

The Daily Gazette.

ASHEVILLE, N. C.

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This Date in History—May 24.

- 1750—Stephen Girard, eccentric millionaire and philanthropist, born near Bordeaux, France; died in Philadelphia 1831. During the war of 1812 Girard was the chief anchor of American credit. He left property valued at \$9,000,000, \$2,000,000 of which went to the founding of the famous Girard college for orphan boys in Philadelphia.
1796—Silas Wright, governor of and senator from New York, born at Amherst, Mass.; died 1847.
1858—The Brooklyn bridge, the largest suspension bridge in the world, opened to the public.
1896—Hon. Hugh McCulloch, secretary of the United States treasury from 1865 to 1869, died at Washington; born 1808.
1896—General John Echols, a noted Confederate veteran, died at Staunton, Va.
1897—Matthew Laddin, a pioneer of Chicago, died in that city; born 1808.

Harvard and Yale are getting a lot of free advertising.

The degree of Doctor of Divinity was conferred on Rev. L. W. Crawford, editor of the North Carolina Advocate, at the commencement of Weaverville College. It was worthily conferred.

That ex-Secretary Sherman does not want Cuba, Porto Rico, the Philippines or Hawaii annexed to this country, seems to show that in spite of his falling powers, the wise policy of the fathers is still firmly fixed in his mind.

When Spain gives out the information that the Pelayo has been ordered to Manila it strengthens the impression that she is going somewhere else—perhaps to pay us a friendly visit. We'll treat her as kindly as the Spaniards did the Maine.

And how we are told that the earth is not round, but that "a tetrahedron is the shape accepted as correct by the best scientific minds." The "best scientific minds" are always upsetting some cherished belief, and this recent dictum will give a new interest to polar explorations. It may be that the earth is flat after all.

Of the cranks who are predicting universal war ex-Lieutenant and prophet Totten takes the cake. "The Cuban war," he says, "may be the means of letting loose the armies that have been massing for twenty years. Wherever it begins, however, there can be no doubt where it will end. It will end in Palestine as the prophets have foretold." He refers the doubters to the book of Ezekiel, and especially to chapters 38 and 39.

The Paris newspapers continue to jabber about us; some for us and some agin' us. The influential Journal des Debats says "of all foreigners our national sympathies are for the United States."

It charges Great Britain with being at the bottom of the mischief and declares it is America's own business if she decides to intervene in distant affairs. The article concludes:

"What concerns us is that America shall not, in taking up the great role of international domain, start with preconceived ideas against us and renounce the good understanding with France which has been so useful in the past and which is still more advisable in the future. The French nation was

never really hostile to the Americans, who will realize this when the present friction has had time to disappear." La Patrie tries to excite public opinion by declaring that in 1870 America congratulated Germany upon its victory over France as the triumph of civilization over barbarism.

The Figaro has a passage, extracted from the Comite de Beust's book, which appeared in 1870. "Europe entire will suddenly see the American eagle, after having ravished the queen of the Antilles from Spain, begin to meddle with her affairs and weigh down with redoubtable heaviness the monarchical destinies of little old Europe."

ONE OUTCOME OF THE WAR.

Whatever else may result, whether the contest be a long or a short one, whether we become possessed of colonies or adhere to our policy of letting outside territory alone, one thing is certain, as an outcome of the war, and that is that the United States shall in future have a navy befitting its national importance. We are not among those who believe that the possession of such a navy will change our national policy; rather it will enable us to maintain our independent existence and to carry on our national development on the lines we have chosen for it. Modern national life is closely identified with the growth of modern navies, as the Chinese-Japanese war has recently illustrated. A single battleship today would be more than a match for all the navies of the world forty years ago, and the substitution of steam and steel for wind and wood has created a new power in the world which renders a nation that does not possess this power helpless against the aggressions of even weaker nations.

In a work on the British navy, projected by William Laird Clowes—the first two volumes of which have just been given to the public, the author says: "It is upon the navy, that, under the good providence of God, the wealth, the prosperity and the peace of these islands, and of the empire, mainly depend. But for the navy, Great Britain on numerous occasions would have laid at the mercy of foreign powers, which had they had their will would have left her neither richer nor liberty. The navy, too, has played as great a role in the development as in the protection of Britain's commerce and empire. It has been instrumental in the discovery of some colonies and in the acquisition of many others; and it is to this day responsible for the maintenance of secure communication with all, and of Pacific trade and traffic between the various portions of the empire and other parts of the world. And, while it has advanced in a peculiar manner the special interests of Great Britain, it has not been without influence upon the progress of civilization generally. Not monarchs, not statesmen, not scientists, not reformers, not manufacturers, not even merchants or soldiers have contributed as much as the navy has contributed toward the building up, the extension and the preservation of the British empire."

