U. S. TROOPS IN PERIL.

Landing Party of Marines the Helpless Prey of Daring Spanish Sharpshooters.

Tents Struck and Rolled Into Breastworks—Sleepless Nights in the Trenches.

Annihilation in Prospect if the Expected Reinforcements Are Long Delayed.

Camp of U. S. Marines, outer harbor of Guantanamo, Monday, June 13, noon, by Associated Press despatch boat Wanda, via, Kingston, Jamaica, June 14.—After two nights' hard fighting the American flag still floats on Cuban soil over the encampment of the marine battalion. Thus far the marines have had the best of the fighting, but the situation is grave and they are exhausted with repelling almost incessant attacks. They have little chance to rest or sleep and the time of the arrival of the relieving troops is uncertain.

Were it not for the protecting guns of the fleet the little band would be annihilated by the Spanish troops, in overwhelming numbers, from Santiago de Cuba. As it is they probably can hold their position, but they cannot move forward until reinforced by troops. What first looked like a holiday camp is now grim reality. The tents have been struck and rolled into breastworks, supplemented by trenches around the crest of the hill.

The spot is lamentably exposed on bare ground while surrounding it on all sides is heavy bush. The least movement in the camp is the signal for instant target practice on the part of the Spanish sharpshooters, whose rifles carry much further than those of the marines, though their owners very rarely hit anything they aim at. It is impossible to accurately estimate the Spanish attacking forces but it is numerous enough. About two thirds of this force surrounds the camp nightly with a deadly ring and the spatting of the Mausers makes things quite lively, for the Spaniards are daring enough to crawl up and take a pot shot at the marines from the bushes about thirty yards from the camp.

Every yard of chapparel is an ambuscade and picket duty is flipping coins with death. After the first attack on Saturday night Colonel Huntington decided that another attempt would be made on Sunday night and he caused entrenchments to be thrown up on all sides of the camps. In the trenches the main part of the battalion last night waited for the attack that the Colonel was certain would come. It commenced a short time after dark and from that time until daybreak the firing was incessant and at times very heavy.

On the American side two men were killed and four injured. The dead are Sergeant Major Henry Goods, of the marines, shot through the right breast. Private Tauman was injured, and fell off the cliff and was instantly killed. Of the injured, Private Wallace fell off the cliff and sustained a fracture of the leg; Private Marin was shot through the left leg. Private Roasbury was shot through the arm. The above privates all belong to company D. Private Burk was shot through the arm.

The first attack of the Spaniards was made at 8 o'clock and the last shot fired by them was at five o'clock in the morning. During the night the Spaniards attacked the camp of the marines on shore, and the Marblehead, believing that the marines had been driven out, threw several shells into the place. The attack, however, was repulsed by the small detachment of marines in camp without trouble. The shells of the Marblehead struck among the marines.

The fight was the first of the wars with Cuban co-operation. At times during the afternoon whenever the marines were firing on a small detachment of Spaniards that made their appearance a short distance from the camp, the Cubans began firing without orders and sent a volley right amongst the Americans. There were several narrow escapes but no one was injured.

Lieut. Neville of "D" was sent out on scout duty and as on the day previous he attacked a small stone fort. A hot fight followed and the Spaniards were driven off with loss. It was during this fight that Wallace Tauman fell over the cliff. Fifteen dead Spaniards, including one lieutenant, were found in the fort. During the attack several shots struck the ships in the harbor, one penetrating the pilot house of the Associated Press despatch boat "Dandy." No one was injured on board her.

The night attack was a picturesque and striking spectacle, with the crack of Mausers, the tongues of fire from every bush encircling the camp, the twitter of the long steel bullets overhead, while the machine guns down on the water were ripping over the pickets and the crack of field guns could be heard as they were driving in canister, where the fire of the Spaniards was thickest. Then there was a screech of the Marblehead's shells and the sharp flash of the Colt rapid one-pound guns from the ship launches.

The Dolphin this morning located the Spanish water station on the ocean side of the harbor entrance, which supplied the water for the attacking force. The arrival of the fleet to complete the bombardment of the town and its defences is expected this afternoon.

THE STOCK EXCHANGE.

A Quiet Day in New York Awaiting Events —Collapse in Wheat a Depressing Feature.

