

AUSTRIA WITH SPAIN.

Washington Naval Circles Look to Philippines for First Big Battle.

No Confirmation Yet Received of the Bombardment of Matanzas by U. S. Fleet.

British Cruisers Ordered to Newfoundland—Massachusetts Volunteers Ready to Move—To Run the Blockade.

KEY WEST, April 26, 1.30 p. m.—The lighthouse tender Mangrove, the baby of the navy, puffed proudly into Key West harbor this morning with the richest prize of the war this far, a vessel four times her size, trailing in her wake. The captive was the Panama, Capt. Quevedo, a big trans-Atlantic liner and an auxiliary cruiser of the Spanish navy, which has been lying off late between New York and Havana. She had twenty-nine passengers, including three women, one Frenchman and one Mexican, and a crew of seventy-two.

As the Panama carried two twelve-pounders, she could easily have annihilated the little Mangrove, and as the latter came into harbor with her prize there was not a craft but saluted her with roaring cheers.

MADRID, April 26, 6 p. m.—In the senate Marshal Counte Chasfo criticized the army in Cuba and recalled his experience 45 years ago when, as captain general of the Cuban forces, he ordered the forts to fire on the Anglo-American fleet, which was obliged to retire. He hoped the general Blanco would fulfill his promise to come through the conflict dead or victorious. (Cheers.)

Gen. Blanco cables that the situation is unchanged. His despatch says: "This (Tuesday) evening a division of five American vessels approached Marianao. The Spanish gunboat Nigera repulsed three destroyers which tried to enter the port of Cardenas, and compelled them to retreat. I believe the Americans will not dare to disembark in Cuba."

EASTPORT, Me., April 27.—This is the first harbor into which the cruiser Minneapolis has come since she left Hampton Roads last Saturday. She anchored off Prospect Harbor last night, but proceeded at sunrise. There was considerable excitement when the cruiser was sighted at night, and crowds gathered at convenient points as she headed up the bay, showing that she was going to make port here. At Cross Island Pilot Lacey was taken aboard, and under his charge the cruiser came up opposite the city and dropped anchor just before one o'clock this afternoon.

As soon as the anchor of the big ship was let go, a flock of small craft put off to the new comer. The officers of the Minneapolis, with great cordiality, received the visitors and showed them every attention. To the general inquiry, however, as to the mission of the Minneapolis, the evasive answer was made that she was sailing under sealed orders and that her destination was not known. It was learned, however, from the more communicative of her men, that the Minneapolis and Columbia were detached from Commodore Schley's flying squadron at Hampton Roads for the purpose of engaging in a patrol off the New England coast, particularly with a view of being near in case incoming shipping should need assistance or protection, and also to be on the lookout for hostile craft.

dearly on the lookout for vessels carrying the American flag.

Late this afternoon a torpedo boat destroyer, anchored off Ceuta, Morocco, opposite Gibraltar. The warship proceeded westward.

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ON BOARD THE FLAGSHIP NEW YORK, off Havana, April 27, 7 a. m. via Key West, 3.30 p. m.—The blockade continues without incident. No casualties have been reported to the flagship. Last night was uneventful. This morning the torpedo boat Dupont arrived from Matanzas, reporting that there had been no more firing there and that the blockade was effectively established. No prizes have been secured by the Matanzas squadron.

News has been received that La Lucha last night asserted that two coasting steamers had sneaked into Havana harbor on Saturday, but it should be remembered that at the time the blockade was only in its initial stages.

Today the fighting squadron is equipped with a force of small boats, which, under cover of darkness, can be used in shore, where they are likely to prevent blockade runners by little craft hugging the coast. The amount of provisions carried by the two coasting steamers into Havana last Saturday must have been so small as to be practically of no effect. The incident cannot be taken as in any way a criterion of the blockade's effectiveness, or as effecting in the slightest the chance of our success.

Havana even now feels the pinch of the blockade. When Spanish need of food becomes imperative, then, if there is money enough in the city to make it worth while, there are likely to be many attempts at blockade running, but Rear Admiral Sampson says they will be unsuccessful. Then comes the inevitable and Havana will suffer and beg for food.

