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The Semi-Weekly Colonist.

FORTY-FIRST YEAR. THE VICTORIA SEMI-WEEKLY COLONIST MONDAY MAY 16 1898. VOLUME NO. 45

DEWEY WAITS OUTSIDE

A Report to the Navy Department Indicates That Manila Is Not Yet His.

Prospect of a Difficult Task Before the Troops Hastening to His Assistance.

Washington Annoyed at Reports of the Intended Intervention of Europe.

Washington, May 12.—A dispatch came to-day to the navy department from Admiral Dewey at Manila. It was dated Hongkong to-day and was evidently a few days old and did not show that Dewey had possessed himself of Manila. Probably he regards his original orders as no tenough to justify action without further directions, and as his dispatch was sent last Monday, he must not have received the last orders of the department.

The nature of these orders is indicated by the assignment of two such officers as Major-Generals Merritt and Otis to command the troops that are to be hurried to the Philippines as rapidly as steamers will take them when the quartermaster has provisioned the ships at San Francisco. Merritt is the senior majorigeneral in the United States service after General Miles, and in ordinary times is entitled to the most important commands, so his designation for this work may be taken as an evidence of the President's estimate of the importance of this expedition.

In all official quarters, state department and diplomatic, the report coming from London to the effect that some of the Continental powers, particularly Germany and France, have made protests against American occupation of the Philippines are met with flat denials. There has been no recent concerted action among the Continental powers towards intervention, nor have the representatives of these powers in Washington exchanged lately any views touching on intervention. This statement is made in the most specific manner by the French and German officials. They are beginning to feel considerable annoyance at the oft repeated reports, and they are inclined to attach some significance to the fact that all of them emanate from London. In at least one embassy of a Continental power this tendency at London has attracted attention and the notice of the state department has been drawn to it during an official interview.

Both the German and French authorities feel that their declaration of neutrality should be received in good faith and without the frequent intimation that they are about to intervene to defeat the end sof the United States. As showing how far fetched such reports are, an ambassador stated to-night that intervention along the lines suggested by the cable dispatches from London would be so clearly against American interests as to amount to a causus belli. Being one of the four ambassadors at Washington he was in a position to state that there was no truth in the publication at London cabled to this country that the ambassadors have made joint representations to Secretary Day concerning the occupation of the Philippines. Judge Day treated the report as purely fanciful and dismissed it by remarking that nothing whatever of the kind had occurred.

There is no doubt that Germany, France and Great Britain are sending their warships to the Philippines, but this is said to be a natural movement for the protection of their citizens and property and not with any purpose of aggression or of interrupting the operations of the United States. The French government has two warships and Germany will soon have several ships there. These are drawn from the powerful squadron which Europe maintains in Asiatic waters.

SPAIN'S FLYING SQUADRON.

New England Residents Apprehensive That It May Suddenly Appear Off Their Coast.

Washington, May 12.—Just where the Spanish flying squadron is, still remains in doubt and no word of official confirmation has come to the navy department of the Cadiz report of the day before yesterday that the squadron was still there. There are two American scouting vessels cowering the approach to the West Indian channel to spot any approaching Spanish ship in short order.

The people of New England have had their apprehensions aroused again lest the Spanish appear in force off their coast and proceed to destroy the summer residences there and small craft. Mr. Allen, the newly appointed assistant secretary of the navy, being a Massachusetts man, had to bear the brunt of a score of applications for protection that came to the department from all parts of the coast from Maine to Connecticut.

The department has done what it considered necessary by assigning the monitors and some vessels of the mosquito fleet to patrol this coast, and in holding Commodore Schley's magnificent squadron at Hampton Roads ready to fly at a twenty-knot speed to any point on the coast that may be threatened.

Bicyclists should be more careful when wheeling about fire department apparatus while on their way to fires. It is a common sight to see a half dozen scorchers directly in front of or behind a hose cart or engine when going at full speed, and if the wheel should strike an obstruction the result would prove disasterous to the rider. A wheelman rode up Oswego street last night at the time of the fire and crossed the hose at the time the hosemen jerked it forward. As a result the rider was thrown with great force and will perhaps be more careful in future.

