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Another Spanish Atrocity.

"I never saw anybody hate the Spaniards like my wife."

"What makes her feel that way?"

"She got to reading war news the other day and let a lot of raspberry jam burn up."

Impassioned Lover—Tell me, my angel, what to do to prove my love; oh, that I might, like some knight of old, battle for you, suffer for you, die for you. Sweet Girl—I wish you would give up smoking. Impassioned Lover—Oh, come now, that's asking too much.—New York Weekly.

COALING WARSHIPS.

This Task at Sea Involves Great Difficulty and Expense.

The inventor who does away with coal as a fuel for warships and also the necessity for taking on fuel so frequently will have achieved one of the greatest triumphs of the age. The coaling of vessels at sea especially in time of war is often a most difficult problem.

Apparently methods of coaling have improved but little, and are almost as crude as they were years ago. There perhaps seems but little need in improving this system when the coaling is done at the ship's dock, but at sea the difficulty of accomplishing the feat is increased a hundredfold. In the former case two or more coal barges are brought alongside of the boat at the wharf and manila fenders are suspended over the sides of the vessel to keep the two from injuring each other. Even under these most favorable conditions it takes hours or even days to coal a big ship. The best time the St. Paul could make before she was purchased by the Government was forty hours for taking on 3,000 tons of coal.

At sea when a ship needs coal it generally needs it very badly, and the coal must be transferred as soon as a collier can be brought to the boat, no matter what the weather may be, whether the sea be calm or the waves running mountain high. The collier must be fastened at both ends to the warship by cables. With these two vessels rolling and pitching to and from each other this joining of the two is a dangerous undertaking, for both might be sunk. The work requires the oldest and most experienced seamen. One set of men is busy keeping the two vessels apart. The first men drop rubber fenders where they are needed and the others, under the direction of an officer, tug at the helm and drop anchors to control the motion of the ship as much as possible.

The cost is simply transferring the coal is enormous. The St. Louis or the Harvard spends over $56,000 in a year for getting coal out of colliers into its bunkers. For getting the same amount of coal from a collier into the vessel at sea the cost would be fully double that amount.

Toys Out of Old Corks.

A doll's house can be completely furnished with cork furniture for girls, and all the toy animals a boy could wish for can be made for boys. All the materials needed are some corks, yarn, pins, toothpicks, paste-board and a sharp knife and matches. To make a chair take a cork and stick five pins around the edge pretty close together. Fasten the yarn until you cover the pins to the top. Fasten the yarn on the first pin. Then weave in and out, back and forth, and you have made the back of your chair. To make the legs stick four pins at equal distances from one another in the other end of the cork. Begin winding the yarn at the top of the pins and wind round and round one pin at a time till you reach the head of the pin, then over and back again. Then cross over the next pin, and do the same till all are covered and your chair is made. A sofa is made in the same way by using a larger cork. You can make a table by using a large flat cork.

A physician at a certain recruiting station was obliged to reject many applicants on account of their having "bicycle heart," a new form of disease produced by fast riding, or "scorching," as it is technically called. The action of the heart has much to do with the quality we call bravery. Battles are necessarily accompanied by intense excitement, which weak hearts are unable to withstand. The result is general physical impairment. The physician alluded to has discovered that fast riding on the bicycle tends to enlarge the heart, and thus interferes with its proper action. It is quite likely that any prolonged violent exercise would produce the same result, but in the case of the "scorcher" it is only one of the ill effects of over-indulgence. The position assumed by fast riders is found to have a lasting effect upon the spine, and in time prevents the victim from standing erect with his shoulders well back. It is obvious, therefore, that a man who cannot hold himself straight on dress parade, and who is liable to death by heart failure in battle, is very poor material for a soldier.

CUBA'S INFANT WARRIORS.

Boys of Ten or Twelve Who Fight with the Desperation of Men.

There are many children between the ages of 10 and 14 in the Cuban army, and they fight with all the determination and desperation of men. When the moment for action comes they are foremost in the ranks to kill or be killed.

