UNHAPPY JAPAN.

Internal Dissensions Add to the Sum of Her Misfortunes.

The Belgian King Visits the Queen Regent—Admiral Cervere's Plans.

Speculation as to French Partiality for the Neighbor Nation.

Madrid, May 14.—There was a stormy session in the chamber this evening to debate the war funds. Senor Salmeron (Republican) declared that his party was ready to form a government. A great uproar followed. The President threatened to expel Salmeron if he continued attacking the throne. Senor Sagasta made a passionate appeal to the patriotism of the members to vote war funds. The appeal was answered by general affirmative cries. At midnight the war credits were finally adopted.

Leopold II., King of the Belgians, has arrived here, travelling strictly incognito. Shortly after his arrival, King Leopold visited the Queen Regent. He will start for Paris to-night.

A report is persistently circulated that Admiral Cervere's fleet is going to Cuba. The minister of marine declines to give any information whatever regarding the matter.

Paris, May 14.—The Temps this evening publishes the following despatch from Madrid: "The successes achieved by the Spanish troops against the American landing parties in Cuba, and the insignificant result of the bombardment of San Juan de Porto Rico, have strengthened the feeling more in favor of prolonging the war in the Antilles and Philippines."

New York, May 14.—A special to the World from Cadiz says: Spanish naval authorities are devoutly praying that Admiral Gervera's squadron will avoid a fight with the superior force under Admiral Sampson. They lament because those four first-class armored cruisers (Almirante, Oquendo, Vizcaya, Infanta Maria Teresa and Cristobal Colon) and the three torpedo boat destroyers (Furor, Terror and Pluton) were not ordered to join the reserve fleet at Cadiz if the government hesitated in sending them to make a dash for some North American ports, then wheel back to Spain, thus paralyzing American's offensive operations about Cuba and Porto Rico. The reserve fleet at Cadiz is being slowly prepared for service. Admiral Camara has assumed command, with Captain Fediger as his "major-general," as the Spanish style him, an active officer who has shaken up all the old officials at the San Fernando arsenal. Though Admiral Churruch, also lately appointed to local command, told Captain Pediger and Admiral Camara that it is useless to try to make them hurry up, marines and sailors have been assembled in greater numbers than wanted for the vessels, and in order to make it appear to the people that the government is preparing to revenge for the Manila defeat, the Madrid authorities have asked naval officials at Cadiz if vessels of war can be ready soon to protect the transports carrying 6,000 men to Manila. General Correa, the minister of war, has got seven battalions and four batteries ready, all armed, equipped and officered, and a large steamship company, it is understood, will provide the transport ships required, but the naval authorities think it will be impossible to get the war vessels ready quickly. They say that the battleship Pelayo is not fit for an expedition to the Far East, and besides, she is needed more for the reserve squadron.

New York, May 14.—A special to the Herald from Washington says: President McKinley received a despatch Friday night which came through Haytian sources announcing the capitulation of the city and forts at San Juan de Porto Rico. The despatch was immediately communicated to Secretary Long, who presented it to the naval strategy board, which was then in session. Secretary Long was questioned a few moments after the receipt of the despatch, but would not say who sent it. He acknowledged its receipt, however, and supplements the President's declaration of faith in its authenticity. The strategy board, immediately upon the receipt of the despatch, discussed its contents, but nothing could be learned regarding its action. It was stated by Secretary Long that the despatch was not from Admiral Sampson and that the last communication he had had from him was a despatch this morning. It is understood that the despatch came through the representative of the Haytian government at New York and was communicated to the president by an officer of the signal corps stationed at Governor's Island. No official report of confirmatory character has been received and the statement is therefore viewed with suspicion in state circles.