The appearance of the Spanish fleet and an attempt to raise the blockade are contingencies that must be considered. This phase of the question, however, is one of conjecture. No one knows whether the Spanish fleet is in condition for a fight or whether it would be willing to take such a risk for the sake of relieving Havana. Even should an engagement between the two fleets occur, there is no reason to believe that it would ameliorate the plight of the city.

Information regarding the movements of the insurgent force, it is known that as many persons as can be leaving Havana. The insurgent army is believed to be active and is trusted to shut off all communication between North and South Cuba, though communication between Havana and Matanzas still appears to exist. A concentrated movement of the insurgents upon Havana and its defenses seems hardly feasible. The scarcity of food is bound to affect the morale of the Spaniards. As soon as the former carry their campaign north of the island, they are confronted with starvation.

It is believed the insurgents will adhere to their guerrilla tactics and not transfer their forces in any large number where starvation will soon hold sway.

The problem of provisioning and coaling the blockading fleet has far proved an easy one to solve.

MADRID, April 27, 8 p. m.—There is a report in circulation here that some of the Spanish cruisers now gathered about Manila will be used later to scour the Pacific and destroy American commerce in those waters.

KEY WEST, Fla., April 27.—Still another prize steamed into the harbor this morning. She was the Ambrósio Bolívar, a little Cuban coasting steamer, taken by the monitor Terror last night, off Cardenas. The prize crew brought her in. But the juvenile Spaniard is richer than she looks, as was learned when \$70,000 of silver specie was found stowed away in her, besides a valuable cargo of bananas and 800 casks of wine.

About the time this capture was made the Norwegian steamer Uto, Capt. Ardelev, from Philadelphia for Cardenas, with 1,200 tons of coal, attempted to run the blockade and land her cargo, but she was summarily turned to Key West, where she arrived this afternoon. The monitor

Terror on Sunday took a little prize, news of which was first learned today, of a Spanish schooner, the Saco, with a cargo of sugar.

WASHINGTON, April 28.—The shelling of the Matanzas batteries was the topic of absorbing interest throughout naval and official circles generally today. It was discussed on the basis of press reports from Key West as the navy department received no information whatever on the subject.

Secretary Long said at 4 o'clock this afternoon, as he closed up his office work for the day, that no report had been received from Admiral Sampson, nor was the navy department advised in any way of the shelling of Matanzas. Mr. Long added that he felt no disposition to keep from the public any news concerning such an important event as a naval engagement or a battle. While it is essential that future strategic moves should be guarded with the greatest care, yet Mr. Long recognized that, as to battles and their casualties, the public was entitled to know what had occurred.

The secretary said that in the absence of official information he was inclined to believe that the shelling was confined to the exchange of a few shots and did not assume the proportions of a regular bombardment. When his attention was attracted to reports that the shelling was the result of direct orders from the president, the secretary said that this was not so, as the president was giving no direct orders on any of these movements.

The navy department has completely ceased its purchase of ships for conversion into war vessels, owing to the exhaustion of the \$50,000,000 war fund. It is confidently expected that congress will come to the relief, as the department is still in need of auxiliary vessels.

The news of the safe arrival at Liverpool of the big American sailing ship Shenandoah was gladly received at the department. Consul Boyle, at Liverpool, forwarded the information. The Port Royal dry dock, according to official information, will be accessible to warships, even the biggest of the fleet, should they meet with accident during the campaign. The report from the contractor in charge shows that the entrance to the dock is now dredged and clear. The work of dredging the basin is still in progress, and while this is not absolutely necessary, it is extremely desirable in order to insure the safety of the ships in docking, and the department is endeavoring to hasten the contractors in their work. The estimate is that about fifteen days more will suffice to complete it.

The board of bureau chiefs met today to consider the plans for the three new battleships authorized by the naval appropriation bill. Circulars will be sent out tomorrow inviting bids from the shipbuilders. The vessels will be in the main very similar to the battleship Illinois now building at Newport News. They will be about 12,500 tons displacement, 75 feet beam, 23 1-2 feet depth, 16 knots speed, will be covered with heavy armor and armed with 13 and 4-inch guns, in addition to numerous secondary batteries.

It can be stated authoritatively that there is no present prospect of a change in the head of the navigation bureau. The present efficient chief, Capt. Crowninshield, though anxious to take his place in the fighting line, has yielded his personal ambitions and will remain at his post.