As spies they have proved of inestimable value to some of the insurgent chiefs. One of Gen. Maceo's most ardent followers was a young mulatto, barely 15 years old. He was killed in the last charge of the great leader made before he met his own death. It was to him that Maceo intrusted some of his most important communications for Gomez, and invariably the boy successfully eluded the Spanish troops. He knew every hill and dale, every plantation and shelter in the western provinces, and there it was that his services were most largely called into requisition.

At Bayamo there were found on the field of carnage at least a dozen of these brave little fellows, each with the machette still firmly gripped, heroes whose lives had hardly begun before the bullet of the Spaniard ended them.

That the Spanish method of warfare is responsible for making soldiers out of babes is evidenced by the records of Spain's Carlist wars. A correspondent recalling the story of the last of these struggles writes:

"I have, on several occasions, seen Carlist and Republican troops alike firing indiscriminately on women and children in the coldest of cold blood in many cases, while both were heroically engaged in stanching the wounds of those dearest to them; in fact, the descriptive power of pen or pencil would fail to convey any idea of some of the atrocities I have seen committed in Spain in the name of 'glorious war.'

"It is as though another chapter were being added to the fearful tale of Cromwell's Fenciblies who, in the sack of beleagured cities, pitched babes into the air and then ordered the soldiers to catch them on their bayonet points."

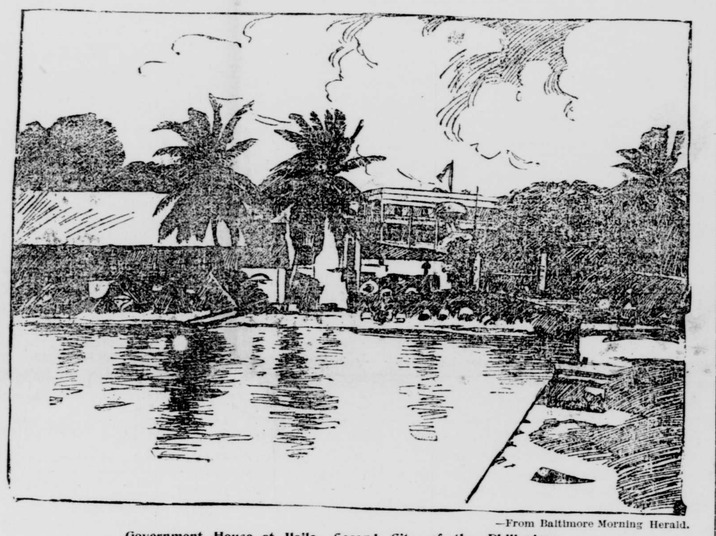
MOISTURE IN WOOD.

Sixty Per Cent. of the Bulk Can Be Converted Into Liquid.

Over 60 per cent. of wood may be converted into liquid. The strongest hydraulic pressure would not squeeze one-half of 1 per cent. of moisture from dry wood; but by putting the same material into an iron retort and converting it into charcoal by means of heat, the gases and smoke, to the extent of fully 65 per cent. of the weight of the wood, may be condensed into pyroligneous acid, from which are obtained wood alcohol, acetate of lime and wood tars. A cord of wood weighing 4,000 pounds produces about 2,650 pounds of pyroligneous acid and 700 pounds of charcoal. The pyroligneous acid from one cord of wood produces 9 gallons of 82 per cent. crude wood alcohol, 200 pounds of acetate of lime and about 25 gallons of tar, besides 35 bushels of charcoal. After the pyroligneous acid is neutralized with lime the wood alcohol is distilled off, the lime holding the acetic acid in solution. After the separation of the wood spirit, the remaining liquid is boiled down in pans to a sugar, which is dried and becomes the acetate of lime in commerce. Acetate of lime is used for making acetic acid. Fully three-fifths of all the wood alcohol and acetate of lime produced in the world are made in the United States. A considerable quantity is also produced in Sweden. Over 15,000 acres of forest per year are cleared in the United States. Wood alcohol affords a perfect substitute for grain alcohol for manufacturing and mechanical purposes, and at less than one-third the cost. It is used principally as a solvent in the making of shellac varnish and in making celluloid and photographic paper. It makes beautiful dye tints, is antiseptic and is used for liniments and for skin rubbing in bathhouses.—Mining and Scientific Press.