New York, June 14.—There was a disposition in speculative circles to-day rather to await the further progress of events after a series of testings of the market by the professional element. There was evidently an expectation at the opening that there might be renewed pressure to force liquidation on account of the collapse in the wheat deal. The bears were prepared for such a development and sold stocks with considerable confidence, bringing about declines of a point in some cases, but no heavy offerings were encountered on the decline and prices had come back to about the opening level before the end of the first hour. Later in the day there was renewed selling on quite a large scale which was attributed to Chicago account and this served to reawaken some apprehension as to the extent of the damage done to the financial fabric by the collapse in wheat. People's Gas and the Grangers were the principal sufferers from the decline, but the very small amount of Rock Island offered at the lower level was a conspicuous feature of the movement. This fresh tendency of prices unsettled the tone of speculation and resulted in a rather dull market for the rest of the day, prices drifting in a rather sluggish manner over a narrow range. This buying for London account was quite conspicuous in New York in spite of the dullness on the London exchange incident to Ascot Day. Prices of bonds yielded in sympathy with stocks, but losses were not large. There was no pressure of liquidation.

The Evening Post's financial cable from London says: "The stock markets here were stagnant to-day, the brokers being at the Ascot races. Americans were dull, closing at about the lowest on the collapse of the Leiter wheat deal. This caused a semi-panic on the Liverpool Corn Exchange and renewed rumors as to the solvency of some of the firms here. Seligman's anounced details of the United States government loan and that they are prepared to remit subscription from here. It is understood that the Brazilian funding scheme recently detailed in these despatches will soon be submitted to the bondholders by a council of foreign bondholders acting for Rothschilds, who presumably dislike associating with Brazil's temporary default. The supply of American bills offered for discount is again very large. The difficulties connected with the recent issue of Chilian treasury bills are in the course of arrangement. The Paris and Berlin markets were steady.

Closing prices: Am. Tobacco 111¼; Sugar 138, Spirits 14¼; do., preferred 37½; Atchison 13; do., pref. 33; B. and O. 19¾; Bay State Gas 3⅝; Can. Southern 51; Chicago and O., 22½; C. B. and Q., 104⅝; Chicago Gas 99⅞; C. and N.W., 125; C.R.I. and P., 105½; C.M. and St. P. 99¾; Con. Gas, 201; C.C.C. and St. L., 40¼; D. and R.G., pref., 50¾; General Electric, 37¾; J. C., 95; Lac. Gas, 49⅛; L. and N. 52¼; Man. Elev., 105⅞; Mo.Pac., 34¾; Mich. Central, 103; Nat. Lead, 34; Northe American 6⅝; Nor. Pac., 28⅞; do., pref., 68⅞; N.Y.C. and H., 15½; N.Y., L.E. and W., pref., 36¼; Omaha, 76⅞; Pacific Mail, 29¾; Phila., 19½; Southern Ry., 8⅝; do., pref., 29¼; T.C. and I., 32⅝; Tex. Pac., 11⅝; Leather, pref., 65½; Rubber, 21¼; do., pref., 81½; U.P., 23⅞; do., pref., 59¼; Wab., pref., 19⅛; W.U., 91⅝; Traction, 160¼; B.R.T., 51⅝.

C.P.R. in London 88¼.

Bar silver 58c, Mexican dollars 45¼c, silver certificates, 57⅞ to 58⅛c.

Wheat closed: July 83¼c, Sept. 75¾c, Dec. 75⅝c.

Chicago, June 14.—Wheat closed: June 55c, July 77½c, Sept. 70⅝ to 70⅝c, Dec. 70⅞c. Corn—June 31⅞c, July 32⅝c, Sept. 33⅛c. Oats—July 23¾c, Sept. 21½c.

SIR CHARLES IN ENGLAND.

His Views on Prospective Closer Intercourse with United States.

London, June 14.—Sir Charles Tupper the Canadian statesman, who has just arrived here from Canada, is quoted in an interview as discussing lengthily the relations between the United States and Canada. He said: "Canada sympathizes very warmly with the proposed rapprochement between Great Britain and the United States. It has always been our desire to have the most friendly commercial relations with the republic, but hitherto the United States has not shown any disposition to reciprocate. The McKinley and Dingley bills and the alien labor laws presented conclusive evidence on this point. I believe, however, that the present time is a propitious one for the settlement of all questions owing to the changed temper of the American people, and I think they can be approached with a fair prospect of a just settlement."