Washington, May 14.—Official information reached here to-day that the Spanish government had filed a protest at the foreign office in Paris against the permission given by the French authorities at Martinique to the United States auxiliary cruiser Harvard to remain in the harbor of St. Pierre, Martinique, for several days to make necessary repairs. The French government has taken speedy action on the protest and insists that the United States cruiser being disabled, has a full right to remain seven days or such time as may be necessary to complete her repairs and that in the meantime no steps will be taken to force her to leave the French port. The Spanish protest is an important development in the critical naval situation in the West Indies as it makes clear for the first time the plans of the Spanish admiral to have the Harvard forced out of the harbor at Martinique and then to capture her by his swift cruisers and destroy her. It is impossible for the Spanish warships to attack her while she is inside the harbor as international law forbids such an attack in a neutral harbor. The most the Spanish admiral can do is to wait outside the harbor in hope of taking the Harvard as she leaves. But a wait for seven days would be futile as other American ships can go to the relief of the Harvard before that time.

HOW DOES FRANCE STAND?

An Average of Reports Would Indicate Her Preservation of Neutrality.

Washington, D.C., May 14.—The officials of the state and navy departments strongly depreciate as mischievous and dangerous the efforts to create the impression that France is not acting up to the rule in the observance of strict neutrality between the United States and Spain. They say that even were there some slight foundation for the statements, the time is very inopportune for newspaper attacks that might even involve France in the present hostilities. As a matter of fact they say there is no evidence of any disposition on the part of the French colonial officials in the West Indies to discriminate against the United States and favor Spain. If there had been any delay in transmission of cable despatches from Martinique to the United States government or in the reverse direction, the government is not in possession of evidence tending in the slightest degree to show that obstacles were purposely interposed. As far as the matter of coaling is concerned, there is also an entire absence as yet of any evidence that the Spanish fleet was accorded any undue advantage in this respect.

City of Mexico, May 14.—Leading Spanish residents have reliable news from Havana brought by the steamer Lafayette to Vera Cruz. Governor Blanco has shown great energy in preparing for the expected siege by the American fleet and land forts. The forts are provisioned for three or four months. It is believed that mortality among the siegers in the hot and rainy season will compel the Americans to raise the siege. Havana is now surrounded by entrenchments for thirty miles. The troops in the garrison number 7,000 and a like number are in the interior fighting the insurgents. The condition of the reconcentradoes in Havana grows steadily worse. The Spaniards ask them when their Yankee benefactors are coming to relieve them. The mortality is increasing among this wretched class who have taken to begging for morsels of food. Nobody in Havana except a few higher officers know that the Spanish fleet was annihilated at Manila and the story is believed that the Americans were beaten there. Governor Blanco allows no unfavorable news to be circulated. It is believed in Havana that the campaign in the islands will prove enormously fatal to the American troops and will be prolonged a year. Another account is that the food supplies in Havana are good for a much less time and that Governor Blanco is in a trap unless the Spanish fleet breaks the blockade to allow supplies to come in. The Havana people continue light-hearted and the theatres put on pieces ridiculing people of the American fleet.

DEWEY'S WORK COMPLETE.

Cavite Evacuated and the Philippine Capital at the Mercy of the New American Admiral.

Madrid, May 14.—A dispatch to El Liberal from Manila, dated May 8, and sent by the special steamer to Hongkong says: The arsenal has surrendered and Cavite has been evacuated by our troops. The Spanish losses are three hundred men killed and six hundred wounded. The enemy suffered considerably, including without his government's orders. "He Baltimire is damaged. Our shells did not burst and all the enemy's shells burst. Admiral Dewey has had a long conference with the foreign consuls. The Yankees took and burned our merchant ships. Corregidor Island was betrayed. The consultive assembly are discussing the horrible situation created by the hunger and misery. We are isolated by the blockade and in fear of immediate attack. Since the cable was cut little that is new has happened. The blockade continues, but Admiral Dewey says he will not bombard the town the complete collapse of the Spanish also says he hopes that a general rebellion will take place within four days.

