

DEFENCES OF MANILA

U. S. Squadron Declared Unequal to the Task of Even Engaging the Land Batteries.

Russia Gives a Hint of Possible Intervention Either Diplomatic or Military.

Twelve Hundred Cubans Placed in Fighting Front of the American Army.

London, May 1.—The Berlin correspondent of the Sunday Special asserts that the Queen Regent of Spain has appealed to the Czar through the Empress Francis Joseph of Austria to assist Spain in her conflict with the United States. Emperor Nicholas replied directly to the Queen Regent assuring her of his deepest sympathy with Spain, on which country the United States has forced war, but stating that he does not consider matters yet ripe for Russian diplomacy or military intervention, though he will do whatever is possible at the proper time.

THE PHILIPPINES.

Madrid, April 30.—(10:30 p.m.)—Up to this hour no news has been received from Manila. During the continuance of the debate in the chamber to-day, Senor Silveira, the Conservative leader, declared that this was not a moment for political discussion as the matter was now in the hands of the army and navy.

London, April 30.—A despatch to the Daily Mail from Hongkong, dated Friday, says: War news is scarce. Nothing has been heard from Manila. Commodore Dewey considers that his duty will be done when the Spanish fleet is destroyed and safely secured for American trading vessels. Eleven of the vessels are overdue, and Americans are exceedingly anxious.

The American fleet carries in all 2,000 officers and men. The Concord is expected to return here for despatches on Wednesday.

Hongkong, April 30.—It is said that the entrance of Manila Bay is commanded by about sixty heavy guns. It is impossible for the American warships to enter the bay without a battleship of the cooperation of a strong land force. It is believed that Commodore Dewey will not force an entrance to the harbor, but will blockade the port until the insurgents move on Manila. Agents of the insurgents here are trying to charter a steamer in the expectation of being the worst destruction is reported from near Archer, in O'Brien county, Primagar, and Curlew, and it is stated to be badly wrecked. Harby is said to be almost entirely destroyed.

Archdeacon Farrar, in a recent reminiscence, says that when a young man who had been executed in England. He was then asked if he could see any of the archbishops. "Oh, yes," he replied, "any school boy could do that."

Archdeacon says that Macaulay's memory made him the most wonderfully informed man that ever lived.

WHAT WAR INVOLVES. (Senator Hoar.) It is not even the guilty Spaniards who are primarily to suffer by the terrible punishment which we are expected to inflict upon Spain. It is not the Weylers or even the Sagastas or the Blancos. It is the poor peasant, whose first-born is to be drafted into the military service, never to return or to return a wreck. It is the widow whose stay is to be taken from her, who is to get no share of the glory, but only the burden of caring for her orphaned children.

There is no talk yet of European intervention, but one of the most beneficial results of the victory yesterday is that an impression has been made on the European powers, who can never be so blind themselves to the fact that man to man the American navy is equal to any in the world. There is no talk yet of European intervention, but one of the most beneficial results of the victory yesterday is that an impression has been made on the European powers, who can never be so blind themselves to the fact that man to man the American navy is equal to any in the world.

According to the Nanaimo Free Press Messrs. Scott & Halsey, of San Francisco, two of the principal owners of the iron mines on Texada island, have returned from an inspection of their property so favorably impressed with the copper prospects so far developed that they intend immediately on their return to San Francisco to make arrangements for extensive work. They will have most modern machinery placed in position and will have development carried on with energy. They expressed themselves highly gratified with the general progress made on Texada island, and are astonished at the immense amount of first class development work done on the Van Anda mines.

INTERNATIONAL EXHIBITION. Efforts Being Made to Have British Columbia Represented at Omaha This Summer. Mr. J. F. Knapp, special commissioner for the Franco-Mississippi International Exposition, to be held at Omaha from June 1 to November 1 is in the city to interview the government respecting the sending of a British Columbia exhibit, particularly of minerals. Mr. Knapp has had a talk with the prominent members of the board of trade and the board will hold a meeting on Monday to take the matter under consideration. It has been suggested that the government send the mineral exhibit, that they now have in the government buildings.

FREE TO LADIES. We will give one lady in each town or village a full sized case of LUXURA, the only toilet article in the world which does not wrinkle or dry the skin. We will give it to any lady who writes for it. G. M. WIGGINS, 12, NEW ST. at 11:30; New York.

WASHINGTON SURE!

Already Discussing the Use to Be Made of the Philippine Islands.

Reinforcements for Commodore Dewey Will Not Be Sent Unless Asked For.

No Official Advice Yet and no Information as to American Losses.

OPERATIONS ON 'CHANGE.

Great Speculative Activity in New York—Early Closing of War Suggested in London. New York, May 2.—Wall Street saw a day of speculative activity and furor which has not been equalled before this year. The Evening Post's financial cable from London says: "The only two points to note in the money market are the growing belief that the war may collapse soon and the demand for gold."

