

THE HOME RULE.

EQUAL RIGHTS TO ALL—SPECIAL PRIVILEGES TO NONE.

VOL. I.

RALEIGH, N. C., THURSDAY, JUNE 2, 1898.

NO. 7.

SANTIAGO, SAYS COM. SCHLEY.

Spanish Squadron in Command of Admiral Cervera Bottled up in That Port.

EARLY INVASION OF CUBA HIGHLY PROBABLE.

News Received at the Navy Department With Intense Satisfaction.

Admiral Cervera May Destroy His Fleet Rather Than Surrender to the Americans.

The Navy Department received, at 10 o'clock on the morning of the 29th, a dispatch from Commodore Schley stating that the Spanish fleet is in the harbor of Santiago de Cuba, and that he has not yet recognized the vessel. Officially he has been morally certain for several days that Cervera's squadron was in the harbor at Santiago. The official announcement from Commodore Schley was received by officers on duty at the Department with intense satisfaction. It is not believed that Admiral Cervera will attempt to escape from the predicament in which he finds himself, as such a move would surely result in the destruction of his vessels and the loss of his men's lives to Spain. The suggestion is made, however, that the Spaniards may blow up their ships rather than have them fall into the hands of the Americans.

SPANISH SPIES AT WORK.

They are prowling around Fortifications—Wounded the Sentry. A special from Key West, Fla., says a sergeant of artillery on duty at a mortar battery near Fort Taylor was fired upon on the morning of the 27th by three unknown men, who he says he knows to be Spaniards. The fire was promptly returned, but the men escaped. The affair, which is reported in a good deal of mystery, began when three swarthy men made an attempt to enter the gate of the reservation, but were turned off by the sentry. That night between 10 and 11 o'clock the sergeant of the artillery guard, near the mortar battery, discovered the figures of three men a few yards ahead of him. Almost simultaneously with the discov-

HOW CERVERA WAS TRAPPED

Short of Provisions the Spaniard Quickly Swallowed the Bait

SET FOR HIM BY SCHLEY.

Entered the Harbor and Was Quickly Hemmed in by the American Fleet. Will Never Get Out, Says Schley.

By the most clever maneuvering the Commodore allowed the Spaniards to think he had left in disgust. They took the bait and ran into the harbor. Commodore Schley moved down and going close to the harbor he saw the Cristoforo Colon, the Maria Teresa and two torpedo boats.

He sat on the after triangle of the Brooklyn until after the discovery of the fleet and he then went to breakfast, saying: "I have got them, and they will never get home."

On touching at Curacao for the West Indies Admiral Cervera expected to enter San Juan de Puerto Rico for coal and supplies. On touching at Curacao for news, his plans were upset by the receipt of dispatches telling him that Rear Admiral Sampson had bombarded the San Juan fortifications and was still in the neighborhood of Porto Rico. Thereupon Cervera sailed for the south coast of Cuba. Why he entered Santiago harbor, instead of the harbor of

BRISK TRADE MOVEMENT.

Exports of Wheat and Corn Show Decided Improvement.

R. G. Dun & Company's weekly review of trade says: The nation faces war with reviving volume of business. The West is doing its part and more, but at the East also the volume of business is now expanding. Without abatement in any important line, the great output of wheat and corn continues to stimulate business at the West, and railroad earnings show an increase over last year of 15.1 per cent., while East-bound shipments from Chicago in three weeks have been 3,725,442 bushels for the week, against 1,336,607 last year, though Pacific exports were only 22,184 bushels against 24,455 last year. Wheat receipts at the West do not diminish, but run far beyond those of a year ago—2,969,173 last year. In four weeks last year from both coasts have been 13,631,874 bushels, against 5,704,334 last year.

The marvel is still the enormous foreign buying of corn, exports having reached 5,550,595 bushels for the week, against 1,554,511 last year and in four weeks the exports have been 20,285,997 bushels against 8,690,091 last year. Yet corn closes 3.37 lower for the week, although wheat after rising from \$1.50 to \$1.66 for May, fell to \$1.46, while July options fell 14 cents.

Starting this month with the greatest consumption ever known the iron industry has made surprising progress in

THE OREGON'S FAMOUS TRIP

Her Long Cruise Eventful Only in Changing Scenes.

TROPICAL SUN TO ICY WINDS.

The Crew Highly Enjoyed the Long Voyage of 66 Days—A Call to General Quarters Sounded Only Once.