Will be found an excellent remedy for sixk headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

Madrid, May 12.—A dispatch from Havana says: "At eight o'clock yesterday morning three large and three small ships appeared off Cardenas. A small boat was detached with some marines who landed near the fort and seized a semaphore station, taking the coast guards prisoners. In the meanwhile the warships began a furious cannonade. Cardenas does not possess defences of any kind and only the little gunboats Ligera and Antonio Lopez were in port. They replied to the attack. The Antonio Lopez was disabled but 300 volunteers defended the town, prevented a landing and compelled the American ships to retire with considerable loss. A Spanish sergeant and seven soldiers were wounded. Captain-General Blanco has congratulated the authorities of Cardenas."

Washington, May 12.—The set-back received by the American blockading squadron in the engagement in Cardenas harbor yesterday and the loss of five lives on board the torpedo boat Winslow had a sobering effect on the element in the navy which is crying out for rapid action and attempts at destroying batteries with unarmored ships. There will probably be some sort of inquiry instituted to ascertain the responsibility for sending such unprotected shells as the Winslow against fortified ports. It is miraculous, in the opinion of the older officers at the department, that the damage and loss of life were confined to the Winslow for the other boats with her were very little better off in the matter of protection and scarcely any of them could resist the fire of a small rifle. It is likely that if such work as attempted at Cardenas is to be done hereafter the task will be assigned to more formidable craft.

THE AMERICAN STORY.

Torpedo Boats Assigned a Task Which Proved Altogether Beyond Their Capacity.

Key West, May 12.—When the United States gunboat Hudson came to the government dock at 8 o'clock this morning the bodies of five dead men were lying on the lower deck. They were the remains of Ensign W. Bagley and four others of the crew of the torpedo boat Winslow, killed in an engagement at Cardenas Harbor yesterday afternoon. In the cabin was Lieut. John H. Barnadow, of the Winslow, slightly injured in the left leg. The other wounded are R. B. Cox, gunner's mate; D. McKeown, quartermaster; J. Patterson, fireman; and F. Gray, all slightly except Patterson, whose condition is serious.

It is known that the American boats made furious havoc with Cardenas harbor and town. The captain of the Hudson said: "I know we destroyed a large part of their town near the wharves, burning one of their gunboats, and I think destroyed two other torpedo boat destroyers. We were in a vortex of shot, shell and smoke, and could not tell accurately, but we saw one of their boats on fire and sinking soon after the action began. Then a large building near the wharf, I think the barracks, was on fire and many other buildings were soon burning. The Spanish had masked batteries on all sides of us, hidden in bushes and behind houses. They set a trap for us. As soon as we got within range of their batteries they would move them. I think their guns were field pieces. Our large boats could not get into the harbor to help us on account of the shallow waters."

The engagement took place inside the harbor of Cardenas. The cruiser Wilmington, torpedo boat Winslow, and the gunboat Hudson were the only United States vessels engaged. They entered the harbor for the purpose of attacking some Spanish gunboats known to be there. The latter were not discovered by the American ships until the Spaniards opened fire. The land batteries at Cardenas supported the fire of the gunboats. The engagement commenced at 2:05 p.m., and lasted for an hour.

The battle while it lasted was terrific. The Wilmington and Hudson went ahead and opened fire on the Spanish boats, which were lying at the docks. The firing began at a range of 3,500 yards. In a few minutes after firing began the Winslow came up and also opened fire. In an instant the entire attention of the Spanish gunboats and land batteries were directed upon her. From all sides shot and shell seemed to pour in upon the little torpedo boat. The Wilmington and Hudson still kept up the fire, but could not turn aside the terrible storm of fire and death pouring in upon the torpedo boat. The crew of the Winslow, however, never wilted for a second.

At 2:35 p.m. a solid shot crashed into the hull of the Winslow and knocked out her boiler. In an instant she began to roll and drift helplessly. There was a moment of awful suspense. A fierce cheer of triumph went up from the Spaniards in the gunboats. Fire was again opened upon the helpless boat. The gunboat Hudson, lying near by, started to the assistance of the Winslow. She ran alongside the torpedo boat and tried to throw a line to the imperilled crew. Up to this time, with the exception of one shot, which troubled the boiler of the Winslow, the firing of the Spanish gunboats had been wild, but as the Winslow was rolling in the water the range grew closer and shells began to explode all about her.