In the House of Commons Mr. Douglass H. Coghill, Conservative member for Stoke on Trent, asked if in view of the improved relations between the United States and Great Britain the former could not be induced to modify its customs tariff.

The parliamentary secretary for the foreign office, Mr. George N. Curzon, replied, saying Her Majesty's government would be glad to avail itself of an opportunity for improving the commercial relations between the two countries. But he explained Great Britain now enjoyed the most favored nation treatment in all matters of commerce and navigation and the government had no ground for believing more favorable treatment would be accorded Great Britain.

SHOOTING IN MONTREAL.

Colored Society Excited Over an Event as Yet Unexplained.

Montreal, June 14.—Montreal colored society is much excited over a shooting affray which took place about midnight at Mrs. Johnson's. The victim is Mrs. Paris, wife of Geo. Paris, the well-known amateur runner. He left for the Pacific Coast yesterday morning and his wife spent the evening with a young man named Wm. Wallace. They returned to Mrs. Johnson's at midnight and sat down in the parlor. Mrs. Paris became alarmed at the conduct of Wallace and ran out into the hallway. As she did so, however, Wallace drew a revolver and shot her near the right lung. The noise attracted the police, who arrested Wallace. The prisoner, who is about thirty, was perfectly cool. He admitted he did the shooting, though giving no reason for it. Mrs. Paris was removed to the hospital. The doctors were unable to extract the bullet and she is in a dangerous condition. All parties concerned are colored.

INSURGENTS DOUBTFUL.

Chiefs Reported to be Averse to the American Intervention.

Havana, June 14.—The United States cruiser Montgomery at about four o'clock this afternoon approached nearer than is usually the case to the Santa Clara battery and fired three shots at Punta Brava. The first shot was fired at eight thousand metres and the others were at nine thousand metres. The Montgomery then resumed her place in the blockade line. Her shots fell very near the battery. A Spanish battery east of Morro Castle fired one shot at another American warship.

The insurgent chief Caballero is declared to have asserted that the opinion of a majority of the insurgent leaders who met in assembly at Bayamo was against the American intervention.

La Lucha, commenting on a cable despatch from Madrid saying the resignation of the whole Spanish cabinet is probable, and that it is likely another cabinet will be formed under Marshal Martinez de Campas, the former Captain-General of Cuba, says: "If Martinez de Campos forms a cabinet, the Spanish policy may become complicated. Spain now needs a strong and energetic government."

THE SUSPENDED MINISTER.

Mr. Madill's Congregation Will Stand by Him Despite Action of the Union.

Toronto, June 14.—Rev. J. G. Madill, at the Hope Congregational church yesterday, made a personal statement with reference to the action of the Congregational Union in regard o him. He said he had prepared a reply to the charges preferred against him, but had not been allowed to deliver it before the union. He denied that he allowed things to appear in the press reflecting on the union. He could not control the press. He denied that he had written an article in the Presbyterian Review running down Congregationalism. An officer of the church said the congregation and its officers were in accord with Mr. Madill and would stand by him, which statement was received with cheers.

Mrs. Constantinidis, wife of a well-known Greek physician, of Toronto, has been stricken with apoplexy.

THE LOWER MAINLAND

Vancouver Citizens Propose a Strong Ticket in Support of Provincial Government.

One Smelter Proposition Enough for the Pres nt—Mere Money for Asphalting.

(From Our Own Correspondent.)

Vancouver, June 14.—Latest advices from the North bring no confirmation of the reported loss of cattle barge transfer No. 1 with 400 head of cattle in charge of Thebault, of Seattle, sent by Pat Galvin and associates to Dawson.

Vice-President Shaughnessy was interviewed by the council regarding local improvements. He did not favor the idea of the city building a wharf, but would place the matter before the company. The same course would be taken regarding land for a free library opposite the Hotel Vancouver. Mr. Shaughnessy offered to let a Cambie street site for a drill hall go for $4,000.

Bob Johnston's new Clasper shell arrived in Vancouver from England last night. Gaudaur arrives to-morrow. Johnstone is already down to rowing weight, 165, having reduced 25 pounds. He will take but mild exercise for the next two weeks.