Facts About the Coliseum.

The largest single structure in the world for audience and spectacular purposes is the Coliseum at Rome. It is in the form of an ellipse; its long diameter is 615 feet, its short 510; the height of the outer wall 164. The arena is 218 feet long by 176 broad. The tiers or seats accommodate one hundred thousand spectators.



—From Baltimore Morning Herald.

Government House at Iloilo, Second City of the Philippines.

A WATERY GRAVE.

A Large Steamer Sinks a French Schooner.

BAD COLLISION AT SEA.

Sixteen Fishermen are Drowned—The Accident Occurred on the Grand Banks During a Partial Fog—Both Vessels Are Said to Have Been Going at Full Speed.

A New York special says: The Thingvalla Line steamer Norge, which just arrived here, reports that she sunk the French fishing schooner La Coquette, of Bayenne, France, on the Grand Banks. The captain and eight seamen were saved. Sixteen went down with the unfortunate vessel. The Norge sailed from Stettin, August 3. The weather was generally fine to the Banks of Newfoundland, when it became foggy, with patches of clear weather. On Saturday, August 20, between three and four o'clock in the afternoon, the weather was foggy, but not so thick that the vessel's speed was reduced. Captain Knudsen said he could see about three cable lengths ahead. The wind was fairly brisk from the west-southwest, when a vessel suddenly loomed up from the north with sails full, and stood directly across the bow of the steamer. The bells were rung to stop and back at full speed, but too late to check the steamer's headway. The stranger, a fishing schooner, fell across the bow, and, with a crash, was forced over and sunk. Three men sprung aboard of the Norge. The passengers of the Norge, most of whom were about the decks, rushed about in alarm at the shock, but were soon quieted when they learned that the steamer was uninjured. A boat was lowered, and six men and a dog were picked up. The vessel sank almost immediately, and in sinking carried with her sixteen of her crew. Among those saved was the captain. Capt. Knudsen, of the Norge, said that as a steam vessel, he was obliged to keep out of the way of all sailing craft, but that this was a time when the sailing vessel could do more to help herself than the steamer. The latter was going ahead at full speed, for the fog was not, in the judgment of the captain, sufficient to reduce headway. The fisherman was an active vessel, had a good breeze, and was under good steerage way, but made no attempt to avoid the collision, keeping on with sails full until squarely under the bow. The collision occurred so suddenly that the steamer's headway could not be stopped promptly. The large hull of the Norge, Captain Knudsen said, should have been visible for a long distance.

The Captain's Story.

Captain C. B. Knudsen, of the Norge, after landing, said:

"While coming along the banks we met with a dense fog; had been continuously on the bridge for twenty-two hours. Between 3 and 3.30 o'clock Saturday afternoon, when the steamship was going at one-half speed, and when the fog was not so thick, I suddenly heard the siren of the shooner dead ahead. I saw at a glance that a collision was unavoidable. The Norge must run into the schooner or suffer the fate of La Bourgogne by being run into by the schooner. As the Norge had a large number of passengers on board, I preferred to take the chance. I ordered the Norge to go full speed. We ran into the bow of the schooner, and tore a hole three feet wide. As the sea was choppy, and as the Norge rose and fell with the heavy swell, the hole in the schooner was made larger.

"Three of the men from the schooner clambered up on the Norge by means of the anchor chains. There were six or seven men floundering around in the water. Our second officer, Nicholson, lowered a boat and picked up the men, nine in all. The other sixteen men could be seen struggling in the choppy sea. The suction caused by the settling of the schooner drew them under. They could not be saved. The accident was unavoidable."

The anchor of La Coquette made a mark on the bow of the Thingvalla liner.

Praised by the President.

A Washington special says: President McKinley has written the following letter congratulating the army and navy Christian Commission on its work among the soldiers during the war.

Executive Mansion, August 26.