It was very difficult for the Hudson to get near enough to throw a line to the Winslow's crew so terrible was the fire all about her. Finally after trying 20 minutes, the Hudson approached near enough to throw a line to Ensign Bagley and six men standing in a group on the deck of the Winslow. "Heave her! heave her!" shouted Bagley, as he looked toward the commander of the Hudson and called for the line. "Don't miss it," shouted the officer from the Hudson, and with a smile Bagley called back, "Let her come; it is getting too hot here for comfort." The line was thrown, and at the same instant a shell burst in the very midst of the group of men aboard the Winslow.

Bagley was instantly killed and a few others dropped about him. Half a dozen more fell groaning on the blood-stained deck. One of the dead men pitched headlong over the side of the boat, but his heel caught in an iron rail and he was hauled back. Bagley lay stretched on the deck with his face completely torn away and the upper part of the body shattered. It was a terrible moment. The torpedo boat, disabled and helpless, rolled and swayed under a fury of fire from the Spanish gunboats. When the shell burst in the group on board the Winslow, another wild shout of triumph went up from the Spanish boats and batteries, and again a heavy fire was opened on the torpedo boat. Finally the Hudson succeeded in getting a line on board the Winslow and was towing her out of the deadly range, when the line parted, and again both boats were at the mercy of the Spanish fire.

The Hudson managed to get another line on the deck of the Winslow, but there were only three men left at the time to make it fast. The line was finally secured, and the Winslow was towed to Pedra's island, where she was anchored, with the dead and wounded on her decks. There some of the men from the Hudson went on board the Winslow and took off the most seriously wounded men. Three of the latter were taken aboard the gunboat Machias, and died shortly afterwards.

Commander Bernadow, of the Winslow, was wounded in the left leg also, but not seriously. Lying in the cabin of the Hudson this morning he received a representative of the Associated Press and told the story of the fight. He said: "We went into the harbor under orders. The torpedo boat Winslow was the worst injured. She had five men killed, and I don't know how many are injured. The Winslow was ordered by the commander of the Wilmington to go into the harbor of Cardenas and attack the Spanish gunboats there. We steamed ahead at full speed and were fired upon, as we were in range. The Spanish boats tied up at the docks had full range on us, and I think we received most of the fire. I don't remember whether anyone was hurt on the Wilmington or on the Hudson, but I think not. I have no fault to find with the Winslow's crew. They acted nobly all the way through. The men who were killed all fell at the same time. They were standing in groups, and as the aim of the Spanish was perfect, the shells burst in their very faces."

FORTS QUICKLY SILENCED.

Attacking Fleet Have Things All Their Own Way—Spanish Steamer Taken.

Port au Prince, May 12.—The American fleet under Rear Admiral Sampson has bombarded San Juan de Porto Rico. The following are the details of the bombardment thus far received: "The bombardment began this morning. Rear Admiral Sampson with warships arrived before San Juan just before sunrise. At a given signal the battleship Iowa fired the first shot, which took effect. Then the battleship Indiana opened fire and in a few minutes Morro fort was reduced to a heap of ashes. The fort made little effort to respond and was silenced almost immediately.

The Spanish steamer Rita was captured by the United States auxiliary cruiser Yale which took her crew on board. Thousands of the population and the foreign consuls sought refuge in the interior of the island."

EUROPE STEPPING IN.

Intimation That Germany Will Have a Voice in the Philippines' Destiny—Great Britain With the U. S.

London, May 12.—There are unmistakable signs that the Continental powers have already taken steps to share in the fruits of the American victory at Manila. Germany, as intimated to the United States it is said, expects to have a voice in the disposition of the Philippine islands, basing her claim on Germany's interests in the Tez islands. If the United States takes possession of Hawaii during the present war with Spain it is believed Europe will endeavor to include the occupation of Hawaii as an incident of the war and the Continental powers will desire to include Hawaii in the apportionment of territory, perhaps as a partial offset against the Philippine islands. In the best informed circles confidence is expressed that the United States will not be permited to acquire such strength in the Far East as is involved in the occupation of the Philippins islands and Hawaii without reckoning with the powers. Great Britain, on the contrary, as the Associated Press has the best grounds for asserting, desires the United States to retain the Philippines, even in preference to taking them herself.