Mr. Jno. McGillivray, who was lately injured at Tait's mill on False creew, was buried on Monday afternoon, the Rev. E. D. MacLaren officiating. The funeral was attended by many friends of the deceased, who was widely known and respected.

It is stated that a strong citizens' ticket will soon be put into the field in opposition to the Cotton-Martin combination. Several prominent opposition men are behind the new movement, apparently. It is expected that Mayor Garden will be one of the candidates, whilst the names of Messrs. Bowser and Banfield are prominently mentioned as two others likely men. Mr. Bowser is a recent convert to the government policy and should poll a strong vote, being an able platform speaker and a very capable organizer. Mayor Garden's personal popularity and good record as chief magistrate of the city are certain to stand him in good stead, whilst Alderman Banfield is very popular in the city. Amongst other supporters of the citizens' ticket are stated to be Alderman Foreman and ex-Alderman W. S. MacDonald, who formerly ranked as strong opposition men.

The city council, being about to submit the Treat smelter proposition to a vote of the citizens, has simply filed a communication from the Rothschild syndicate asking for tax exemption in respect of their smelter project which has been discussed for many weary months but never made any advance worth mentioning towards completion. The Rothschild concern is not one of the great house of that name.

A proposal to erect and work a dyeing and carpet cleaning establishment in the west end of the city is being keenly opposed by influential residents, who believe it will be a nuisance.

The city council has arranged to obtain a loan of $50,300 for private improvement works in asphalting further portions of leading business streets.

The members of the Art and Scientific Association paid a visit to the Indian mounds of Eburn last Saturday and unearthed some interesting relics, including a skull with a large spear embedded in it. The party also found a number of bone and stone implements, all of which will be given to the New Westminster museum.

In the ride league match at Central park on Saturday, two new Westminster teams contested. Team No. 1, headed by Gunner Cunningham, scored 875 points and team No. 2 734.

NOTES FROM THE CAPITAL.

Ministers to Tour Europe—Mr. Costigan Bound for the Peace River—Tourist Attractions.

(From Our Own Correspondent.)

Ottawa, June 14.—The cabinet has been in session all day closing up arrears of work which accumulated during the session. The ministers will shortly scatter. Sir Henri Joly and Mr. Fitzpatrick are already gone to England. Mr. Blair leaves on Saturday with his family, a holiday trip being the reason assigned in his case. Mr. Tarte also will cross the Atlantic to inspect at the expense of the country the great harbors of Europe.

Mr. Costigan leaves for the Peace River country on Saturday. He expects to be away nearly six months. He will spend the time hunting, trapping and prospecting for gold.

The Supreme court delivered judgments to-day, but none of Western interest.

The Ottawa Valley Tourist Association was formed here to-day to attract tourists to this section.

CERVERA'S WARSHIPS.

Another Report That They Are Actually in Santiago Harbor.

On Board the Associated Press boat Wanda, off Santiago de Cuba, June 13, via Kingston, Jamaica, June 14, 1 a.m.—The delayed arrival of the transports is ascribed here to a fear that after all Admiral Cervera's squadron might not be in Santiago harbor. Once for all Admiral Sampson has decided this question officially, having on Saturday last sent Lieutenant Victor Blue, of the gunboat Suwanee, to investigate. Lieutenant Blue landed on Saturday and proceeded with guides to the hills overlooking the harbor and the city. He distinctly saw and definitely located four Spanish cruisers and two torpedo boat destroyers. He saw also three small cruisers or gunboats.

ASKED TO MOVE ON.

Spanish Officials Not Wanted in Canada Except by Detective Kellert.

Madrid, June 14.—It was officially announced to-day that Senor Dubosc, the former Spanish charge d'affairs at Washington, and Lieutenant Carranza, the former Spanish naval attache at Washington, have been "invited" to leave Canada, owing to the Canadian authorities having intercepted a letter which Lieutenant Carranza addressed to the minister of marine, giving an account of the American fortifications.

Montreal, June 14.—The demurrer of Carranza and Dubosc, the Spanish officials, in the action taken against them by Detective Kellert, was argued today before Judge Matthieu, who took the case on delibere.

The machine shop of Burley & Gallagan at Rat Portage was burned to the ground yesterday; loss $40,000, partly insured.

THE MERRIMAC FEAT.

Lieut. Hobson's Story of Its Details—A Desperate Task Accomplished Successfully.

(N. Y. Comercial Advertiser.