New York, May 14.—A dispatch to the Herald from Manila via Hongkong says:

The American victory at Cavite and the complete collapse of the Spanish navy has struck terror into Manila. The blockade continues, but the public is calm, as they think the European powers will prevent a bombardment of Manila. The country is quiet. The natives will not actively or openly favor the Americans unless sure that Spanish rule is over forever, for fear of reprisals. The desire to break Spanish rule is great throughout the country and an American invasion is popular, as a means of gaining thi send. But the native mind is only influenced by an exhibition of strength. They think the blockade weak and that is due to foreign intervention. Manila can draw supplies from the interior and hold out for months.

The troops at Manila consist of about 10,000 regulars and 15,000 volunteers. The volunteers have no instructions and their fire is wild and dangerous to the troops. The artillery have no machine guns. Public opinion, which at first favored Admiral Montejo, has now changed. The Spaniards freely criticize his defence of Cavite. They say that the Americans came within range of his guns and that his artillery was good enough to do great damage to the American fleet if well handled.

The Captain-General ordered Admiral Montejo to anchor his fleet off Manila and unite the strength of the fleet with the batteries. Montejo replied that his place was to defend the arsenal at Cavite. The defence of Manila without a fleet is impossible.

It is suggested that during these times of war and rumors of war an exhibition of the method of landing troops under fire and a sham battle afterwards of the naval and land forces would be a most appropriate and attractive feature of the coming celebration of Her Majesty's birthday. Such an event on two or three occasions in years past proved a drawing card and one of great interest and enjoyment. Steps should be at once taken by the proper parties to place the matter before Admiral Pallliser and that gentleman would, if possible, no doubt meet the earnest desire of the people for such a demonstration of Her Majesty's defenders.

The bill introduced by message yesterday in the legislature to amend the Fraser River Bridge Aid Act, 1894, provides that the Lieutenant-Governor-in-Council may authorize the payment to the city for the term of five years next after the last of the seven payments provided in the act of 1894. That act in section 8 provided that there should be paid to the city of Westminster on the completion of the bridge across the Fraser the sum of $18,000 a year for seven years, or $126,000 in all, and gave permissive power to the Lieutenant-Governor-in-Council to continue the payment of $18,000 a year further for three years longer. This last permissive power is now stricken out and re-enacted for five years or two more than in the original act.

Another adjournment of two days was yesterday allowed in the case of J. A. Carthew, charged with misappropriating funds, his solicitor, Mr. A. L. Belyea, still being ill.

THE YUKON RAILWAY.

Dominion Assistance for Mackenzie & Mann Arranged by the Government.

Six Thousand Acres to the Mile the Extent of Land Grant.

The Senate Will Now Endorse the Scheme to Be Presented.

(From Our Own Correspondent.)

Ottawa, May 14.—The rumor is current to-night that the executive council to-day agreed upon the terms of a new contract with Mackenzie & Mann for an all rail route from Alice Arm to the Yukon, four hundred and forty miles, for a land grant of 6,000 acres per mile. The contractors depend upon the British Columbia government for their money subsidy. Other terms of the contract cannot be learned to-night, but it is believed to be nearly the same as the first contract. It is said that the Senate has been carefully canvassed and a small majority secured. The bill will not be introduced for some time and the debate in the Commons is expected to be very protracted, so that the session may extend beyond the first of July and good ground be afforded for a claim of $500 extra indemnity, which it is said a number of the supporters of the government will demand if the session lasts five months.

LATEST KLONDIKERS.

T. G. Wilson and James Wesley Arrive from the North on the Amur.

Although Rather Late in the Season They Made a Fast Trip to the Coast.