The St. James' Gazette says this afternoon: "Important signs of the uneasiness in Europe, of its fear of anarchy at home and aggression abroad are reflected in London financial circles. Russia is raising a loan of twelve millions, and more significant still, she is raising it in Germany. The Bank of England is directing its energies to the accumulation of a gold reserve in a fashion without recent precedent; while Japan, not content with the vast sum she received from China on Satnrday is preparing for a fresh loan of fifteen millions. The approchement between Germany and Russia and Austria is very marked." The St. James' Gazette believes all this portends a combination against America and Great Britain which are universally regarded as forming a part of Transatlantic aggression on Europe, and warns Great Britain to "prepare for a struggle which may involve the most important events since the fall of Napoleon." In conclusion the St. James' Gazette remarks: "Europe believes America is trying her strength on Spain and that her inevitably victory will be followed by small acts of aggression against other powers with interests in the Atlantic and the Pacific."

LANDING PARTY DRIVEN OFF.

Unsuccessful Attempt to Deliver Arms and Ammunition to the Insurgents.

Madrid, May 12 (8 p.m.)—The following dispatch has been received from Havana: Yesterday morning four American warships fired repeated cannon shots at Cienfuegos. In the meantime several steamers towing eight large boats loaded with arms and ammunition for the rebels approached the shore. Several battalions of infantry drawn up on the shore fired upon the boats which readily retreated. At the same time the batteries of the forts and others along the coast fired upon the Americans, who retreated but again attempted to make a landing on the banks of the river. The Spaniards again repulsed them with hot volleys, inflicting heavy osses. Fourteen Spaniards were wounded.

SPAIN'S FLEET FORMIDABLE.

Washington Plans Disarranged by the Possibility of a Movement Too Quick for Sampson.

Washington, May 13.—A complete change has taken place in the offensive plans of the government. The receipt of news from Sampson of his attack on the forts at San Juan, the news of the actual presence of the Spanish flying squadron off Martinique, only a few miles from Sampson and less than one thousand miles from Havana, caused the despatch of the flying squadron under Commodore Schley and the delay of the army invasion of Cuba. It is to the navy that the government looks again for a battle which may end the conflict. The news of the Spanish fleet revealed at once the possibility of a quick move on their part that would cut the line of communication by water between Cuba and Key West, exposing to great peril any American landing force that might be caught between a superior Spanish army in Cuba and the sea patrolled by Spanish cruisers. It became necessary therefore to defer the departure of the military expedition from Florida until the Spanish fleet is met and crushed or driven from West Indian waters.

Orders flew quick and fast from both the war and navy departments. The first checked the movement on Florida setting in from all parts of the country and diverted the troops toward the concentration camp at Chickamauga. The navy department wired Sampson information of the approach of the Spanish fleet and directions what to do, and another massage flashed to Schley, who had been eating out his heart at Hampton Roads in his eagerness to get into the fray, to start with his vessels at the earliest possible moment. The Commodore took no chance of a cancellation of these highly desirable orders, but at 3:45 o'clock had put himself beyond the reach of telegraphic recall.

What is expected of him cannot be disclosed at the navy department and naturally is purely a matter of conjecture. Sampson's fleet is strong enough unaided to overcome the Spanish flying squadron if he can ever catch it out of the reach of the fortifications. His fleet, however, is lacking in speed as compared with the Spanish vessels, and co-operation on the part of the flying squadron would add very much to the chance of cornering the Spaniards and forcing the fight which is believed to be necessary to the success of the Cuban campaign as planned.

Some one suggested at the navy department that the Spanish fleet when last heard from was at a point not very much more distant from the great cities of the Atlantic seaboard than from Havana, but if the Spanish admiral contemplates a movement in the former direction he probably will run full into Schley, who will have his scouts well out in advance when he moves southward.

Much regret is expressed among naval officers at the delays experienced with Sampson and it is not to be learned yet at the navy department whether the Admiral has actually received up to this moment the important advices as to the movements of the Spanish fleet, that have been despatched to him. Doubt on this score is founded on the experience the department has had already with the cable secret service to-day from the West Indies.