The war department today chartered eight large steamers of an average capacity of about 2,000 tons and able to carry from 500 to 1,200 passengers each. These are to be used as transports for the conveyance of the first military expedition to Cuba. The names of the boats are the Olive and the Florida of the Plant line, now in the Gulf; the Southern Pacific Co.'s steamer Aransas, the New York and Texas Co.'s vessel Comal, now at New York, and the Malamo, now en route to the Gulf, and three fine ships of the Boston Merchants' and Miners' line in Baltimore, the Allegheny, the Berkshire and the Decatur Miller. The price paid for these vessels is from \$10,000 to \$15,000 for the thirty days for which they are to be engaged. They will be taken charge of by the quartermasters department at the earliest possible moment.

Gen. Shafter, in command of the United States troops now concentrated at New Orleans, has been in consultation with the officials today as to

the execution of plans of the campaign, but the orders given to him cannot be made public.

The president and cabinet will consider tomorrow the large number of applications made for appointment to the posts of major general and brigadier general, and there is some expectation that he will be able to nominate a few of these officers tomorrow.

Gen. Fitzhugh Lee arrived here today after a ten days' visit to his family in Virginia. With him came Miss Cisneros, the young Cuban girl rescued from Cabanas, who has been the guest of Miss Lee. The general shared the keen public interest in the report of the shelling of Matanzas. He had visited the city frequently, and was familiar with the lay of the land and the defenses. He said the batteries were antiquated, and were not likely to offer any formidable resistance. Gen. Lee will call at the state department tomorrow morning. Being still an official, he asked to be excused from discussing the war situation, and was very reticent concerning his prospective appointment as major general. Gen. Lee said that he has not yet received a challenge to fight a duel sent by Lieut. De Carranza, late naval attaché at Washington. It is understood that three or four people have offered to accommodate Lieut. Carranza if he desires a meeting.

The French embassy has received a cable despatch from the foreign office at Paris announcing that the decree of neutrality between the United States and Spain has been issued, and that a detailed copy will be forwarded by mail. On the receipt of the despatch the French ambassador, M. Cambon, wrote to the state department informing it of France's neutrality. The cable notice is brief, stating that the decree follows the treaty of Paris of 1856. The state department has also been informed that Mexico, Argentine Republic, Korea and Belgium have proclaimed neutrality. Korea's neutrality is considered important, owing to her proximity to the Philippines.

The state department has heard nothing from Germany, but this causes no apprehension, owing to the strong assurances Germany has given that she will observe strict neutrality between the two belligerents. This assurance was conveyed to Ambassador White, and is looked upon as practically equivalent to a formal declaration of neutrality.

The apprehension as to Portugal's course was considerably removed by the call of Viscount De Souto-Thyso, who gave strong assurances to the state department that Portugal would remain strictly neutral.

Attention is now being centered on the course of Austria. Her delay in declaring neutrality causes no material inconvenience, as Austria has no ports at which Spanish ships can take refuge, but it discloses that Austria's strong tendencies are with Spain.

Foreign governments, through their representatives in Washington, are beginning to show much concern over that feature of the war tariff bill now before congress, which increases the tonnage tax on trans-Atlantic shipping twenty cents per ton. It is said this increase is about 30 per cent, the present rate being about 3 cents per ton, and that nearly the entire burden of the 300 per cent increase falls on the trans-Atlantic shipping of Great Britain, Germany, France and one or two other commercial nations. A leading diplomatic official stated today that, roughly speaking, the Atlantic trade was carried on by about 100 American steamships and about 4,000 British, French, German and other foreign steamships, and that the heavy tonnage tax would be practically insupportable as against American steamships, while it would be very onerous against foreign shipping. A trans-Atlantic liner of 10,000 tons, he said, would pay 20 cents per ton, \$2,000 every time she entered an American port. This far, however, no official action has been taken on the subject by foreign nations, and it does not seem likely that such official action is possible, as the heavy tonnage tax is considered a war expedient which foreign shipping must bear so long as they use American ports. There are intimations, however, that it may have the effect of diverting shipping away from American ports to Halifax, Montreal and other Canadian ports.

In other respects the war tariff bill attracts little attention in foreign quarters, as the main increase of taxation is on articles of domestic consumption, while duties on foreign imports remain practically unchanged.