Ten thousand dollars in gold dust taken from different claims on the upper Yukon came from the North on the steamer Amur yesterday evening. The wealth belongs to Mr. J. G. Wilson, of Seattle, who has the distinction of being the first man to reach Dawson with copies of new Dominion mining regulations. Starting out from Victoria just a few days after these were published, Mr. Wilson secured some three or four hundred copies of the Colonist containing the printed regulations and with them reached Dawson on the 3rd of last month. The regulations, he says, met with general satisfaction among the miners, but for one thing, and that they strongly protested against. These regulations imposed a royalty on everything mined over $2,500 and the what the miners objected to was that working expenses were not allowed out of this. For instance a mine might not pay over $3,000 and yet it might have cost a greater amount to work.

Mr. Wilson in company with James Wesley, who he had engaged, left Dawson on April 17, and considering the condition of the northern trails at this season of the year, made a remarkably quick trip to the Coast. It was a big undertaking and the opinion was general in Dawson when they left that the journey would never be completed. The men, however, trusting to good physical strength, came on undaunted, keeping to the ice until Sixty Mile was reached, and though repeatedly breaking through, made good time. Here, however, they were compelled to throw away everything, even to their blankets, cooking utensils, sleighs, etc., and take to the hills. Thousands of people were encamped on the high land waiting for navigation to open, and the two travellers consequently did not want. They took to the lakes again at the foot of March Lake and from there encountered no further delay.

Mr. Wilson says that between six and seven thousand prospectors, according to a census just completed by the police, were encamped on the hills, and of those endeavoring to push forward without stoppage he thinks 70 out of 80 whom he met below Selkirk will be able to make Dawson before travel for a time becomes an impossibility. Many people were dying from spinal meningitis along the way, but he heard of no Victorians passing away. Among those whom he met were Capt. Gates, a well-known British Columbian. He was seen just two days from Dawson and made the difficult journey alone. He was driving a team of five dogs and appeared in good spirits. Messrs. Sloan and Wilkinson, of Nanaimo, who own some claims on El Dorado, were met a little below Selkirk. Miss Cashman, who it will be remembered made a long stay in Victoria before going North was, with the aid of two male escorts, making fairly good progress when seen about 20 miles beyond the half-way mark on the trail. Major Walsh expected to get down to Lake Le Barge before having to come to a halt. The representatives of the Bank of British North America were seen between the canyon and the White Horse rapids, and the representatives of the Bank of Commerce, which is to handle the Yukon business for the Dominion, were met at Lake Bennett. They had an expert assayer with them and reported all well. The agent in charge, Mr. Wilson says, is a brother of Dr. Wills, the delegate sent to Ottawa some time ago by the miners in Dawson.

During a conversation which Mr. Wilson had with Mr. Fyfe, the gentleman in charge of the Hootalinqua police station, he was told that the last boat to go down Thirty Mile river had been wrecked and that all hands had been lost. The boat, a craft of about two tons, started down the river about December 1st and the only thing that has yet been discovered leading to the identity of those lost is a chest of carpenter's tools. In this was found a novel piece of work, a key-winding watch in a black vest, a watch key made out of a German coin and an Astoria paper dated 1896, and bearing the name "Black Diamond C." From this last mentioned information it is presumed that the party who met death were Americans.

Speaking of mining, Mr. Wilson says Big Salmon is a humbug. He lost four days prospecting it and although taking up a number of claims afterwards did not consider them worth the trouble of registration. Monte Cristo island in the Yukon, eighteen miles above Dawson, he says, is very rich, so far as has been prospected. Dominion, All Gold Bottom and Sulphur, he says, will turn out more gold than El Dorado, not that they are richer, but their auriferous beds cover a greater area and therefore would produce more of the yellow metal.

Mr. Wilson predicts that $25,000,000 will come out of the Yukon this year and he bases his calculations on a careful study of the dirt now on the dumps. He had a long talk with Alex. McDonald, one of the heaviest claim owners, and the latter stated that his clean-up alone would amount to between one and one and a half millions. His properties are as follows: Ten interests on the El Dorado, two miles in claims on Dominion; five claims on Bononza, first an Skookum gulch, eight claims on Hunker, five on Bear, sixteen on Sulphur, two on Too Much Gold, four on Henderson, four on Gold Bottom. McDonald said that he would come out some time in August.