The Oregon left San Francisco March 19, arrived at Callao April 2, left there April 7, and passed Sandy Point, April 21, arriving at Rio Janeiro, April 30. The battleship reached Bahia, May 8, and touched at Barbados, May 13. At the latter place the warship was quarantined but she was only detained one day. Of leaving the Barbados the Oregon sailed almost directly north, going to the north of Porto Rico about 150 miles. The northerly course was continued until the Bermudas were sighted, when she headed for the Florida coast.

Captain Clarke had no official knowledge of the situation after leaving Rio Janeiro. During the entire trip the crew expected momentarily to meet the Spaniards. Only once, however, was there a call to arms. This was shortly after midnight on leaving Rio Janeiro. As the Oregon was ploughing through the black equatorial sea, a dark object was discovered ahead, apparently giving chase. The call to general quarters was sounded, the men rolled out of their berths with the enthusiasm of boys on a cruise, and almost instantly every gun was manned. The Oregon left her course, and circled around her black pursuer, only to find it a harmless bark, instead of a Spanish warship.

The cruise through the Straits of Magellan was most interesting. It was at this far southern point of the American hemisphere that the crew expected to receive a visit from the Spaniards. In many places the channel was very narrow and crooked, with hidden bays and coves, and back of them, mountains towering into the clouds on either side. Moreover, they were in the land of icy winter. For more than a month they had been sailing under the tropical skies, and now the cold blasts whistled among the crags above them and the ice at night lay on the decks. But the Oregon did not let the extra work warm up to their best work and wherever it was safe and possible the Oregon bowled along at 15 knots an hour. The machinery worked well, and on occasions the speed was increased three knots in a few minutes.

The Oregon is in first-class shape and ready for another cruise as long as the one just ended. The excellent condition of the men after their 66 days' voyage is perhaps even more remarkable. Throughout the entire trip there were no cases of serious illness on board, and the men are in good health and ready for another cruise as long as the one just ended. The excellent condition of the men after their 66 days' voyage is perhaps even more remarkable.

The Oregon picked up the cruiser Marieta and the dynamite cruiser Xarobety between Rio Janeiro and Bahia, but she sailed company with them for a few days, because we want those ships ourselves.

When the suggestion was made, Mr. Holland said that under certain conditions he was quite willing to undertake the job.

The matter was discussed at a conference of the officers of his company at 145 Broadway. The result of the conference was that Mr. Holland and Col. C. E. Creeley left for Washington to lay a plan, agreed upon at the conference, before the President and the Secretary of the Navy. This is the plan:

JUDGE LYNCH AT CABARRUS.

Two Negroes Accused of a Heinous Crime

PAY THE DEATH PENALTY.

Retribution Swiftly Meted—Both Confessed Before Ascending the Improvised Scaffold.

Miss Emma Hartsell, a young lady of Cabarrus county, was brutally assaulted by negroes on the 29th, and afterwards murdered. The first news of the tragedy was heard by Mr. Frank Pharr from the lips of a young negro, who was going to town to tell about it. Mr. Pharr suspected this negro and held him until officers arrived.

In the meantime the news had circulated rapidly and crowds of both town and country began gathering. The negro held by Mr. Pharr was named Joe Kiser, aged 24 years, of Cabarrus county. In a short time another negro named Johnston, aged 32 years, of Lincoln county, had been arrested. Sheriff Buchanan and deputy droye to No. 1 township, where the men were, and arrested them and brought them to town. As he stopped in front of the jail, the mob surrounded the buggy and would have taken the men at once, but the sheriff said he would kill the first man that laid his hands on them.

The prisoners were placed in the cage, the stronghold of the jail, and the sheriff and other officers stood guard at the foot of the stairs. They did all they could to prevent the mob from getting into the jail, but they were not successful. The men were taken to a point beyond the three-mile branch. They were remarkably cool considering that they were going to meet a dreadful death. They protested their innocence all along the way. Rev. W. C. Alexander, pastor of the Presbyterian church, walked by their side, talking to them and trying to minister to them spiritually. When the place selected for the lynching was reached, a halt was made. Mr. Alexander tried to silence the crowd so he could pray for the doomed men. The crowd could not be quieted, so he prayed with the crowd continued his excited talk. The men were asked if they had anything to say before they were hanged. They said they were not guilty, and that was all.

