon by the military to assume the presidency, is now marching on the capital, Guatemala City, with a force of troops. Besides the military, General Mendizabela has influential leaders, such as General Najera, behind him.

General Prospero Morales, who with General Fuentes was at the head of the revolution in September, has been called to Guatemala City by President Cabrera to take a position in the new cabinet. General Morales has been in the City of Mexico. Reports received here state that General Morales, accompanied by a party of friends, has started for Guatemala.

Glasgow, Feb. 16.—The British government has invited tenders for four armored cruisers of 21,000 horse-power and about 14,000 tons displacement.

JAPANESE CREW MUTINIED

Attacked European Steamer's Passengers.

SEVERAL SEVERELY INJURED

Anti-Foreign Feeling Growing—England Negotiating With China for the Opening of a New Treaty Port.

San Francisco, Feb. 15.—The Oriental and Occidental steamer Gaelic arrived today from Hong Kong, Yokohama and Honolulu, bringing the following Oriental advices:

The Hong Kong Telegraph says that continual trouble is being reported from vessels manned by Japanese crews, the Japanese resenting any instructions or surveillance from European officers, and showing an especial aversion for European passengers. Several cases have been reported whereby officers were marked for attack by the Japanese and warned to withdraw from the service, the retention of their positions being inevitably followed by a murderous attack from an ambushed Japanese enemy.

A case in point is reported from the liner Hakata Maru, from Japan via Hong Kong, for England. There were 38 passengers on board the liner, many of whom were repeatedly attacked by the Japanese crew whenever they left their own staterooms after nightfall. New Year's day, the Telegraph says, all the Japanese sailors and waiters became drunk, and, clad only in breechcloths, made an organized attack on the English officers and passengers. The Japanese, who were armed with knives, crowbars and belaying pins, brutally beat the chief engineer and his third assistant and attacked a passenger, Thomas Hall, in his berth, cutting his head open with a marlinspike. According to the account in the Telegraph, the passengers and officers were driven to the bridge, where 40 Englishmen, unarmed, kept 200 Japanese at bay during the entire night by brandishing their walking-sticks.

The Shanghai Recorder deprecates any partition of China, which, it says, will certainly be unfavorable to missionary work, adding that it will be a sad thing, not only for China, but for all concerned, if the powers undertake such action, predicting that partition would be the beginning of continuous strife and bloodshed. The Recorder calls upon Great Britain to interfere and says that China shall not be divided, but that she shall be reformed and saved, predicting that in such interference England would have the support of Japan and the active acquiescence of the United States.

Three Chinese were hanged simultaneously in the Victoria jail at Hong Kong January 12, the drop being made to accommodate all three and they falling together. The executed men were members of a gang of ship thieves, and in raiding a store killed a Chinese employe. The criminals were disbanded soldiers.

The annual cotton report from Shanghai states that the year 1897 was one of extraordinary vicissitudes to the trade. The year began with an enormous amount of unsold goods on hand. Prices declined steadily until the end of August. Then came a stringency in the Chinese money market, resulting in widespread disaster among the cotton dealers, very few importers escaping heavy losses. The turning point is believed to have been reached, however, the year 1898 opening with an improved demand and an increased number of transactions, although Shanghai jobbers can hardly continue in business on the prices obtained.

Japan's foreign trade during December last was as follows: Exports, 19,265,782 yen; imports, 11,170,103 yen. The exports of gold and silver bullion amounted to 6,530,362 yen and the imports to 676,182 yen.

A New Treaty Port.

Peking, Feb. 15.—England is negotiating with China to open Yung Chun Fu, in the province of Hun Nan, as a treaty port, and is negotiating also on the subject of the navigation of inland waters. The Chinese government has paid the agreed indemnity of £4,000 (\$25,000) to M. Lyault, the Frenchman kidnapped by Tonquin pirates in 1895.

The new year's audience for the foreign ministers has been fixed for February 15, and the banquet by the tsung-li-yamen will be given the following day. The ministers had declined an audience, but the tsung-li-yamen has now arranged the matter.

Secession in Brazil.

New York, Feb. 15.—Advices from the Herald's correspondent in Rio de Janeiro state that there is some reason to believe that representatives of the states of Rio Grande do Sul, Panama, Santa Catharina, and Minas Geras will soon meet and proclaim their separation from Brazil and establish an independent republic.

Ordered to Skagway.

Seattle, Feb. 14.—A letter received here today from Sitka, Alaska, states that the gunboat Wheeling, which is stationed there, has been ordered to Skagway.

Stabbed and Thrown on Track.