It was stated positively at the close of office hours that no word had come during the day from Admiral Sampson save the one telegram sent out this morning regarding the attack on the forts at San Juan. It can be stated that there is good ground for the belief that the Admiral had achieved all that was expected of him or that was necessary to carry out the plans of the strategy board. The purpose was to destroy San Juan as a fortified base that might form a harbor of refuge for the Spanish fleet and according to the Admiral's report this has been practically accomplished.

It was neither necessary nor material that San Juan should be occupied, all that was essential being that the Spanish fleet should find no more protection there than at any harbor without substantial defences and if the flying squadron should have the temerity now to enter San Juan harbor they will fall easy victims to Sampson's battleships and monitors.

Madrid, May 13.—There is great excitement here among public officials at the news of the arrival of the Spanish fleet at Martinique. It is now said that the ships went there for the purpose of coaling, and that two large trans-Atlantic steamers, loaded with coal, are awaiting them at Port de France.

Another object of the call of the Spanish fleet at Martinique was to communicate with the Spanish government and ascertain the whereabouts of the American fleet. Admiral Cervera now knows everything which has transpired since his departure from Cape Verde islands, and he has full instructions as to his future movements. The fleet will leave Martinique immediately for an unknown destination, and, it is added, some days will elapse before the Spanish fleet are again heard from.

INCIDENTS AT MANILA.

Admiral Dewey Congratulated the Vanquished Spaniards on Their Bravery—Insurgents Procuring Arms.

London, May 13.—The Hongkong correspondent of the Times says: "I had a conversation with Admiral Montejo, who admitted that his chief object was to seek the protection of the forts. He remained in the Reina Maria Christina till she was on fire fore and aft, and had fifty-two killed. He transferred his flag to the Isla de Cuba, and after two and a half hours' fighting he gave the signal to scuttle and abandon her. Commodore Dewey ceased fire and asked permission of the forts to destroy the burning ship. Admiral Montejo replied: 'The ships are at your mercy; do as you like.' The American fire was then resumed till the Spanish squadron was completely annihilated.

The captain of the Boston, who carried the flag of truce said: "You combatted us with four very bad ships, not warships. We have never seen before braver fighting under such uneven conditions. It is a great pity you exposed your lives on vessels not fit for fighting."

Admiral Montejo attributes the responsibility for his defeat to the government in Madrid. He had only obsolete vessels, though he had requisitioned the government for ships. He had no torpedoes except some which he himself had constructed out of ineffective material. His original intention was to remain at Subic and offer battle, but he returned to Cavite because Commodore Dewey suspended fire at the request of the Spaniards to allow the women and children to be removed to a place of safety.

I witnessed the second bombardment. The American vessels were admirably handled. The rebels looted Cavite immediately, the Spaniards flying to Manila. The Spaniards are not expected to capitulate. Admiral Dewey has Manila at his mercy but it would be useless to bombard the city without sufficient force to hold it.

Lloyds' agent at Manila cables from Hongkong to-day that the blockade of the capital of the Philippines is strictly maintained. He says the cable is on board an American vessel. Several local steamers, Lloyds' agent continues, are reported captured. He says he has no confirmation of the reports.

Berlin, May 13.—The North German Gazette says it learns that the insurgents in the Philippine islands have secured all the arms stored at the Cavite arsenal. The paper adds that the bombardment of Manila is imminent should the Spaniards attack the American blockading squadron. All the Germans at Manila are safe.

On Board Flagship Iowa, off San Juan de Porto Rico, May 12, via St. Thomas, Danish West Indies, May 13.—The forts of San Juan de Porto Rico were bombarded by part of Rear Admiral Sampson's fleet this morning. The enemy's loss is believed to be heavy. The American loss is two men killed and seven men injured. After three hours' firing the Admiral withdrew the fleet and heading for Key West, he said: "I am satisfied with the morning's work. I could have taken San Juan but I have no force to hold it, and only wanted to administer punishment. This has been done. I came for the Spanish fleet and not for San Juan." The men killed were Seaman Frank Widemark, of the New York; gunner's mate of the Amphitrite, who died from the effect of the extreme heat. Of the injured men, there were on board the Iowa and four on the New York. Those injured on the Iowa were Seaman Mitchell, Private Marine Markle, Apprentice Hill. The injured on the New York were: Samuel Felton, seriously; Seaman Michael Murphy, and two other enlisted men slightly injured. All the above named were injured by the bursting of a shell on the New York. The American ships were uninjured.