Details of the sinking of the collier Merrimac in the Santiago harbor channel show that the plan to shut in the Spanish ships was conceived by Lieut. Richmond P. Hobson, assistant naval constructor, who carried it out. The spirit in which the work was done may be inferred from what Lieut. Hobson said of his purpose to newspaper correspondents before starting:

"I shall go right into the harbor until about 400 yards past the Estrella battery, which is behind Morro castle. I do not think they can sink me before I reach somewhat near that point. The Merrimac has 7,000 tons buoyancy, and I shall keep her full speed ahead. She can make about ten knots. When the narrowest part of the channel is reached I shall put her helm hard aport, stop the engines, drop the anchors, open the sea connections, touch off the torpedoes, and leave the Merrimac a wreck, lying athwart the channel, which is not as broad as the Merrimac is long.

"There are ten 8-inch improvised torpedoes below the water line, on the Merrimac's port side. They are placed on her side against the bulkheads and vital spots, connected with each other by a wire under the ship's keel. Each torpedo contains eighty-two pounds of gunpowder. Each torpedo is also connected with the bridge, and they should do their work in a minute, and it will be quick work even if done in a minutes and a quarter.

"On deck there will be four men and myself. In the engine room there will be two other men. This is the total crew, and all of us will be in our underclothing, with revolvers and ammunition in water-tight packing strapped around our waists. Forward there will be a man on deck, and around his waist there will be a line, the other end of the line being made fast to the bridge, where I shall stand. By that man's side will be an axe. When I stop the engines I shall jerk this cord, and he will thus get the signal to cut the lashing which will be holding the forward anchor.

"He will then jump overboard and swim to the four-oared dingy, which we shall tow astern. The dingy is full of life buoys and is unsinkable. In it are rifles. It is to be held by two ropes, one made fast at her bow and one at her stern. The first man to reach her will hauld in the tow line and pull the dingy out to starboard. The next to leave the ship are the rest of the crew. The quartermaster at the wheel will not leave until after having put it hard aport and lashed it so. He will then jump overboard.

"Down below, the man at the reversing gear will stop the engines, scramble up on deck and get over the side as quickly as possible. The man in the engine room will break open the sea connections with a sledge hammer and will follow his leader into the water. This last step insures the sinking of the Merrimac, whether the torpedoes work or not.

"By this time I calculate, the six men will be in the dingey and the Merrimac will have swung athwart the channel, to the full length of her 300 yards of cable, which will have to be paid out before the anchors are cut loose. Then all that is left for me is to touch the button. I shall stand on the starboard side of the bridge. The explosion will throw the Merrimac on her starboard side. Nothing on this side of New York City will be able to raise her after that."

"And you expect to come out of this alive?" asked a companion of the Lieutenant.

"Ah! that is another thing," said the Lieutenant. He was so interested in the mechanical details of the scheme that he scarcely stopped to talk of life and death. But in reply to frequent questions Hobson said:

"I suppose the Estrella Battery will fire down on us a bit, but the ships will throw their searchlights in the gunners' faces and they won't see much of us. Then, if we are torpedoed we should even then be able to make the desired position in the channel. It won't be so easy to hit us, and I think the men should be able to swim to the dingey. I may jump before I am blown up, but I don't see that it makes much difference what I do. I have a fair chance of life either way.

"If our dingey gets shot to pieces we shall then try to swim for the beach right under Morro Castle. We shall keep together at all hazards. Then we may be able to make our way alongside and perhaps get back to the ship. We shall fight the sentries or a squad until the last, and we shall only surrender to overwhelming numbers, and our surrender will only take place as a last and almost uncontemplated emergency."

Lieut. Hobson might have been lecturing to a class of cadets on the theory of how to build ships, so deliberate was his manner.

The men who accompanied Lieut. Hobson were as self-possessed as their commander. They did not speak of coming out, with the exception of Deignan, who said, nonchalantly: "Oh, I guess we stand a fair show of getting out, but they can't stop us going in"—this last in a most matter-of-fact style, as though going in was the only point worth considering.

Shortly before the departure of the Merrimac from the fleet Lieut. Hobson said to the correspondents:

"Now, pardon me, but in case you gentlemen write anything of this expedition, please don't say anything individually about its members until you know."