There was some expectation that through the surrender of the city the Concord might acquire control of the cable, but a fear is entertained that were retiring from the city the Spanish troops will destroy the delicate and complicated electrical apparatus for the reception of telegrams.

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PAINE'S CELERY COMPOUND

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THE FLEETS COMPARED

Spain's Little Unprotected Craft No Match for Their Modern Adversaries.

But One Result Possible of a Meeting of the Squadrons Here Described.

By all accounts the Spanish squadron at the Philippines was a very poor affair, not calculated to make any stand against attack by modern warships.

Castilla—Of a type of little wooden vessels, displacing 3,242 tons, having 4,000 horsepower and speed of from twelve to fourteen knots. She is bark rigged, and draws not over 21 feet of water. Her batteries comprise Krupp guns, varying from 5.9 inches to 2.9 inches. She has two torpedo tubes and carries 300 men. There are secondary batteries of rapid-fire and machine guns.

Reina Maria Christina—An absolutely unprotected cruiser very much of the type of the Alfonso XIII, now lying near the wreck of the Maine in Havana harbor. She has the following armament: Six 6.2 inch, two 7.7 inch, six 6-pounders, four 3-pounders, five machine guns and five torpedo tubes. Displacement, 3,520 tons.

Isla de Cuba—A protected cruiser of a little over 1,000 tons, having steel deck. Capable of fifteen knots and armed with six 4.7-inch, four 6-inch quick-fire, two 1-pounders and three torpedo tubes. She carries a crew of 163 men.

Isla de Luzon—Same type and style as Isla de Cuba. Don Antonio de Ulloa—A little cruiser built from ten to fifteen years ago, of 200 feet length, 1,152 tons displacement, draft of 12 feet, and carrying as armament four 4.7-inch guns, four 6-pounders, one machine gun and two torpedo tubes, with 173 men.

Don Juan de Austria—Same type and size as Don Antonio de Ulloa. Velasco—Same type as above, but a little larger and faster. Elcano—A small gunboat, 520 tons, with a crew of 103 men. Marquis del Duero—Small gunboat, 495 tons. General Lezo—Small gunboat, 520 tons. Queros—Small gunboat, 315 tons. Villalobos—Small gunboat, 315 tons.

General Daniel Sickles, once United States minister to Spain, in a recent interview said of vessels included in the above list: "The cruisers Isla de Luzon, Don Juan de Austria and Don Antonio de Ulloa are wholly unprotected and make only from 13 to 14 miles an hour. None of them would be of service in a naval battle. They would be useful only in minor capacities, because they must keep away from the enemy's strong armored and modern warships."

UNITED STATES SQUADRON. Commodore Dewey's squadron on the Asiatic station included the Olympia, Boston, Concord, Petrel, Zafra, Baltimore, Raleigh, McCulloch and Nashan. There was available for actual fighting purposes the large protected cruisers Olympia and Baltimore, the smaller cruisers Raleigh and Boston, the gunboats Concord and Petrel and the cutter McCulloch.

Of these the Olympia is considered one of the most serviceable boats in the navy. With a tonnage of 5,870, a horsepower of 17,313 and a speed of 21.0 knots, she has fourteen 6-pound rapid-firing guns, six 1-pound, four Gatling and six torpedo tubes.

The Baltimore has a tonnage of 4,414 horsepower 10,000 and a speed of 20 knots. She carries four 6-pounders, two 3-pounders, two 1-pounders, four Hotchkiss guns, two Gatlings and four torpedo tubes.

The Raleigh has a speed of 19 knots, a tonnage of 3,213 and a horsepower of 10,000. She carries eight 6-pounders, four 1-pounders, two gatlings and four torpedo tubes.

The Boston is slightly smaller, having a tonnage of 3,008, a horsepower of 4,030, a speed of 15 knots and an armament comprising two 6-pounders, two 3-pounders, two 1-pounders, two Hotchkiss guns and two Gatlings.

The gunboat Concord is heavily armed for its class, having two 6-pounders, two 3-pounders, two Hotchkiss guns, two gatlings, and six torpedo tubes. She has a tonnage of 1,710, a speed of sixteen knots and horsepower of 3,405.

The Petrel is a little gunboat built ten years ago at the Columbia Iron Works, Baltimore. She has a tonnage of only 892 and a speed of eleven knots, and her armament comprises only one 1-pounder, two Hotchkiss guns and two Gatlings.

The McCulloch is a fine new revenue cutter which left Baltimore in January to go around the world for the purpose of taking up her initial service in the Behring Sea. As she was passing through the Red sea orders were sent her to join the fleet at Hongkong, where she was to be refitted in order to provide additional armament. At present her guns comprise four 6-pound rapid-firing rifled, four 1-pound rapid-firing rifles and a torpedo tube. She is a single-screw steamer 219 feet long, 850 tons gross and capable of 17 knots. It is likely that she will become the dispatch boat of the Asiatic station.