The engagement began at 5:15 a.m. and ended at 8:15 a.m. The enemy's batteries were not silenced and the town in the rear of the fortifications probably suffered. The ships taking part in the action were the Iowa, Indiana, New York, Terror, Amphitrite, Detroit, Montgomery, Wampatuck and Porter. The enemy's firing was heavy but wild, and the Iowa and New York were probably the only ships hit. They went right up under the guns in column, delivering broadsides, and then returned. The line passed twice in front of the forts pouring tons of steel on shore. It is impossible to judge the amount of damage done to the buildings and forts. They appeared to be riddled with shot, but the Spaniards were plucky. The after turret of the Amphitrite got out of order temporarily during the engagement but she banged away with her forward guns. After the first passage before the fort the Detroit and the Montgomery retired, their guns being too small to do much damage. The Porter and the Wampatuck also stayed out of range. The smoke being overwhelming, spoiling the aim of the gunners and making it impossible to tell where to direct the attack. The officers and men on all the ships behaved with coolness and bravery. The shots flew thick and fast over all the ships. The men of the Iowa who were hurt during the action were injured by splinters thrown by an eight-inch shell which scattered fragments in all directions. The shot's course was finally ended in an iron plate two inch thick.

Morro battery, on the eastward arm of the harbor, was the principal point of attack. Rear Admiral Sampson and Captain Evans were on the lower bridge of the Iowa and had a narrow escape from splinters which injured the men. The Iowa was hit eight times, but the shells made no impression on her armor. The weather was fine, but the heavy swells made accurate aim difficult. The broadsides from the Iowa and Indiana rumbled in the hill, ashore five minutes after they were delivered. Clouds of dust showed where they struck, but the smoke hung over everything. The shells screeching overhead and dropping around were the only signs that the Spaniards still stuck to their guns.

At three o'clock in the morning all hands were called on the Iowa, a few final touches in clearing the ship were made and at five "general quarters" sounded. The tug Wampatuck went ahead and anchored her small boat to the westward, showing ten fathoms. The Detroit steamer far to the eastward, opposite the Valtern. The Iowa headed straight for the shore. Suddenly her helm flew over, bringing the starboard battery to bear up on the fortification. At 5:16 a.m. the Iowa's forward 12-inch guns thundered out at the sleeping hills, and for fourteen minutes she poured starboard broadsides on the coast. Meanwhile the Indiana, the New York and other ships repeated the dose. The Iowa turned and came back to the Wampatuck's boat and again led the column. The forts replied fiercely, concentrating on the Detroit, which was about 700 yards away from the batteries eastward of the harbor. Thrice the column passed the entrance of the harbor to the extreme eastward battery. The wounded were quickly attended to, the blood was washed away and everything proceeded like target practice. At 7:55 Admiral Sampson signalled "Cease firing," "retire" was sounded on the Iowa, and she headed from Shore.

The Terror was the last ship on the line, and failing to see the signal, banged away alone for about half an hour at the concert of the shore guns roaring at her, the water flying high around her from the exploded shells. But she possessed a charmed life, and reluctantly retired at 8:15 a.m. At Matanzas the unsatisfactory conditions of smoke and distance prevented any impartant conclusions being drawn. The town of San Juan must have suffered, although protected by the hills, as the high shots must have reached it. No traces of the bombardment were discernable on the fort, except small fires which were apparently extinguished before the fleet left.

NEWS OF THE CAPITAL.

Shipments Via Seattle Made by Government in Pique at Senate's Action on Yukon Bill.

Personal Reasons Assigned for the Unexpected Departure of Lord Aberdeen.

Marks of Respect Paid to the Memory of the Late Dalton McCarthy.

(From Our Own Correspondent.)