To John J. McCook, Esq., Chairman Executive Committee, Army and Navy Commission, New York City:

My Dear Sir—I have noticed with much pleasure the admirable work that the Army and Navy Commission, organized by the international committee of the Young Men's Christian Association, has been accomplishing for the physical and social welfare of our soldiers and sailors. Hoping that the good work may be continued, I am faithfully yours,

WM. McKINLEY.

THE WAR'S EFFECT ON TRADE.

London Times Sees Evidences of Our Growing Wealth.

The London Times devotes an editorial to the discussion of the effects of the war upon American commerce and trade. It thinks that the present hopefulness of the American people in this respect is not unreasonable, and says that, looking at the marvelous expansion of exports, the contraction of imports and the movement of American bonds homeward, there is irrefragable evidence of the country's growing wealth. The Times cautions English investors, however, to remember that the silver party in America is still potent for mischief.

PENSION REPORT.

Nearly a Million Now on the Roll—No New Laws Needed.

A Washington special says: In the forthcoming annual report of the Commissioner of Pensions, Mr. H. Clay Evans, it will be shown that, on June 30, 1897, there were on the rolls of the Pension Bureau 976,014 pensioners. To this must be added 6,852 original claims granted, but not recorded, and 762 restorations which were not entered at the time on the books.

Commissioner Evans granted 63,648 original claims during the past year, and restored 4,089 pensioners to the benefits of pensions. The pensioners now aggregate 1,040,856.

More pensions were granted last year than at any time from 1859 up to 1880.

There is absolutely no means of even approximating what the claims will be for the recent war. The Pension Office has done nothing with the claims that have been filed up to this time. They do not aggregate a hundred, and for the most part are claims of widows and next to kin for the soldier boys who fell before Santiago.

Before a claim can be perfected it must contain the full record of the soldier's service, and this information has not yet been compiled by the War Department. When this is done the claims will be speedily taken up.

The majority of the claims will be for wounds and sickness, the latter leaving the soldier less disabled.

"No additional legislation will be required to deal with the cases arising from this war. The present laws, the authorities say, cover all that is necessary, and claims will be adjudicated on the same lines as those of the Rebellion.

SWORD FOR DEWEY.

The Admiral Will Get a Magnificent Souvenir of His Great Victory.

A Washington special says: The design for the memorial sword the government is to present to Rear Admiral Dewey, according to act of Congress, was finally determined upon by the committee having the subject in charge, consisting of Acting Secretary Allen, Senator Lodge, of Massachusetts, and Professor Oliver, of the United States Naval Academy. A great many designs had been submitted, some of them showing much artistic beauty. The one selected was submitted by Tiffany & Co., of New York. The design is less ornate than some of the others. Its marked characteristic is simple and solid elegance. The hilt of the sword, as originally submitted, showed an eagle's head, but this was changed to a plain and solid, but highly traced gold handle. The blade is "Damascened," being subjected to that process by which the famous Damascus blades were made. One side of the blade bears the inscription: "The Gift of the Nation to Rear Admiral George Dewey, U. S. N., in Memory of the Victory at Manila Bay, May 1, 1898." The scabbard is of dark blue Damascened metal, with a tracery of gold. One of the most marked features of the original design was at the end of the scabbard, where in minature a crown presumably the Spanish crown, was being run through by this, Dewey's sword. The committee rejected this suggestive feature, and instead of the pierced crown substituted two dolphins.

TO REPRESENT SPAIN.

Members of the Cuban and Porto Rican Military Commissions Selected.

A despatch from Washington says: The State Department received a call from M. Thiebaut, secretary of the French embassy, and in charge during the absence of Ambassador Cambon, who bore a notification from the Spanish government of the military commissioners appointed for Cuba and Porto Rico.

Under the peace protocol each government was to name its military commissioners within ten days, their meetings to begin within thirty days. The ten days just expired and accordingly Spain gave the official notice of the appointments at the last moment. They are as follows:

For Cuba—Maj.-Gen. Gonzales, Parrado, Rear-Admiral Pastor y Landero, Marquis Montoro.