MADRID, April 28.—An official despatch from Gen. Blanco says: "Part of the enemy's squadron has gone eastward. One of the American iron-clads has grounded opposite Dimes, province of Pinar Del Rio, and three other ships are working to refloat her. Spanish volunteers are watching her on shore."

A despatch to El Imparcial from Havana says the insurgents attacked Artemisa, province of Pinar Del Rio, but were repulsed.

MADRID, April 28, 10 p. m.—In the senate today Gen. Donoso greatly eulogized the captain of the transport Montserrat for running the blockade. Admiral Bermejo, minister of marine, replying, said the government had decided to confer a decoration upon the officer.

Senator Tocad declared that the American blockade of a part of the Cuban coast was contrary to law and calculated to cause great injury to neutrals. He hoped that neutral powers would act "in behalf of their own interests," and urged the government to issue a circular note to the powers explaining the situation.

Admiral Bermejo promised that the government would take up the question with a view of communicating its conclusions to the powers.

General Blanco cables that the position of the American squadron is unchanged.

MADRID, April 28.—The captains of the Compania Trans-Atlantic S. S. line undertake to carry mails to Cuba, declaring they are certain the blockade can be forced.

CHERRYFIELD, Me., April 28.—Heavy rain today. It began at 10 o'clock and lasted an hour. Thirty-five reports were counted.

ST. JOHNS, N.F., April 28.—In consequence of representations from the colonial government to the imperial authorities that it is possible a Spanish fleet may visit this coast to secure coal, the British colonial officials today cabled to Bermuda ordering the cruisers Cordelia and Pelican to proceed immediately to Newfoundland waters to be in readiness to cope with any emergency that might arise.

BERLIN, April 28.—The government has ordered to Manila, Philippine Islands, a portion of the east Asiatic squadron, with instructions to protect German interests in the Philippines.

LISBON, April 28.—The official Gazette will publish tomorrow a decree declaring the neutrality of Portugal in the conflict between Spain and the United States. The terms of the decree will state that those used on the occasion of the governing neutrality proclamations at the outbreak of the Franco-Prussian war.

MACHIAS, Me., April 28.—U. S. cruiser Minneapolis, from Eastport, bound west, is now at anchor off Salt Island, in Machias Bay.

BOSTON, April 28.—In response to the written request from the secretary of war for troops received yesterday afternoon, Governor Wolcott today issued the necessary orders for the recruiting of four new regiments of volunteers, and designated four colonels now in the militia as their commanding officers. The officers chosen are: Col. Clarke of the 2nd, Col. Bogan of the 9th, Col. Pew of the 8th, and Col. Woodward of the 6th. The field, staff and adjutant officers of these regiments met during the day and evening, and every man offered his services to the government. The heavy batteries called for by the government will be filled from the first regiment heavy artillery, and an effort will be made to have the general government take the entire twelve batteries of that command into its service.

In the first heavies are taken into the fifth regiment, the light batteries, the cavalry troops and the two corps of cadets remain without assignments, and the members of these different organizations will be asked to volunteer in the new command.

This afternoon Lieut. E. M. Weaver, U. S. A., who has been detailed by the war department to muster the state troops into the national service, reported to be made in his report that he had ordered to muster his men at Springfield, but it is thought that the wishes of the state in this respect will be agreed to by the war department and the troops mobilized at South Framingham. It is anticipated that orders

for the encampment at South Framingham, or elsewhere, will be decided upon tomorrow, and the troops will be on Monday board and will come tomorrow. This ordnance board subject of coal.

The board of war has ordered the government to issue a circular note to the powers explaining the situation.