Lieut. Hobson started at 3 o'clock Friday morning. The Merrimac was lying to the westward of the harbor. Under cover of darkness she stole in toward the coast, and made her way to the eastward, followed by a steam launch from the New York, with the following crew on board: Naval Cadet J. W. Powell, of Oswego, N. Y.; P. K. Peterson, coxswain; H. Handford, apprentice of the first-class; J. Mullings, coal passer; G. L. Russell, machinist of the second-class. In the launch were bandages and appliances for the wounded. From the crowded decks of the New York nothing could be seen of the Merrimac after she had got under shadow of the hills. For half an hour officers and men strained their eyes peering into the gloom, when suddenly the flash of a gun streamed out from Morro Castle, and then all on board the New York knew the Merrimac was nearing her end. The guns from the Spanish battery opposite Morro castle answered quickly, and for about twenty minutes flashes of fire seemed to leap across the harbor entrance. The flagship was too far away to hear the reports, and when the firing ceased it was judged that Hobson had blown up the Merrimac. For an hour the anxious watchers waited for daylight. Rear-Admiral Sampson and Capt. Chadwick were on the bridge of the New York throughout.

At 5 o'clock thin streams of smoke were seen against the western shore, quite close to the Spanish batteries, and strong glasses made out the launch of the New York returning to the flagship. Scarcely had the small craft been sighted before a puff of smoke issued from a battery on the western arm of the harbor, and a shot plunged far over the launch. Then for fifteen minutes the big guns ashore kept up an irregular fire on the little launch.

At 6:15 a.m. the launch came alongside the flagship, and Cadet Powell reported that he had been unable to see any signs of the Merrimac's crew. The cadet had gone right under the batteries, and only returned when all hope of taking on board the crew of the Merrimac had to be abandoned. He had clearly seen the Merrimac's masts sticking up just where Hobson hoped to sink her, north of the Estrella battery and well past the guns of Morro Castle.

Later in the day a boat with a white flag put out from the harbor, and Capt. Oviedo, the chief of staff of Admiral Cervera, boarded the New York and informed the admiral that the whole party had been captured and that only two of the heroes were injured. Lieut. Hobson was not hurt. It appears that the Spanish admiral was so struck with the courage of the Merrimac's crew that he decided to inform Admiral Sampson that they had not lost their lives, but were prisoners of war, and, could be exchanged. Money and provisions were sent to the prisoners through Capt. Oviedo, and it is believed Rear Admiral Sampson is taking the steps necessary to bring about their exchange.

During the day Lieut. Hobson went aboard the flagship. His once white duck trousers were as black as a coal-heaver's, his old fatigue coat was unbuttoned and his begrimed face was deep furrowed, but steady resolution still shone in his eyes. So absorbed was he in the task ahead of him that, unmindful of his appearance and of all ceremony and naval etiquette, he told the admiral in a tone of command that he must not again be interfered with. "I can carry this thing through," he said, "but there must be no more recalls. My men have been keyed up for twenty-four hours and under a tremendous strain. Iron will break at last."

When finally Hobson went on board the Merrimac last night, he had been without sleep since Wednesday morning. He was still begrimed and black, like a man who had been hard at work in an engine room for a long time. As he said good-by the lieutenant remarked that his only regret was that all of the New York volunteers could not go with him.

It seems that when Admiral Sampson accepted Lieut. Hobson's plan and called for volunteers from each ship, hundreds of sailors offered to go—more than 200 from the New York and nearly as many from the Iowa. A start was made on Thursday morning, but before the Merrimac was near the entrance of the harbor, the admiral recalled her, judging ing that there was then too much light.

Following are the names of the men who made up the expedition:

Hobson, Lieut. Richmond Pearson, assistant naval constructor.

Montague, David, seamon of cruiser Brooklyn.

Deigman, Osborn, coxwain of the Merrimac.

Phillips, George F., a machinist of the Merrimac.

Kelly, John, a water tender of the Merrimac.

Charette, George, a gunner's mate of the flagship New York.

Murphy, J. C., a coxwain of the Iowa.

Clausen, Rudolph, a coxswain of the New York, who went practically as a stowaway, not having been detailed for the service.