El Dorado has serveral claims that will contribute heavily to this total, there being thirty-eight claims on the river that would turn out in he neighborhood of $300,000 of the yellow metal. Stanley brothers' (of Seattle) claim had $600,000 on the dump while C. Barry, of Fresno, Californit, had over a million dollars in gold on the dump. Washing on the El Dorado, Mr. Wilson thinks, will have commenced by this time, the water having started to run before he left Dawson.

Law and order, he says, is rigidly enforced in the Yukon country and one is as safe there as elsewhere. As an instance of how it is carried out he states that two men who went in to the Hootalinqua without provisions or even a knife or fork were given orders to leave on short notice by the police. The latter had suspected the men of doing petty thieving and when they ordered them to leave they supplied them with barely enough to last them till they reached the coast.

The illness of Mr. George N. Curzon, the English under secretary of state for foreign affairs, is of twofold and serious character, and can hardly fail, according to the fears of his friends, to remove him from public life for some time.

STIKINE A SUCCESS.

River Steamer "Monte Christo" Makes the Trip to Glenora and Return in Four Days.

News of Victoria Parties and the Steam Packets on the Route.

Fort Wrangel, May 8.—All Wrangel is on the qui vive for war news. Every steamer arriving from the South causes a rush of townspeople to the wharf and there is quite a struggle to become the possessor of a Colonist.

Another river stern-wheeler has arrived, the Elwood from Portland.

A party from Glenora arrived at Stikine Island on a raft and reported meeting the river boats Ramona, Monte Cristo and Courser at intervals of five miles and in the above respective order, some sixty miles from here, on Thursday afternoon. The C.P.R. freight stern-wheeler Hamlin left here the same date with passengers and fully loaded. The river has risen fully three feet and is still increasing in depth. The beautiful springlike weather, which continued for more than a week has ceased and the last two days it has been raining considerably with northeast wind.

Duncan Graham, a longshoreman from Victoria overbalanced himself whilst standing in a small rowboat alongside McKinnon's wahrf Thursday morning. Every means was used to restore animation without success and he was buried in Wrangel cemetery on Friday last.

As I write this the steamer Monte Cristo is approaching Wrangel on her return trip. River navigation to Glenora is an accomplished fact. The Monte Cristo has successfully made the round trip in four days. Many hundreds are encamped all along the Stikine having failed to reach their destination on the ice, and are anxiously waiting for British steamers to pick them up and continue the journey. American bottoms not being allowed to take them off beyond the line, 55 miles from Wrangel. Mr. Brayshaw and party with five horses from Victoria succeeded in getting 85 miles and were unable to proceed farther on the ice, and await some British steamer to complete the journey to Telegraph Creek.

Hill's party of three from London, England, attempted the river journey in a canvas boat and failed to make more than thirty miles. They have returned intending to start again shortly by steamer. Mr. Hill will return by the Amur to-morrow on a short visit to Victoria.

Mr. John Bennett is also leaving here per Amur for Victoria, after having been employed as foreman of McKinnon's wharf and formerly on the C.P.R. wharf. He is now leaving here with much regret from his employers.

The Monte Cristo left on her second trip this morning. Mr. McCulloch, the recorder for Teslin Lake district, being one of the passengers. The K. M. T. & T. Corporation stern-wheeler Louise started at the same time.

Mr. Purdy, agent for the K. M. T. & T. Corporation, has returned from his up-river visit.

The C.P.R. stern-wheeler Ogilvie arrived this morning.

The C.P.R. steamer Athenian arrived last night and left this morning at 9 o'clock.

The Elwood and Ogilvie have left for Glenora.

There are now seven stern-wheel river boats gone up the Stickeen, viz., Ramona, Courser, Monte Cristo, Louise, Elwood, Hamlin and Ogilvie.