The Nashan and the Zafra are two British steamers bought for transports, and especially for carrying coal. The Nashan is new and of 2,200 tons gross register, while the Zafra is of 1,062 tons.

OF INTEREST TO MEN. The attention of the reader is called to an attractive little book lately published by that eminent physician, G. H. BERTZ, M.D., 202 Woodward Ave., Detroit, Mich. This book is 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 copy of this book will be promptly addressed as above and the Victoria Colonist mentioned.

Write—There is no doubt about it, marriage does improve a man's politeness. "Well, you frequently get up and offer me your chair now. Before we were wedded you always wanted to keep half."—Larrie Life.

SPAIN ON THE PACIFIC.

She Would Find It Easy to Secure Many Fine American Ships in Those Waters.

"The safety of the Pacific Coast merchant fleet," says the Seattle Post-Intelligencer, "was the all-absorbing subject of conversation in local shipping circles yesterday. Since the war with Spain commenced there has been considerable speculation along the water front as to the safety of vessels bound to foreign ports from Seattle and other points on the Sound. The large fleet of American bottoms operating in the waters of the Pacific have so far been considered practically safe from Spanish privateers or auxiliary cruisers. The Post-Intelligencer's special dispatch from Washington yesterday stating that Spain was purchasing swift vessels along the South American coast to prey upon the American commerce, has opened up a new field for speculation.

The distance from the chief bases of supplies for the local trade is so far for the belief that the American ships on the Pacific would be practically safe. Manila has been considered out of the question as a base of supplies, as it takes a swift-sailing vessel at least fifteen days to get within striking reach of the coast of the United States. Asiatic fleet is keeping up the United States and Spain has trouble of her own from a large army of insurgents. Then, most of these vessels are almost impossible for the Spaniards to get their prizes to Spanish ports.

Yesterday's dispatches indicate a new source of Spanish auxiliary cruisers. The prizes taken on the Pacific are, it is believed, to be towed into a neutral port. This brings up the interesting question of the extent of the fleet of American bottoms plying between Pacific ports.

There are a large number of vessels continually on the coast of the Pacific in the coffee, phosphate and lumber trades. Then the enormous lumber fleet plying from the Sound to South America, Australia, Honolulu and Japan must be taken into consideration. The fleet of thirty vessels coming around from Atlanta to engage in the Alaskan traffic from Seattle will also be in danger, if the Spanish succeed in fitting out and equipping auxiliary cruisers on the Pacific. Most of these vessels are supposed to be around Cape Horn and have been considered safe heretofore.

Since last July 14 lumber-laden vessels of the Pacific coast, which were bound for ports outside of the Pacific, consequently until yesterday's dispatches, were considered safe. A very large number of American vessels of the lumber trade are bound for ports on the South American coast. The others were for the Sandwich Islands, West coast and occasionally for Chinese and Japanese ports.

FOUGHT FOUR HOURS. Spaniards Knew Their Ships Were Out-classed but Expected More From London, May 1.—The Madrid correspondent of the Times, describing the engagement at Manila, says: "The Olympia, the Raleigh, McCulloch and Nashan entered the bay under cover of darkness, by the smaller and safer Bocaichal channel. The forts of Corregidor island gave up by firing on the intruders, but they seemed to have inflicted no serious damage. The American squadron moved up the bay and at 3 o'clock in the morning appeared before Cavite. Here, lying under the forts, was the Spanish squadron. Admiral Montojo, in the morning, went to Subic bay to look for the enemy, but learning that they were vastly superior, had prudently returned and placed his ships under the protection of the forts. This was his only chance of meeting the enemy on something like equal terms, and it did not suffice.

"Soon the Americans opened fire. The Spanish replied vigorously and the combat continued without interruption for four hours, during which the Don Antonio de Ulloa was sunk, the Castilla and Mindanao were set on fire, and the Reina Maria Christina and the Don Juan de Austria were seriously damaged. One or two of the smaller craft were scattered by their crews to escape capture. Others took refuge in the small neighboring creeks, entering at Baker bay, where presumably the American ships were unable to follow, but not one surrendered.

Madrid, May 1.—Several of the trained naval officers' further operations will be conducted from the base where they can obtain fresh supplies. The Madrid correspondent of the Victoria Colonist says that the fate of the commander Maria Christina, according to the reports, was that she was killed after landing their side of the bay. The Madrid correspondent of the Victoria Colonist says that the fate of the commander Maria Christina, according to the reports, was that she was killed after landing their side of the bay.

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FIRST BATTLE

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