Elmira, N. Y., Feb. 15.—The mangled body of William Murphy, of Waverley, was found on the railroad tracks between Athens and Sayre, Pa., today, bearing several knife wounds. William Kief is held to await the inquest.

Denied by Austrians.

Vienna, Feb. 11.—It is denied that there is any question at present of prohibiting the importation of American fruits and farm products into Austria.

SPAIN MUST DISAVOW IT.

Formal Repudiation of the De Lome Letter Requested at Madrid.

New York, Feb. 16.—A special to the Herald from Washington says: The De Lome incident is still unsettled. The cipher dispatch received from Minister Woodford was not satisfactory. It was taken to the president by Assistant Secretary Day, and after a short conference between them Mr. Day sent another telegram to Minister Woodford. Officially nothing will be said about these two communications, further than that the incident is not yet entirely closed.

It is said that Minister Woodford's cable was a report of his interview with the Spanish minister of foreign affairs, which showed that no direct disclaimer had been made by Spain of that feature of the De Lome letter which has been interpreted to indicate the insincerity of the Spanish government in the matter of autonomy and in the negotiations for a commercial treaty. Absence of such disclaimer is not entirely satisfactory to the president. Accordingly Minister Woodford has been given further instructions on the subject.

Without making any express demand for a disavowal, Minister Woodford is requested by his new instructions to impress upon the Madrid authorities the importance to all concerned of some distinct repudiation of Senor de Lome's declarations, which the president can believe correctly represents the position of the Spanish government.

Mr. McKinley believes that when the Spanish minister of foreign affairs fully appreciates the interpretation which has been put upon Senor de Lome's letter in some quarters of the United States, he will hasten to disavow it. Minister Woodford has been told in a positive way that the president would like to have done; in other words, that he must use delicate diplomacy to secure the end desired, and the president is sincere in the belief that another interview between Minister Woodford and the minister of foreign affairs in Madrid will end the whole trouble.

As far as that feature of the case, the De Lome letter criticizing the president is concerned, the incident is closed. That was established when the state department received Senor Du Bose as charge d'affaires of the Spanish legation to succeed Senor de Lome. The other phase of the letter, the president considers, should very properly be made the subject for further negotiations, in order that Spain should have an opportunity to show that Senor de Lome falsely represented her position when he made the statement he did.

Spain Will Disavow It.

New York, Feb. 16.—The World's Madrid correspondent describing the formal statement of regret at the censure of De Lome's conduct, which he says is about to be made by Foreign Minister Gullon, says the statement will be in the form of a note in reply to a communication from the American government, and will set forth the substance of what the foreign minister said in an interview with United States Minister Woodford, February 10, when the latter submitted the note from the government at Washington informing the Madrid government of Senor de Lome's offense and requesting his recall.

The cabinet had supposed that the prompt acceptance of Senor de Lome's resignation would be sufficient satisfaction for America, the writing of the letter to Canalejas not being an official but a purely private offense. Consequently the telegram from New York representing that the United States government expected further satisfaction for the minister's conduct was a surprise.

It has been arranged that the new Spanish minister shall arrive in Washington before the arrival of the delegates from Spain, Cuba and Porto Rico, appointed to participate in the drafting of a commercial treaty, which Premier Sagasta considers to be of the very highest importance.

All rumors about the sending of Spanish ironclads and torpedo-boats to Cuban waters are premature.

Spaniards Said to Have Opened Letters

New York, Feb. 16.—It is now known on the highest authority that the real reason for sending the torpedo-boat Cushing to Havana was that the authorities have been tampering with the mail sent to the battleship Maine in Havana harbor, says the Washington correspondent of the Herald. This resulted in Captain Sigsbee, of the Maine, sending a protest to Washington, with the suggestion that a regular service be established between Key West and Havana by means of torpedo-boats. On the strength of this protest the Cushing was sent to Havana.

Although it has been freely reported that official mail has been tampered with in the past, Secretary Long said last night that he had received no reports from Captain Sigsbee saying that the Spanish authorities had interfered with his letters in any way.

"The dispatch of the Cushing to Havana," he said "was in line with the department's action in sending the Maine on a friendly visit to that port and the Montgomery to Santiago de Cuba. I expect she is now on her way back to Key West."

Resignation Considered Enough.

Madrid, Feb. 16.—The note from Minister Woodford demanded that Spain should formally disavow the insults to President McKinley contained in Senor de Lome's letter to Senor Canalejas. The cabinet council today, it is reported, decided unanimously to reply to Minister Woodford that Senor de Lome's spontaneous resignation and the terms of the decree accepting it were considered sufficient. It is understood that a long cipher telegram was sent to Washington.