Lieut. Hobson was born at Greensboro, Ala., on August 17, 1870, was graduated from the Southern University of that State, appointed to the Naval Academy after a competitive examination held by Hilary A. Herbert, former secretary of the navy, and at that time a congressman from Alabama. He was graduated at the head of his class when eighteen years old, and began his naval service in the cruiser Chicago of the squadron of evolution. In 1890 he was sent abroad by the government to study naval construction in France and received a diploma from the Ecole d' Application du Genie Maritime, Paris. He returned to the United States in 1893. He was made assistant naval constructor July 1, 1891, and was on duty at the navy department from January, 1894, till April, 1895, in the office of naval intelligence and bureau of construction and repairs. Among the works published by him then was a Report on the Disappearing Gun Afloat. He was at the navy yard, New York, from April to June, 1895, and from October, 1895, to October, 1896, an assistant to the naval constructor at the yard. He was assigned to Admiral Bunce's squadron in December, 1896, and during that year was ordered to Newport News to do work in connection with the battleships there under construction. In the previous year he published a semi-political work entitled The Situation and Outlook in Europe. He was counsel for Naval Constructor Bowles before the court of inquiry investigating the installation of the turret guns of the Puritan. One of his many distinctions was his nomination by the Mexican government to represent it at the trials of the Mexican cruiser Donata Guerra. His last assignment was to the flagship New York, when Sampson sailed for the West Indies. Richmond Pearson Hobson is the nephew of Gen. John M. Morehead of North Carolina and the grandson of Chief Justice Pearson of that State. His granduncle was Louis Williams of North Carolina, who was the first representative to be termed the Father of the House. His great-grandfather was Senator John Williams of Tennessee. Lieut. Hobson was appointed by Secretary of the Navy Herbert to represent this government during the Chinese-Japanese war, with special reference to naval construction. The appointment was revoked, it being said it would unnecessarily promote him over other officers. Hobson is unmarried. His father, Judge James M. Hobson, lives at Greensboro, Ala. His brother is entering this year's class at West Point.

Rudolph Clausen, coxswain of Rear-Admiral Sampson's flagship New York, was born in Boston twenty-eight years ago. He left home early in life and in 1890 led a filibustering expedition to Chili. Because of the failure of the Congressional party to pay him money agreed upon, he joined the Balmacedists and became an officer in the Chilian navy. During the riot in Valparaiso between members of the crew of the cruiser Baltimore and Chilian sailors, Clausen took the part of the Americans and later was forced to flee. He went to Iquique and enlisted in the navy, going on board the Baltimore. He married in Brooklyn, in 1897, Miss Theresa Haavi, whom he met at the house of his cousin, Mrs. Anna Hessel, 127 Cherry street, this borough, where he boarded when in this port. Clausen is an athlete.

Daniel Montague was born in Ireland, twenty-nine years ago, but was reared in Liverpool, where he married about six years go. Immediely after marriage he came here, enlisted in the navy and is now master-at-arms on the New York. He is an all-round athlete. His wife and five-year-old child live at 142 Flushing avenue, Brooklyn.

George Charette's home is at 38 Gerson avenue, Pawtucketville, Mass., where his father, mother and two sisters live. He was born in Lowell, Mass., in 1867, and enlisted in the navy when seventeen years old. His brother Henry is gunner's mate on the gunboat Vicksburg.

George F. Phillips was born in Boston, thirty-four years ago, and has been in the navy several years.

Francis Kelly was also born in Boston and is twenty-eight years of age. He enlisted at Norfolk, Va., on April 21 last, the day war was declared against Spain.

SEALING MONEY VOTED

Payment of Behring Sea Award Authorized by Special Resolution of Congress.

Time Limit Almost Expired and Speedy Division of Money Looked For.

London Times Refers to Settlement as Another Proof of Good Feeling.

Washington, June 14.—In the Senate this afternoon a house joint resolution appropriating $424,151 to pay the Behring set award was adopted. The appropriation is carried in the sundry civil appropriation bill, but that measure is still inconference and the award has to be paid on the 16th inst. The resolution passed the house yesterday and is now therefore law.

London, June 15.—The Times this morning in an editorial, which pretty fairly represents the feeling expressed by the other morning papers says: "The resolution to pay the Behring sea award is another gratifying instance of the growth of the spirit of friendship and justice toward England in a quarter where until recently such feelings were rarely exhibited. It is a proof of the good feeling which we cordially recognize and reciprocate as well as a good omen for the establishment of these closer and more cordial relations between the two countries toward which the best minds on both sids of the Atlantic have been steadily moving."