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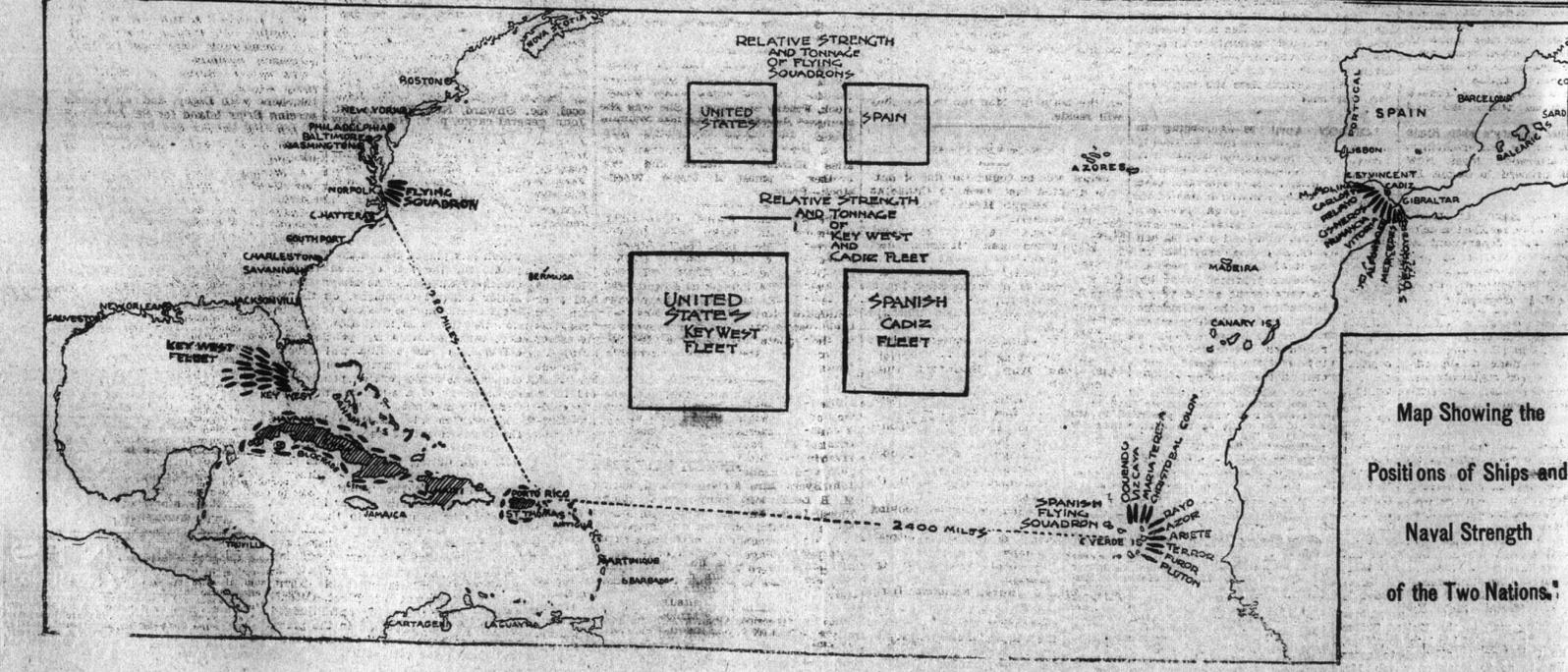
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LONDON, correspondent, Senor Cadorneta tomorrow for foreign correspondence refers to the American newspaper LONDON, Smalley, will Washington, a further controversy between United States, that in some be co-operative

SUNDAY SCHOOL COLUMN

The Child in Relation to Others—Translations from Baroness Von Bular and Thoughts from Other Kindergartners.

Paper Prepared and Read by Mrs. H. H. Pickett Before the St. John S. S. Primary Union.

Freelbe was once invited by the Duke of Meiningen to take charge of the education of his son, but he declined to do so, saying that no child could be educated alone, that to attain a healthy development he must be educated with others.

The question is, how early should social training begin? The baby's first smile is his earliest utterance of social feeling, and as the smile is intended for the mother, so all his earliest feelings are connected with her.

The Baroness says: The play of children with sand which forms the basis of all culture and more especially of moral culture. Without the love of his kind, without all the manifold relations of man to man, all morality and all culture would inevitably collapse.

Freelbe thought of the child as an individual organism—a whole in itself, and in reference to the rest of the world he looked upon it as an organic part of a greater whole, a social being, to be trained and fitted to discharge its duty to society.

Miss Peabody says: A kindergarten means a guarded company of children who are to be treated as a gardener treats his plants; that is, in the first place, studied to see what they are, and what conditions they require for the fullest and most beautiful growth.

Thus the highest testimony which philosophy can bring to religion becomes the possession of each child. With this realization of the connection of all things, there comes the thought, that if there is a God, there must be a connection between that Divine Being and ourselves.