A tree was found on which were two limbs about three feet apart. Over these the ropes were thrown. The men were mounted on two boxes about two feet high. The nooses were adjusted, and the men were taken to the gallows. The bodies were dropped. A few minutes after the drop 100 shots were fired at the dangling bodies, riddling them with bullets.

The bodies hung within eighteen inches of each other, and but for the trunk of the tree their elbows would have touched. Their feet were twelve or fourteen inches above the ground. The bodies were gruesome looking objects with their tongues hanging out of their mouths and their eyes wide open.

After dispatches from the scene says there is no question as to the guilt of the two negroes. They were both covered with blood when caught. Each accused the other of committing the deed, until they got near the scene of the hanging, when both confessed that they were guilty. The coroner's jury after an investigation of the lynching handed down the following verdict: "We, the jury, find that Tom Johnson and Joe Kiser came to their death by a mob composed of parties unknown."

Big Cotton Mill Store. Architect Hook is to prepare the plans and specifications for a large department store for the new Wiscasset Mills, now in course of erection at Albenarle.

Governor and Secretary. The Secretary of War telegraphed Governor Russell that 28 of the new guards to fill the First and Second regiments to their full strength of 1,350. Governor Russell replied that he did not propose to do this or to have anything more to do with it. It is thought that recruiting offices for this purpose will be opened in this State by the general government.

Judge T. C. Fuller's Speech. A new feature has been introduced into the annual commencement exercises of the University at Chapel Hill, in the shape of an address to the law class. This new feature is permanent and will be a part of each annual commencement in the future. The beginning of this new system was inaugurated when Hon. Thomas C. Fuller, of Raleigh, judge of the Court of Land Claims, delivered a very learned and appropriate address to Dr. Manning's class in law.

You can never judge the popularity of an actress by the flowers she presents to herself.

I'm troubled about that draft from the West," said the head of the firm. The office boy hurriedly closed the transposition and then looked as if he expected an immediate advance in salary—Detroit Free Press.

Theatrical Manager—"This play 'Lend Me Five Shillings' isn't up-to-date enough for me." Assistant—"What shall we do?" Manager—"Americanize it, bring it down to modern times and call it 'Lend Me a Dollar.'"—Philadelphia North American.

INSURGENTS NEAR HAVANA.

A Force of 3,000 Well-Armed Men in the Province.

A courier direct from Brigadier General Rafael de Cardenas, commander of the insurgent forces in Havana, has arrived in Key West. He reports that there has been no difficulty in maintaining communication between the coast and interior. General Cardenas has been enrolling men at the rate of twenty per day, most of them coming from Havana city.

The insurgent forces in that province now number 3,000, better equipped and armed than ever before. They move almost up to the outskirts of the city.

According to the courier, the Spaniards have massed their troops in the cities and on the coast, abandoning offensive operations against the Cubans.

The insurgents are pinched for food, but will wait eagerly for the order to co-operate with the United States army in a movement against the Spanish troops.

The States' Quotas. While the Adjutant General's office has not yet undertaken to make up the quotas of the several States, the following gives an approximate estimate of the State quotas:

Alabama	1500	New Hampshire	451
Arkansas	1230	New Jersey	1775
California	2322	New York	7268
Colorado	1734	North Carolina	1443
Connecticut	963	North Dakota	276
Delaware	210	Ohio	4319
Florida	2100	South Carolina	4179
Georgia	1903	Pennsylvania	6458
Idaho	139	Rhode Island	428
Illinois	4223	South Dakota	1119
Indiana	3246	Texas	1039
Iowa	2264	Tennessee	1186
Kansas	1668	Utah	1454
Kentucky	2045	Vermont	353
Louisiana	1164	Virginia	397
Maine	759	Washington	1073
Maryland	1166	West Virginia	704
Massachusetts	2832	Wisconsin	831
Michigan	2100	Wyoming	195
Minnesota	1728	Wyoming	195
Mississippi	1295	Arizona	109
Missouri	3246	Dist. of Columbia	138
Montana	314	New Mexico	269
Nebraska	1446	Oklahoma	86
Nevada	142		

Lost on the Atlantic.