The Dominion government snagboat Samson is the only stern-wheeler in Wrangel harbor to-day. The weather is warmer and dry, the past few days having been very rainy and cold.

LOUIS WATSON.

The pastry lesson given to the cooking class yesterday was excellent. To-day is the preparation and cooking of cereals. The popular lecture in the Y.W.C.A. rooms, Rae street, this evening will include camp dishes, scones and other breads and steamed puddings.

OF INTEREST TO MEN.

The attention of the reader is called to an attractive little book lately published by that eminent physician, G. H. BOBERTZ, M.D., 252 Woodward Ave., Detroit, Mich. This book is one of interest to every man and its pleasant and honest advice will certainly be of the greatest value to any one desirous of securing perfect health and vigor. A request for a free and sealed copy will be complied with, if addressed as above and the Victoria Colonist mentioned.

AN EXCITING CHASE.

American Ships Mistaking the Imperieuse for a Spaniard Make Tracks for Port.

The Flagship Deeming the Fleeing Vessels in Distress Gives Them a Lively Brush.

San Pedrans Seek Safety in the Hills on the Warship's Approach.

How the United States citizens would regard a Spanish cruiser on the Pacific Coast is amusingly illustrated by the story which is told by the officers of the just arrived flagship Imperieuse from southern waters. The big British man-of-war, which left here with Admiral Palliser aboard from South Pacific ports February 2 returned to Esquimalt between one and two o'clock yesterday afternoon—at a time most opportune for the effective carrying out of the programme in course of preparation for the Queen's Birthday celebration.

It was not until her return trip that anything of more than passing interest cropped up on the cruise. Admiral Palliser received his first news that war had been declared between the United States and Spain at Acapulco, but the information did not hasten his return as his plans were decided on long ere this. Coming up the coast the flagship called in at San Pedro and was here strangely convinced of the remarkable extent to which the war excitement had already grown. On sighting the warship the residents, not waiting to assure themselves of her identity, gave way to their first convictions that the vessel was a Spanish cruiser and put off to the hills without delay. The scene was one of the greatest excitement and nothing at first could calm the frightened people. In time, however, they learned that the Imperieuse was a British ship and was simply making a friendly call. Then the relieved citizens flocked back to their homes and could the flagship have remained in port the officers would been treated to the best in the land. As it was, the ship only made a stay of five hours.

The second incident of the flagship's voyage, typical of the Americans' dread of a Spanish fleet on this coast, occurred nearly opposite Magdaline Bay. Here a large steamship was seen to suddenly make a spurt. Smoke rolled out of her funnel in great black clouds and she was rapidly widening the distance between the two vessels. The officers of the Imperieuse studied the case and at first could not understand the situation. Finally they concluded the steamer was in distress and was making all speed for shore. The signal bells were rung for full speed ahead and for a quarter of an hour the big black form of the Imperieuse plowed through the waters at a tremendous rate. It seems that the Imperieuse had again been taken for a Spanish warship and the American ship had made an effort to escape her. When the warship gained enough to show her colors, the American slowed down again affording out it was a friend and not a foe they saw.

The third incident of the trip north occurred at Monterey. Here the flagship fired a salute and in order to respond hospitably the shore people had to rummage up the only ordnance they could muster, an old cannon that had not been in use for a long time, but which was brought into requisition for the occasion.

Washington, May 14.—Official information reached the authorities here late this afternoon that the Spanish squadron had been sighted off Island Curacoa, one of the Dutch West Indies, lying off the west coast of Venezuela. This information is regarded as of vital importance as it not only fixes the position of the enemy but discloses the purpose of the Spanish admiral to elude Admiral Sampson fleet and take his way through the Carribean sea probably to Cuba.