PREPARING TO BUILD.

C.P.N. Company Completing Plans for a Swift Steamer—Waterfront Notes.

The Canadian Pacific Navigation Co. are at the present time negotiating with builders in the Old Country for the construction of a first-class 21-knot steamer for the Vancouver-Victoria route. Owing to the unprecedented impetus given to the shipbuilding trade in England by the war and other causes, the yards are just now piled up with orders that will keep them going till next spring. As soon, however, as the shipyards can put the work in hand building on the new steamer will commence. Plans are now being prepared for a vessel to cost £75,000. She will be 270 feet long by 34 feet beam and 14 feet 6 inches hold. With a 21-knot speed she will make the trip in daylight between Vancouver and Victoria in less than four hours. The engines will be of compound steam turbine type and will work independently each of the twin propellers.

MARINE NOTES.

The steamer Ningchow, which report had chartered to the United States government to carry troops to the Philippines, passed up from sea to Departure Bay for a cargo of coal yesterday. The steamer made the run North in 67 hours.

It is probable that the steamer City of Seattle will make a couple of trips on the Victoria-Tacoma route during the present week in place of the City of Kingston. The latter boat is to receive a new propeller, having broken her present one by striking a floating log.

It will be three this morning when the steamer Umatilla leaves the ocean dock for the Golden Gate. She will have as saloon passengers from Victoria: C. L. Partridge, R. T. S. Carr, T. Bamford, G. L. Fisher, J. Dubois, Mrs. Earle, Miss M. Birdswell, Mrs. S. Birdswell, Miss A. Derwark, Miss J. Merons, Mrs. J. C. Brodie, Mrs. Kimball, Miss M. M. Rich, Mrs. Barnard, E. Morgrove and wife, C. Robinson and W. W. Edwards.

The Canadian Pacific Railway river steamer sent out from Bertram's shipyards, Toronto, says the Northwest Advertiser, to engage in the Stikine river trade, will be pun on the Kootenay lake service. They are steel-built vessels, 162 feet long, 6 inches over all, 140 feet 6 inches keel, 30 beam, and 5 feet depth, fitted with powerful engines, electric light and all modern convenience for water travel.

The steamer Coquitlam, of Vancouver, is now on a trip to Pyramid Harbor with 75 head of cattle, which will be driven over the Dalton trail to Dawson.

The steamer Manauense left Vancouver for St. Michael's on Sunday, carrying a large cargo and 80 passengers. She had in tow the river steamer James Domville.

Steamer Maud brought around from Esquimalt yesterday morning a quantity of naval stores. In the evening she left for Nanaimo and Texada Island.

Steamer Amur sailed for the North at noon yesterday. She will call at Alert Bay and load the freight landed there by the Lapwing a week ago.

Captains Peppitt, O'Leary, Knoles, Hackett and McPhee, after visiting the Coast in search of Indians, arrived home on the Willapa yesterday morning having been only partially successful in their mission. The Willapa had a very uneventful trip and experienced good weather throughout.

Steamer Charonne left for Comox yesterday evening for a load of coal for the voyage to St. Michael's. She will go from Comox to Vancouver and from the Terminal City will return here to finish loading for the North.

Before resuming service again the Charmer will be placed on the Esquimalt marine ways for a cleaning and painting. Her overhaul will be completed next week.

A. B. Erskine, who has just assumed the management of the Ames-Holden Company's branch at Vancouver, in whose business he now has large interests, having arranged his affairs in this city, left for his new field of labor by yesterday's steamer. Mr. Erskine, as has been announced, has merged his Victoria business into a joint-stock company which latter also includes the boot and shoe store lately conducted by Messrs. Gilmore & McCandless with Mr. Paterson as manager. In the departure of Mr. Erskine for the Terminal City the capital loses one of its most progressive and successful merchants. Arriving here nearly twenty years ago Mr. Erskine first entered the employ of Henry Mansell, the well-known Government street boot and shoe merchant, whose business at that time practically covered the entire province. After some years as head clerk in the above institution, Mr. Erskine opened a shop of his own at the corner of Government and Johnson streets, where he has remained ever since, and by strict attention to business and an undeviating course of fair dealings with the public has built up a business second to none in the retail trade of British Columbia.