Within certain limits the same must be true of the United States of the future. We must be able to repel attack from other nations and to maintain our supremacy in the Western Hemisphere if we are to go ahead unmolested in our progress. Capt. Mahan, in his latest book, "The Interests of America in Sea Power," says what indeed is becoming apparent to the most careless observer, that our "interest and dignity require that our rights shall depend upon the will of no other state." The Caribbean Sea, he asserts, must be controlled by a navy, and the owners of this navy must possess positions carefully chosen and suitably distant from one another, to furnish bases upon which it may rest, and from which it can exert its strength. Four years ago, Mahan declared, great destructive forces were impending in the future and that the martial spirit was our only safeguard against them, and that "whereas once to avoid European entanglement was essential to the development of our individuality, now to take our share of the travail of Europe is but to assume an inevitable task, an appointed lot, in the work of upholding the common interests of civilization."

These words have already been partly proved to be true; and, while it is highly improbable that the United States will depart from its policy of non-aggression to one of external ambition, it is most probable that we may be called upon to maintain our position among the nations of the earth by at least a readiness to defend our territory and our principles.

TOPICS OF TODAY.

Japan is now building abroad eleven warships, three of them battleships, five first-class armored cruisers and three second-class cruisers. The Yankees of the east have their eyes open to the signs of the time. Naval establishments are going forward with a jump the world over.—Boston Transcript.

The Spanish prisoners of war are reported happy. They say they haven't been treated so well since they were babies.—Boston Herald.

VERMONT TROOPS

Passed Through Asheville—Yesterday Afternoon

The First regiment of Vermont state troops, which was programmed to reach here Sunday afternoon en route to Chickamauga, were delayed in Jersey City so that they were unable to reach here until yesterday afternoon about 2 o'clock.

The first section was the food, stock and ammunition train and the commissary force, numbering about thirty. The first train bearing the regular troops came about an hour afterward, containing fourteen cars. They constituted the Third battalion, composed of Companies B, D, G and L, in charge of Major Bonett, and were greeted with prolonged cheers from those who had assembled at the station, of whom there were fully 1,500.

At least fifty per cent. of the men were raw recruits who had been mustered in only a week, but notwithstanding that fact and that they were without uniforms and had been traveling almost constantly since Saturday morning, they presented a fairly good appearance.

The regiment, which consisted of twelve companies, was mustered in at the camp at Fort Ethan Allen, near Burlington, Vt., where they were drilled for a few days.

Colonel Clark and Lieutenant Colonel Nimms were interviewed in their private car and expressed themselves as being thoroughly pleased with their uneventful journey.

Colonel Clark stated that he and his men had expected not to be given so warm a reception after they crossed the Mason and Dixon line, but they had been pleasantly surprised and had found the southern people thoroughly hospitable in their treatment of the Yankee soldiers.

Even at all the little towns along the route there were large crowds to greet them.

Colonel Clark and his officers were very pleasant and gentlemanly and made a favorable impression.

NOT TO BE POSTPONED

Washington, May 23.—President McKinley and Secretary Alger remain firm in their determination not to postpone the invasion of Cuba. Military experts here believe in a week the American forces will be in possession of Havana. It is also believed that the troops for the invading expedition have already started. It is known that with present facilities 25,000 troops could be transported from Tampa to the Cuban coast in thirty-six hours. No word has been received here concerning Sampson, Schley or Cervera.

TO ST PIERRE

St. Pierre, Martinique, May 23.—It is believed that Admiral Cervera's fleet is on the way to this port. The Spanish consul was notified this morning that Cervera could not return here for coal from which it is inferred that permission had been formally sought by Spain. Another suspicious circumstance is the presence here of the British steamer Twickenham waiting with a supply of coal for the Spaniards. The government declares they shall not coal in the harbor.

INTERVIEW WITH MERRITT

Chicago, May 23.—Gen. Merritt, who is here on his way to San Francisco to take charge of the Manila expedition, in an interview today said he would take 18,000 to 20,000 men with him to the Philippines. He said he would leave San Francisco just as quickly as the troops and vessels could be gotten ready.

DIXIE SAILED

Newport News, May 23.—The auxiliary cruiser Dixie, manned by the Maryland naval reserves, sailed from here this morning. She had 1,000 six-inch shells in her magazine and her gun decks had been strengthened by steel plates.

AN INSURGENT ATTACK

Madrid, May 23.—A despatch from Havana says the insurgents attacked Palma Soriano, near Santiago De Cuba, using rapid-fire guns. They were repulsed, the Spaniards sustaining a slight loss.

ADAMORE CAPTURED

Key West, May 23.—The British steamer Admore was brought here as a prize this morning. She was captured by the Osceola while attempting to run the Havana blockade with a load of cattle and lumber.

A WORLD REPORT

New York, May 23.—A special to the Evening World says that a British captain, recently from Cadix, says Spain is preparing to shell Boston.

ANOTHER SPANISH FLEET

Madrid, May 23.—The government is preparing another fleet of twelve ships which will be used for coast defence purposes.

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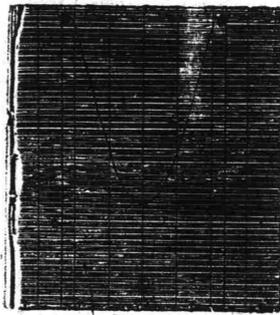
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