For Porto Rico—Maj.-Gen. Ortega y Diaz, Commodore Vallarino y Carrasco, Judge-Advocate Sanchez del Aguila y Leon.

Considerable significance attaches to the selection of Marquis Montoro for the Cuban commission. He is the only commissioner, Spanish or American, taken from civilian life. He is secretary of the treasury of the Cuban autonomous cabinet, and all his interests are connected with the government of Cuba, rather than with the military question of the Spanish evacuation of Cuba.

HOBSON TO RETURN TO SANTIAGO.

He Will Superintend the Raising of the Wrecked Spanish Warships.

A New York special says: Lieutenant Hobson will leave this city on the Seguranca for Santiago, where he will superintend the raising of the Spanish warships. Hobson made final arrangements with the makers of the air bags, which will be sent to him by installments. There will be nearly 200 of them, which will have a lifting capacity of 1,200 to 1,500 tons. The air-valves have been chosen, as well, but the lieutenant expects to make an addition to his complement of pontoons.

To Remove Mines.

A Washington special says: Negotiations have been opened through diplomatic channels by which it is expected that the Spanish Government will co-operate with the authorities here in the removal of the mines and torpedoes in Havana harbor before the Military Commission assembles there, the naval authorities believing this to be a proper precaution before any of our naval ships enter the harbor with the Commissioners. The suggestion was made through the State Department, and has been forwarded to the Spanish Government through the French Embassy. There is little doubt the matter will be arranged.

NAVAL CONTRACTS.

Seven Million to Be Spent for Torpedo Boats.

THE BIDS WERE OPENED

Twenty-eight Vessels to be Built at Once—Destroyers Will be the First Vessels of That Type Added to Our Navy—They Are to be Good Sea-Going Vessels.

A Washington special says: The Navy Department opened bids at noon Tuesday for 16 torpedo-boat destroyers and 12 torpedo-boats, to cost in the aggregate not exceeding $6,900,000, as provided in the last naval appropriation act. These destroyers and torpedo boats constitute the largest single addition ever made to the navy, and as the destroyers are to be completed within 18 months and the torpedo-boats within 12 months, it means that the actual augmentation of the navy by these formidable modern naval engines will be an accomplished fact before long. According to the requirements of the Department, the destroyers are to have a guaranteed speed of 28 knots, and the torpedo-boats 26 knots. The destroyers are to be about 400 tons, and are to cost not more than $205,000 each, while the torpedo-boats are to be about 150 tons and to cost not more than $170,000 each.

These destroyers will be the first vessels of that type added to our navy, except those improvised from yachts during the recent exigency.

The torpedo-boat destroyers will have twin screws vertical engines to be placed in separate water-tight compartments, each with a condenser; water tubular boilers and a bunker capacity for carrying at least 100 tons of coal, affording some protection to engines and boilers.

The vessels will be lighted throughout by electricity and furnished with one searchlight of an approved pattern.

They are to be built stanch and strong, with good freeboard, good sea-going qualities, and designed to operate at high speed in a seaway. They are to have two conning towers, the forward one of which will be made of half-inch nickel steel plates.

The battery will be composed of seven rapid-firing guns in approved positions on deck or conning towers, which, with their mounts and fittings, will weigh about eight tons. The ammunition required will weigh about seven tons. There will be mounted on the midship line two 20-foot torpedo tubes to carry 17-foot torpedoes, weighing in all, four tons, and a space below will be required for stowing the two spare torpedoes and four war heads. Total ordnance weights will amount to about 24 tons.

Berthing space will be required to accommodate a crew of 60 men and 4 officers, and provision space for 20 days.

The torpedo-boats are made of the same design, except smaller. Their coal capacity is 40 tons, as against 100 tons for the destroyers, and their berthing space is for 26 men and 3 officers.

The torpedo-boats will be of about 150 tons trial displacement. They are to have twin screws; vertical engines, placed in separate water-tight compartments, each with a condenser; water tubular boilers, and a bunker capacity of at least 40 tons of coal.