From March, 1840, until March, 1893, 123 trans-Atlantic vessels—steamships plying between Europe and America only—were lost en route, and as a direct result of this 6,360 lives were lost. The estimate of lives lost from various other causes is 600. The number of steamships never heard from after leaving port was 17. The number of lives lost was 9, and the number of wrecks was 12. The other wrecks were caused by collisions, being washed ashore, collision with icebergs, etc. From March, 1893, to the beginning of the present year the loss of life on the Atlantic has been very much less than in former years, though one or two large steamers have had serious mishaps and one was never heard from—Washington Times.

Seaboard Air Line logo featuring a circular emblem with 'SEABOARD AIR LINE' and 'VESTIBULE LIMITED TRAINS' text. Below it, 'DOUBLE DAILY SERVICE' is written.

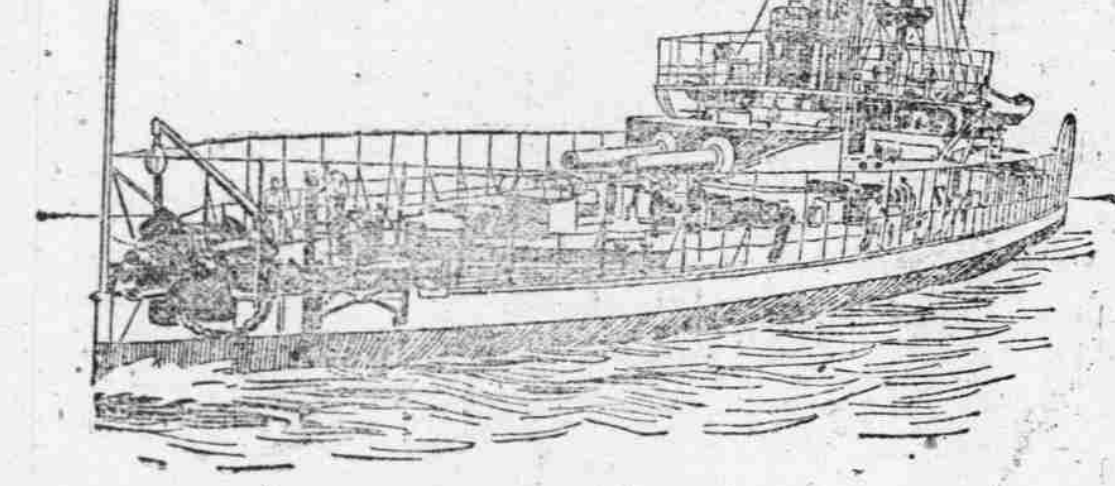
To Atlanta, Charlotte, Augusta, Athens, Wilmington, New Orleans, Chattanooga, Nashville, New York, Boston, Philadelphia, Washington, Norfolk and Richmond.

Schedule in effect May 9, 1898.

SOUTHEAST.		No. 403	No. 41
Lv. New York, Penn. R.R.	"	11:00am	9:00pm
Baltimore	"	1:12pm	12:55am
Washington	"	3:00pm	2:50am
Richmond	"	4:40pm	4:30am
A. C. L.	"	8:56pm	9:50am
Lv. Norfolk	"	8:30pm	9:00am
Portsmouth	"	8:45pm	9:20am
Weldon	"	11:25pm	11:55am
Ar. Henderson	"	12:56pm	14:45pm
Ar. Durham	"	17:32am	14:16pm
Ar. Durham	"	17:00pm	11:00am
Ar. Raleigh	"	1:56pm	9:00pm
Savannah	"	3:25am	5:05pm
Southern Pines	"	4:23am	5:58pm
Hanlet	"	5:07am	6:56pm
Wilmington	"	5:53am	8:10pm
Myrtle Beach	"	6:43am	8:55pm
Ar. Wilmington	"	"	12:05pm
Ar. Charlotte	"	7:50am	10:25pm
Ar. Charlotte	"	8:03am	10:55pm
Ar. Columbia, C. N. & N. E. R.	"	"	9:00pm
Ar. Clinton	"	9:45am	12:15am
Ar. Greenwood	"	10:35am	1:07am
Ar. Abbeville	"	11:03am	1:35am
Ar. Eberton	"	12:07pm	2:41am
Ar. Athens	"	1:15pm	3:45am
Ar. Winder	"	1:56pm	4:28am
Ar. Milledgeville	"	2:43am	5:20pm
Ar. Atlanta, (Central time)	"	2:50pm	5:20pm

