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Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., MAY 4, 1898.

"ON TO HAVANA."

The American navy is very much in evidence these days. The Asiatic squadron, under Commodore Dewey, has practically annihilated the Spanish fleet at the Philippines and is now bombarding the fortifications of Manila. Another fleet under Rear Admiral Sampson is blockading Cuba, and with a particularly sharp watch on Havana, while a flying squadron at Hampton Roads and a formidable defence fleet along the New England coast are awaiting the approach of the enemy, if, peradventure, the Spaniards should be so foolhardy as to attempt to bombard any American seaport town.

In the early days of the war of the Southern rebellion the cry of "On to Richmond" was raised by the very same kind of people who for some weeks have been shouting "On to Havana." Long years passed before the Northern troops marched through Richmond's streets, and were it not for the news from the Philippines months might elapse before the Stars and Stripes floated over the capital of Cuba. But it will now be almost impossible for the war authorities to resist the public demand for active operations all along the line, and the occupation of a shore point in Cuba, which it is proposed to execute, thus will hardly satisfy the nation. We give the military and naval authorities credit for a desire to carry on the campaign with due regard to the lives of those under their command. They had planned to take Havana, without the useless spilling of much blood, but it remains to be seen whether they have the moral courage to carry out their original plans in the face of public clamor for a dash and dramatic campaign. Congress yesterday voted a huge sum for war purposes, and the country will want to see something startling for its money.

The next sea fight of consequence may take place in the vicinity of Porto Rico, to which point the Spanish squadron that left the Cape Verde Islands last Friday is supposed to be making. The distance from Cape Verde to Porto Rico is 2,486 miles, and from Porto Rico to Cuba 1,030 miles, so that if the Spanish fleet keeps on and attempts to give battle to the American squadron that is blockading Havana, it cannot arrive there much within three weeks. Given three weeks, the Americans can put together a powerful array of fighting ships. If Spain ever intended to defend Cuba to the uttermost she has by the dilatory tactics of her naval commanders thrown the chance away, and given the United States time to mobilize on the Atlantic coast and in the Gulf of Mexico strong enough to meet and disperse any squadron she may send across the ocean. Every day's delay makes for the strength of the American navy.

This week will most likely see a body of the American regular army, some 15,000 strong, planted firmly on the Cuban coast. The ease with which Admiral Sampson's ships destroyed the fortifications at Matanzas shows that the fleet will have no difficulty in covering the landing of the invading army and protecting the landing place until the invaders have made good their lodgment in the country, while auxiliary vessels will keep open the communication between the expeditionary force on the island and the base of supplies at Tampa, Florida. The invading force, which will land either at Matanzas or at some point on the north coast of Cuba, will consist of colored infantry and white artillery, to be supplemented later on by cowboy regiments and "immunes," that is, men who, having survived an attack of yellow fever, are supposed to be proof against the disease. The regular army will be recruited up to a figure deemed sufficient to meet all campaign demands. It is very doubtful if any of the volunteer militia will be sent to Cuba at all, certainly not before the end of the rainy season, and then only to do the police duty in the occupied districts. The underlying idea of the campaign seems to be to entrust the main part of the land fighting to the insurgents, who will be clothed, armed and fed by the invaders, and where occasion demands will be supported by the United States artillery. The Cubans will make no mean allies. They will now fight on equal terms the battle for liberty they have so long kept up against fearful odds, and in their struggle they will have the consciousness of knowing

that the sympathy of Christian England and America is with them. It is doubtful if Spain will be able to put up any better defence of Cuba than she has on sea. Havana is not capable of sustaining, for any length of time a combined attack by land and water, and once the new batteries which the Spaniards have erected are silenced by the fleet, which it is claimed can be done without injury to the city itself, General Blanco must surrender. Every hour that the present blockade is kept up adds to the discomfort of the defending army. Some idea of the condition of the Spanish army in Cuba can be formed from the fact that last year alone 32,000 soldiers died and 30,000 more were invalided. Yellow fever, the insurgents, and the United States army and fleet make up a combination against which even a more powerful nation than Spain could not long maintain a hold upon Cuba.

WINTER PORT TRADE.

The Sun is able to give this morning a statement of the value of the goods taken from this port by the subsidized line of steamers during the past winter. It shows that 48 steamers took cargoes averaging a little over \$100,000 each in value. There were twenty sailings by the Beaver line to Liverpool, ten by the Allan-Thomson line to Glasgow, and eight by the Head line to the ports of Belfast and Dublin. The furthest boats do not cut any figure in the outward business, but they always brought a large lot of inward cargo for this port, and swelled the total volume of the season's trade. The total exports may be thus classified as to ports on the other side:

Liverpool \$2,413,461.53
London 1,109,476.41
Glasgow 857,723.53
Belfast and Dublin 482,109.20
Total \$4,862,770.67

In addition the Furber boats took altogether cargo valued at \$46,208, to London.

The value of foreign goods included in the above total was \$767,729. There follows a fuller statement of the season's business, values only being considered. The dates of sailings of the various steamers, are omitted, being of no special interest.

BEAVER LINE. Value. Foreign.

Steamer	Value	Foreign
Galla	125,739.37	\$ 9,560
Lake Winnipeg	125,739.37	12,500
Lake Ontario	115,559.70	14,000
Lake Huron	117,886.83	14,000
Lake Superior	117,886.83	14,000
Galla	115,559.70	14,000
Lake Winnipeg	115,559.70	14,000
Lake Ontario	115,559.70	14,000
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