It was an Old Lady who Gave the Name. It is an old-established custom amongst many railway companies to give distinctive names to their principal trains.

It was on one of these occasions that No. 1 received its auriferous cognomen. An old lady bustled in, evidently in search of some departing friend and eagerly enquired of an official, "Has the Gold Train gone yet?"

"Gold Train"—happy thought—the name stuck. The old lady had unconsciously hit upon a name far more expressive than that which perhaps many a railway magnate would have culled his brain over in vain to solve.

It is a prominent feature of the Canadian Pacific's westbound trans-continental express, which is now known as the "Gold Train"—a peculiarly appropriate name, for since the beginning of the great rush to the Klondike this train, daily crowded with gold-seekers, frequently pulls out in two, three, four or more sections.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue and Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

See you get Carter's, Ask for Carter's, Insist and demand Carter's Little Liver Pills.

WOULD ANNEX CUBA.

A Former Canadian Writes the Sun from Boston, Giving His Views as to the Duty of the United States.

He is Disposed to be More American Than the Average Native of Uncle Sam's Domain.

BOSTON, April 22.—The eighteenth century closed with great uncertainties as to international relations in Europe. The storm centre shifted about Southern Europe and the Mediterranean. One hundred years ago Nelson immortalized his name, and brought honor and glory to his flag in the battle of the Nile.

Capt. Mahn of the United States navy, in his life of Lord Nelson, tells us that the justification of any policy lies in the attending circumstances. The circumstances in regard to Cuba are quite familiar to all.

This country has a great "labor problem" on its hands all the while. The real labor markets. Our tariff is high and our duties are onerous because of the feeling which the protection policy has engendered.

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PROVINCIAL NEWS.

MILLSTREAM, K. Co., April 17.—C. O'Donnell has purchased the farm known as the Lockhart property, lately occupied by Mr. Jordan.

The school in Gibbon district has been closed, owing to the illness of Teacher McKnight.

Messrs. McAuley have succeeded in getting their drive out of the streams. They will have a cut of about 500,000 feet.

Mrs. Long, widow of the late John Long, was recently united in marriage to Mr. Walker of St. John. The happy couple are now residing at Sinder Mt.

Charles Parlee of St. John is having a barn built on his farm here. A little boy, son of Joseph Sharp of Berwick, broke one of his legs above the knee.

The citizens of Havelock were shocked last evening to hear of the accidental death of Moody Hicks, a very estimable young man of Hicks settlement.

Dr. Wm. Price has just received word of the death of his brother, Albert Price of Honduras, Central America. Mr. Price, who was born in Havelock, has been away for about thirty years.

WEST SCOTCH SETTLEMENT, Kings Co., April 16.—David Ogilvie has gone to Houlton to see his daughter, Mrs. Albert Smith, who is not expected to live many days.

Miss Florence Menzie of East Scotch settlement will take immediate leave of the school here.

Wiley Bros. have finished sawing at Welsford, and will soon start their portable saw mill again at Newport, Me.

HOPEWELL HILL, April 24.—Jas. Daley of Albert was struck by a broom on his hand while at work at W. J. Carnwath's mill at Riverside. Dr. Weaver attended the injured man, whose condition is serious.

The schooner Seattle and Susie Prescott arrived from St. John yesterday with full freights.

Mrs. Zenas Turner of Albert is seriously ill with congestion of the lungs. Much sickness is reported at Demolse Creek.

Rev. Mr. Davidson has returned to his home in Nova Scotia, after a series of revival services at Albert, in connection with Pastor Colwell of the Baptist church.

By request of the ladies of the W. C. T. U., the sermon of Rev. Mr. Comben this morning dealt particularly with Sabbath observance.

Mr. Pemberton of Springhill, N. S., has moved his family to the farm at Lower Cape, formerly owned by Jas. Bras.

Silas Stiles shot a hawk a day or two ago that measured four feet from tip to tip.

Messrs. Goodwin's steam mill was moved this week to Hopewell Cape. Operations at the Hillboro plaster quarries are being largely curtailed owing to the war with Spain, and a large number of men have been put off.

WATERSIDE, Albert Co., N. B., April 25.—Bank Alert, the first square rigged schooner of this season, passed down the bay yesterday, dead laden en route to the west coast of England.

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