The Island of Curacoa was originally Spanish and is people mainly by descendants of Spaniards, though it is now one of the Dutch possessions. The Spanish squadron's course was also influenced by the fact that the French cable starting from Caracoa, Venezuela, touches at the island of Curacoa, thence proceeding northward through the Carribean sea to Hayti, spurs running east and west to Porto Rico and Cuba respectively. He is thus enabled to get in touch from Curacoa with the Spanish authorities in Cuba and Porto Rico, and through them directly with the Spanish admiralty at Madrid.

No immediate battle with Admiral Sampson' sfleet is now expected, as the Spaniards, it seems likely, have succeeded in passing south of the American fleet, and are now well to the westward of it. As the enemy is in reach of the cables the navy department regards it of the most vital concern that the exact whereabouts of the American ships should not be made known during the next few days. They have felt handicapped by the fact that the Spanish admiral knew the whereabouts of the American ships while the United States authorities were in a state of doubt as to the locality of the Spaniards.

The officials here regard it as essential during the next few days to reverse this condition so that the Spanish admiral will be moving in the dark, while the Americans will be posted as to the Spanish movements through the Carribean. The department doubtless is informed as to the whereabouts of Admiral Sampson's squadron, but it does not give any information on the subject and the same rigid silence prevails as to the whereabouts and destination of Commodore Schley's flying squadron.

The game has reached such a critical state that premature publication as to the whereabouts of United States ships might cause inestimable loss and failure of the present plans. In one respect the location of the Spanish fleet is a relief to naval officers here, as it seems to assure the safety of the battleship Oregon. She is proceeding from the north coast of South America to join Admiral Sampson's fleet and is somewhere in the neighborhood of Martinique. Had the Spanish squadron been at that point there would have been serious danger that the Oregin would be intercepted. Now, however, she is well out of the way of the Spaniards so long as she follows the usual routes.

It is not to be supposed that the navy department with knowledge of the whereabouts of the Spanish fleet is going to allow any of the hard worked little cruisers and gunboats engaged in blockade duty on the Cuban coast to fall victims to the huge Spanish ironclads. The commanders will be promptly advised of the approach of the Spaniards and it may be set down as sure that unless the department is satisfied that Sampson or Schley can head off and crush the Spaniards, the American blockade vessels will be given permission to take care of themselves and get out of harm's way.

The determined attack made by the Marblehead and other vessels on the ocean cables running seaward from Cienfuegos shows that the government finds it necessary to cut off all communication between General Blanco at Havana and Spain by cable. That the effort was not wholly successful was owing to the appearance of a superior force of infantry, aided by machine guns, which appear to have taken the sailors engaged in cutting, by surprise. They were prepared to risk a few rifle shots but not the murderous fire of Maxims. However, Capt. McCalta, who is noted for determination and courage, it can be taken for granted, will not abandon the task until he succeeds. Considering the great strategic value of such a move, the loss sustained by the American vessels was insignificant and the venture was certainly warranted by the results.

The war department shows no signs of relaxation in its preparations but appears to be making ready for hostilities on the theory that the war is to last a long time. Thus bids were opened to-day for supplying the government a very large number of armor piercing shots of the larger calibres, such as are used almost entirely by coast defence guns in attacking or repelling heavily armored ironclads. Another transport has been chartered to-day at Norfolk, indicating that the attack of the army upon Cuba is not to be long delayed or the government would not go to the needless expense of chartering the boats immediately. Two of the big tugs bought by the navy from private parties were christened to-day, the Hortense becoming the Tacoma and the William H. Brown becoming the Piscataqua. The naval register promises to include some disordered names for only recently the pretty yacht Felice was re-baptized by the uncouth name of Uncanoomuck.

In the war department to-day was one of extraordinary activity. Arrangements for the expeditions to Cuba and to the Philippines continued with unabated vigor. Covering the former, however, the date of departure is till uncertain, and will depend upon the developments of the next few days. This uncertainty, however, in no wise interferes with the plan for hurrying to Tampa the large amount of supplies which will be taken to Cuba by the army of occupation. By the present plans many of the volunteers will be held at Chickamauga until the date for their embarkation is near at hand, when they will be sent on to Tampa. Assistant Secretary Meikeljohn to-day chartered the ship Maimi as a transport for the army. The vessel is now at Norfolk, where she will coal and then start for Tampa.