NORTHEAST.		No. 412	No. 404
Ar. Atlanta (Central time)	"	12:06pm	7:50pm
Ar. Winder	"	3:19pm	10:40pm
Ar. Athens	"	3:19pm	11:19pm
Ar. Eberton	"	4:15pm	12:14am
Ar. Abbeville	"	5:15pm	1:35am
Ar. Greenwood	"	6:43am	2:55am
Ar. Clinton	"	6:30pm	3:25am
Ar. Columbia, C. N. & N. E. R.	"	"	4:56am
Ar. Chester	"	8:13pm	4:25am
Ar. Charlotte	"	10:25pm	7:00am
Ar. Monroe	"	9:40pm	6:56am
Ar. Hanlet	"	11:15pm	8:00am
Ar. Wilmington	"	"	12:05pm
Ar. Southern Pines	"	12:00am	9:00am
Ar. Raleigh	"	2:16am	11:25am
Ar. Henderson	"	3:28am	12:57pm
Ar. Durham	"	17:32am	14:16pm
Ar. Durham	"	17:00pm	11:00am
Ar. Weldon	"	11:25pm	11:55am
Ar. Richmond	"	1:12pm	12:55am
Ar. Washington, Penn. R.R.	"	3:00pm	11:30pm
Baltimore	"	1:46pm	1:08am
Philadelphia	"	3:00pm	3:00am
New York	"	4:40pm	4:55am
Ar. Portsmouth, S. A. L.	"	7:25am	5:20pm
Ar. Norfolk	"	7:35am	5:35pm

*Daily, except Sunday.
Nos. 403 and 402—"The Atlanta Special," South Vestibule Train of Pullman Sleepers and Coaches between Washington and Atlanta, also Pullman Sleepers between Portsmouth and Atlanta.
Nos. 41 and 38—"The S. A. L. Express," South Train, Coaches and Pullman Sleepers between Portsmouth and Atlanta, Company Sleepers between Columbia and Atlanta.
Both trains make immediate connection at Atlanta for Montgomery, Mobile, New Orleans, Texas, California, Mexico, Chattanooga, Nashville, Memphis, Moon and Florida. For Tickets, Sleepers, etc., apply to H. S. Leard, T. P. A., Z. F. Smith, or C. A. Raleigh, N. C.
F. S. John, Vice-Pres. and Gen. Manager.
H. W. B. Glover, Traffic Manager.
W. E. McBoe, General Supt.
T. J. Anderson, G. P. Agent.
General Offices, Portsmouth, Va.



MONITOR MONTEBELLO.

(Ordered to Manila to reinforce Admiral Dewey's fleet.)

Cienfuegos, is not known. The American commanders were inclined to think the Spaniards would go to the latter port. It is certain that Cervera could not have escaped from Santiago without being discovered, for the American scouts had been prowling about the port, and other scouts had not been far away. Cervera's coal ship, which followed him from Curacao to Santiago, was captured on the 29th, and at the very moment when the Queen Regent was cabling her congratulations, the coals were tightening about him.

The belief is that all other movements in the West Indies will be held in abeyance until the Spanish squadron is disposed of. In case Santiago is attacked news of the battle will be sent from Mole St. Nicholas and Kingston, and the prizes and wounded will be sent to Key West.

What the outcome will be is a matter of conjecture—whether Schley will bombard the harbor and forts, attempting to force an entrance or whether he will await an attempt on the part of the Spaniards to depart.

New Tariff Arrangement. The new French reciprocity agreement makes the following tariff arrangements in favor of America: Manufactured and prepared pork and meats reduced from a hundred francs to fifty, two hundred pounds; lard, forty to twenty-five; table fruit, canned meats, dried and pressed fruit, common woods, paving blocks, staves, hoops, apples, pears, crushed, cut, dried minimum French rate of duty, reduction will be half a franc; brandies and other spirits a dollar and seventy-five; works of art fifteen per cent. ad valorem; stillled wines and vermouth, thirty-five cents a gallon; no reduction on champagne.

Sigsbee's Fine Prize. The British steamer Restormel, was brought into Key West under her own steam by a prize crew. She was captured by the auxiliary cruiser St. Paul, Capt. Sigsbee, while trying to put into Santiago de Cuba with a cargo of coal. She carried 2,400 tons of the best Welsh coal from Cardiff, presumably for Admiral Cervera's fleet.

Sickness at Manila. A dispatch from Manila, via Hong Kong, says: "The American warships are still in the bay, except a couple of smaller ones, which are being used for patrol duty outside. Rear Admiral Dewey is losing men from disease almost daily. Smallpox and dysentery are said to be rife in the American squadron."