Ottawa, May, 13.—The announcement is officially made to-night that Lord Aberdeen has resigned his position as Governor-General and that the resignation has been accepted. He will not leave Canada, however, before next October. Purely personal and domestic reasons are given as cause for His Excellency not completing the term of six years. A few days ago he wrote a nice letter to Premier Laurier foreshadowing his retirement, to which the Premier made a fitting response, speaking in the highest terms of the good which Lord Aberdeen had done for Canada.

The government is not yet prepared to announce its policy regarding the Yukon railways from American ports.

The railway committee passed the Alaskan and Northwestern bill granting a charter from Pyramid Harbor to Selkirk: but with the understanding that it be not reported so that if the government's decision is adverse to the project then the bill will be withdrawn. The measure provides that the company shall put up a forfeit of a quarter of a million dollars with the government of their bona fides.

Sir Hibbert Tupper raised a lively discussion in the house to-day on the subject of shipment by the government of supplies from Seattle and quoted the Seattle Post-Intelligencer, which claims that this contract has set the seal of the government's approval on Seattle as against Victoria and Vancouver.

Hon. Mr. Borden admitted that the contract was made with the Boston & Alaska company, and involved the shipment of a hundred tons of supplies via Seattle, but claimed that the company's tender was considerably lower than that of the Canadian Pacific Navigation company. Hon. Mr. Sifton let the cat out of the bag by stating that this was only the first installment of the result of the Tory policy of defeating the Stikine-Teslin railway. Many members of the opposition protested against building up an American port at the expense of our own ports for the sake of vindicating a deal with Mackenzie & Mann, which was condemned only yesterday by a Liberal caucus.

Nearly the whole of to-day's discussion was on Mr. Mulock's postal bill. He announced the free transmission of newspapers within a ten-mile radius will be confined to weekly newspapers.

Senator Templeman's motion in the senate to restore to the order paper the bill to legalize the trades union label was defeated by 29 to 14.

Senators to-day made feeling references to the country's loss by the death of Dalton McCarthy. A large contingent of members left for Toronto to-night to attend the funeral.

Sir Charles Tupper gave a flat denial to the Drummond county committee. He stated that he had never written a letter undertaking on behalf of the government to acquire the road.

General Gascoigne told the public accounts committee to-day that he had not approved of the issue of the Eighth Hussars armories check to Col. Domville.

Engineer A. Weber and Fireman Smythe were killed on the Canadian Pacific railway by the derailing of a freight train last evening near Moosejaw. The accident was caused by the burning out of a small culvert. Six cars loaded with British Columbia shingles were destroyed.

The body of Dalton McCarthy will be viewed at his residence this morning. The pallbearers will be Sir Frank Smith, Prof. Goldwin Smith, Christopher Robinson, Q.C.; B. B. Osler, Q.C.; Alex. Bruce, Q.C.; Dr. Parkin and T. R. Creelman.

Francis Bourassa, who represented the county of St. John in the House of Commons for 41 years, died yesterday. Mr. Bourassa was familiarly known as the father of the House of Commons until last session, when he retired. He was 85 years of age.

TO RECOVER PRIZES.

A Million Dollars' Worth of Ships and Cargo Alleged to Have Been Illegally Seized.

New York, May 13.—The Evening Post says: An attorney of this city left today for Key West to institute proceedings before the prize court for the recovery of vessels and merchandise valued at about $1,000,000 and confiscated more than a fortnight ago. Marine underwriters, London bankers, Paris merchants and New Orleans business men are among those interested in the undertaking, which in certain aspects differ from anything of the sort attempted in this country before.

The vessels affected are the Panama, captured April 25; Miguel Joverr, April 24; Cattalina, April 24; Pedro, April 22, and Guido, April 27. All are Spanish steamers having varied cargoes upon which bankers in different parts of the world have advanced money.

The contention will be made that the cases come within the spirit of the President's proclamation of April 26; which after affirming adherence to the declaration of Paris, allows Spanish vessels until May 21 in which to depart unmolested from American ports. That the government should confiscate property belonging to its own subjects or neutrals because it was found in Spanish vessels clearing at this and other ports just before hostilities were announced is thought to be contrary to the President's intention.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of their worth. They are small and easy to take.