Major-General Merritt, who is now at Governor's Island in command of the department of the east, and who has been selected for the military governorship of the Philippines, is expected in Washington to receive his instructions before leaving for his post of duty. Some troops which are to go on the expedition are already on their way to San Francisco and every effort is being made to have others who have been ordered there proceed as rapidly as possible.

It is not believed by the officials here that the expedition can start inside a week. Many of the troops will have to be re-equipped and furnished with ammunition at San Francisco.

The French line steamer La Touraine outward bound from New York this afternoon ran down a row boat containing eight United States government employees engaged in laying submarine mines in the main channel off Sandy Hook. Two of the men were drowned. The steamer proceed to sea without stopping.

Cape Haytien, May 14.—The steamer Supply, formerly the American steamer Illinois, under command of Lieut. Roberts, from Philadelphia, arrived here at half-past five yesterday. Upon his arrival Lieutenant Roberts wired to Rear Admiral Sampson for orders. Admiral Sampson is at Puerto Plata, on the north coast of Santa Domingo. He communicated to-day with the American consul at Cape Haytien.

Buenos Ayres, May 14.—Advices from Rio Janeiro confirm the reports of the arrival at Bahia, Brazil, of the United States warships Oregon, Marietta and Nechtheroy. The steamer Rio Janeiro which has arrived at Pernambuco, reports having seen during the night of Wednesday three vessels supposed to be Spanish warships cruising before Cape San Anaustinho.

London, May 14.—The Star says: A Madrid despatch via Paris throws an interesting light, gathered in official sources, upon Admiral Gervere's movements since he left Cape Verde Islands. It appears he headed for St. Pierre and Miquelon, off the coast of Newfoundland. Sailing instructions awaited him there and colliers from Sydney to meet the Spanish fleet with coal. Admiral Gervere's instructions were then to raid Portland, Boston and Newport, and if Rear Admiral Sampson bombarded Havana to draw him off. But the news from Manila changed his plans. The next proposed plans were to decoy Admiral Sampson to Porto Rico, then sail rapidly to Havana and destroy the few ships there. Finally, should Admiral Gerveres, reaching Santiago de Cuba, learn that two American squadrons were coming to meet him, thus leaving the sea free, his plans would be to avoid them and sail straight for Charleston and bombard that city.

St. Pierre, Island of Martinique, May 14.—The Spanish torpedo boat Terror, of the Cape de Verde fleet, is still at Port de France, the capital of this island. Nothing can be seen of the other Spanish warships from here. The United States auxiliary cruiser Harvard is at this port.

METHODIST CONFERENCE.

Delegates Chosen to the General Meeting to be Held in Toronto.

The Methodist conference took up a good deal of yesterday morning's session in discussing the Columbian Methodist College at Westminster, and it was decided to make an effort to raise on circuits and missions $4,000 to aid in carrying on the institution. A subscriber to the amount of $50 to the college funds will receive a certificate entitling the donor to send one student through one year's course at the college. The ministers selected as delegates to the general conference which meets in Toronto in September are: Rev. J. F. Betts, Rev. T. Crosby, Rev. E. Robson, Rev. C. Ladner, with Rev. J. Hall as alternate. The lay delegates are Messrs. D. Spencer, J. R. Ashwell and Dr. A. E. Bolton, with J. Tuttle as alternate. In the afternoon Rev. R. Whittington, formerly principal of the Columbian Methodist College, delivered a very able lecture on "Love and Duty."

The stationing committee sat until late in the evening revising the draft of stations and the list will be submitted to the conference on Tuesday.

Jack Bass would raise garden sass.
His wife she would raise chickens;
Betwixt the two, ere they got through,
They simply raised the dickens.
—Indianapolis Journal.