Mississippi's New Senator. William Van Amberg Sullivan, of Oxford, at present representing the Second District in Congress, has been appointed by Governor McLaurin as United States Senator to succeed the late Edward C. Walthall.

The Pope Curly Treated. Information comes from reliable sources, both in Rome and Madrid, that the Pope made an earnest attempt to induce Spain to sue for peace upon the basis of the surrender of Cuba and the retention of Porto Rico and the Philippines, and that he told the Queen Regent that he had good reason to believe that the United States were willing to negotiate on that basis. He received only a curt reply by telegraph, while his long letter which followed it has not yet met with any response, much to the surprise and grief of His Holiness.

new orders, which reached about 100,000 tons in bars alone, over 50,000 having been placed at Chicago and 10,000 at Wheeling, mainly resulting from the extraordinary demand for agricultural implements. Plate contracts, outside of the heavy demand for the government, are large, and include 4,000 tons for shipyards in Glasgow and Belfast.

A better demand appears for textile goods, with slight advance in print cloths and a substantial gain in sales of staples. Wool sales during the week have been only 3,749,100 pounds, of which 2,439,100 were domestic, against 6,342,400 a year ago, and 4,211,000 in the same week of 1892.

First Exchange of Prisoners. On the 27th the first exchange of prisoners between the United States and Spain was effected. Two American boats stood in Fort Harbor under a flag of truce. A colonel of the general staff, with the British vice-consul, went on board the Spanish vessel Marquis Molino and proceeded to Morro castle, off which lay the tug Marquis de Dalboa, having on board the American newspaper correspondents Hayden Jones and Charles Thrall, for whom an exchange of prisoners was to be made. Messrs. Jones and Thrall were transferred to the Marquis Molino, which immediately hoisted a white flag and went to meet the American vessel. Two boats were lowered from the American, and to them were transferred the prisoners to be exchanged for the newsmen. They were Col. Vincent de Cortijo, Surgeon Major Sincon Garcia Julian and two private soldiers who were captured on board the steamer Argonauta.

Government Contract for Cartridges. Beginning on the 29th the Frankford arsenal will discontinue the manufacture of all small ammunition except the cartridges for the Krag-Jorgensen rifles. The government has made a contract with the Union Metallic Cartridge Company and the Winchester Repeating Arms Company to furnish the 35-caliber Springfield rifle cartridges and the 38-caliber revolver ammunition.

Privateering Proposed. In the chamber of deputies at Madrid, Senor Cassel, director of the Imparcial, denounced the alleged acts of some of the American warships as being contrary to international law. He also moved that a pension be granted to the family of the captain of the Reina Maria Cristina, who perished at Cavite. The minister of marine, Captain Annon, accepted the proposition. In the senate, Count Alenas introduced the question of privateering, urging the government to accept privateering, "in view of the American proceedings." The minister for foreign affairs, Duke Almodovar de Rio declared the matter was inopportune and could not be debated.

Quiet at Holo and Manila. The British second-class cruiser Pique has arrived at Hong Kong from Holo and Manila. She reports all quiet at both places. The Spanish garrison at Holo numbers 100 men, and the place has no defenses. The foreigners there are safe. Supplies are reaching Manila plentifully from the surrounding country. There is no panic at Manila. The Spaniards are working upon the fortifications, but their guns are old and useless, and they are short of ammunition.



NATIVE QUARTERS OF CAVITE NOW HELD BY DEWEY'S LANDING PARTY.

Schley's dispatch would indicate that he has effected a landing near Santiago and made a personal investigation of the harbor. It would be impossible for the entrance to the bay to be so completely secured by the Spanish vessels, but by effecting a landing at some point on either side of the entrance an advantageous point could be gained very likely from which the entire harbor could be examined. In all probability Commodore Schley or one of his trusted officers has successfully performed this hazardous undertaking in order to obtain the valuable information contained in his dispatch.

What effect the certainty that Cervera is practically helpless will have upon the plans of the administration is not known.

with reference to the invasion of Cuba can only be conjectured. The transportation of land forces to the island was delayed because of the uncertainty

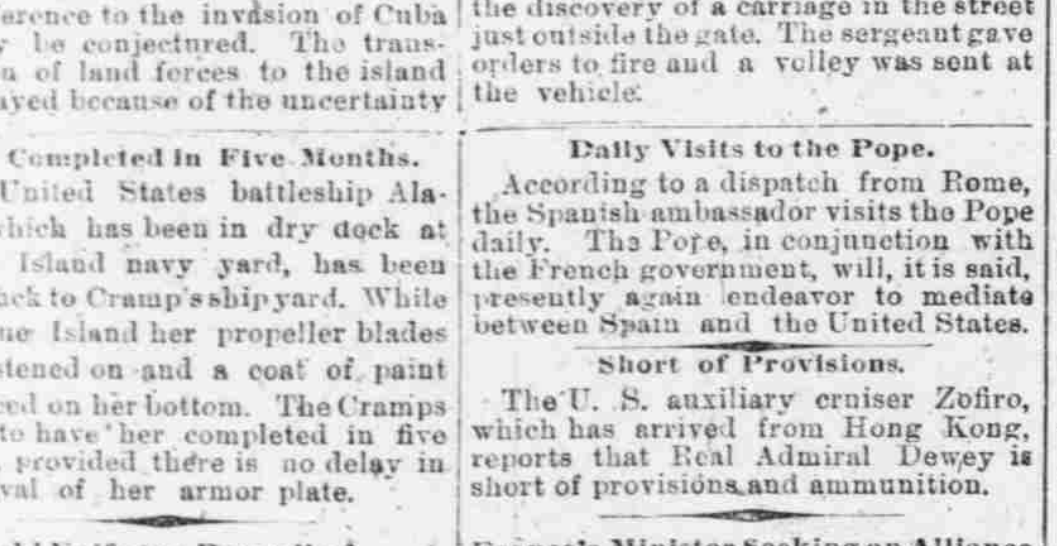
To be Completed in Five Months. The United States battleship Albatross, which has been in dry dock at League Island navy yard, has been taken back to Cramp's shipyard. While at League Island her propeller blades were fastened on and a coat of paint was placed on her bottom. The Cramps expect to have her completed in five months, provided there is no delay in the arrival of her armor plate.

Field Uniforms Prescribed. General Miles has issued an order prescribing field uniforms for the army. The color of the facings of the uniforms of the several armies of the service will be as follows: General officers and officers of the general staff, corps and lieutenants, dark sky blue, color of the trousers of the officers of the line; infantry, light sky blue, color of the trousers of the enlisted men; artillery, scarlet; engineer corps, scarlet piped with white; post quartermaster sergeant, white piped with buff; dragoon troops, crimson piped with white; post commissary sergeant, white piped with cadet gray; sergeant signal corps, black piped with white; hospital corps, emerald green.

Fortifying Key West. The work of fortifying Key West has gone along rapidly. The old fort with its ancient "cannon" is of small account, but the new fort is of a substantial character and will mount some formidable guns. Already one eight-inch rifle has been placed in position to command the wide range beyond the bar, and the others are now being rapidly put in place, a contingent of men having been sent down from Tampa for that purpose.



ADMIRAL CERVERA.



COMMODORE SCHLEY.

Daily Visits to the Pope. According to a dispatch from Rome, the Spanish ambassador visits the Pope daily. The Pope, in conjunction with the French government, will, it is said, presently again endeavor to mediate between Spain and the United States.

Short of Provisions. The U. S. auxiliary cruiser Zofiro, which has arrived from Hong Kong, reports that Rear Admiral Dewey is short of provisions and ammunition.

France's Minister Seeking an Alliance. The French minister of foreign affairs, M. Hanotaux, is making great efforts to stop the Spanish-American war. It is alleged Russia, Austria and France are endeavoring to induce Germany and Italy to join in a representation to President McKinley, declaring that the powers will induce Spain to grant the independence of Cuba.

Should America refuse intervention, it is further alleged, the powers mentioned would send a fleet to put Cuba under international rule, as was done in the case of the island of Crete, until the withdrawal of the Spanish forces and the constitution of a regular local government.

The First Pension. Representative Stroud of North Carolina, has introduced a bill granting a pension of \$10 a month to Mrs. Adeline W. Bagley of North Carolina, mother of Eusebio Worth Bagley, who was killed in the bombardment of Cardenas, Cuba.

Collision of the Columbia. In a collision between the United States cruiser Columbia and the British steamer Foscobia on the night of the 29th, the latter was sunk, and Columbia was seriously damaged.