The vessels will be lighted throughout by electricity, and furnished with one searchlight of an approved pattern.

They are to be stanch and strong for the service intended, of good freeboard and sea-going qualities and capable of operating at high speed in a moderate seaway. They are to have two conning towers, the forward one of which will be of one-half inch nickel-steel plates.

The battery will be composed of three rapid-fire guns and mounts, weighing about two tons, with three and one-half tons of ammunition.

There will be mounted on deck, in approved positions, three 15-foot torpedo tubes, with torpedoes, and stowage space below for two additional torpedoes and five war heads. Total of all ordnance weight will amount to about 13 tons.

Representatives of all the great ship building firms were present when the bids were opened. The bids, plans, &c., were piled several feet high, and there promised to be much delay and confusion. Some of the department officials thought it would take two weeks to get the bids fully tabulated, as they took a wide range, owing to the Department's call for two classes of propositions, one based strictly on the Department's plans and specifications, and others based on the individual idea of the builders, all essential requirements being followed.

CABLE SPARKS.

The premiers of Queensland, New South Wales and Victoria met at Sydney and indorsed plans for raising money for a Pacific cable.

Indians in the southern part of Mexico are in open revolt and white men penetrating into remote districts have not been heard of again.

The Guatemalan revolution has been ended by the death of the leader, General Morales.

At the Quebec international conference, which is to begin this week, a proposition will be made to give the United States access to Canada's inshore fisheries, in exchange for trade concessions in Cuba and Porto Rico.

At a fete in the city of Mayence, Emperor William made a speech contrasting his present role with the Holy Roman empire, pointing out that the latter had none of the cohesion which characterizes his.

Lord de Iar Warr was judicially blamed in London for trying to persuade Ernest F. Hooley to change testimony implicating him, but was not adjudged guilty of bribery.

TROUBLE AT MANILA.

Row Between American Troops and Insurgents.

FOUR NATIVES KILLED.

Dewey Transfers His Flag to the Baltimore—The Olympia Sails for Hong Kong—A Utah Trooper Fired a Pistol in Fun, it is Stated, But the Natives Became Alarmed.

MANILA, (Special).—There was trouble between the Americans and insurgents here on Wednesday.

A corporal and two troopers of Battery B, Utah Artillery, after disembarking at Cavite, were sent on an errand. While passing through the streets Trooper Hudson discharged his pistol. It was done in mere fun, but the natives in the immediate locality were much alarmed for the time and began firing.

Dismounted cavalry was sent to quell the disturbance, but the natives misunderstood the movement and the firing became general. Trooper Hudson was killed and Corporal Anderson mortally wounded. Troopers Laydon, Nachbar, Conolly and Doyle, of the Fourth Cavalry, were wounded.

Four natives were killed and several were wounded.

General Aguinaldo has expressed his regret at the encounter and promises to punish the offenders. No further trouble is expected.

Admiral Dewey has transferred his flag to the cruiser Baltimore, the Olympia sailing for Hong Kong to be docked and cleaned. The Raleigh left for the same port Wednesday night.

MERRITT CAPTURED 15,000.

Manila Correspondent Thus Estimates the Number of Prisoners.

LONDON, (Special).—The Manila correspondent of the Times says: The military government is working efficiently in all departments. Local business is being actively resumed, the water works are in operation and the Pasig river is open.

Stringent measures have been taken to insure the sanitation of the citadel, which is crowded with prisoners. The abominably filthy condition of the Spanish barracks is a menace to the general health, which at present, however, is excellent. Among the American troops there have been only seventeen deaths from illness since landing.

Twenty-three thousand stands of arms, 10,000,000 cartridges and an immense quantity of large ammunition have been surrendered with 15,000 prisoners.

The insurgents recently dispatched an armed steamer with 500 soldiers on board for an unknown destination. Consequently, coastwise steamers manned by Spanish sailors were afraid to venture out until assured of the protection of the American fleet.

It is impossible to obtain information from the interior, except along the railways, where everything is quiet. The rumors concerning insurgent activity in the southern part of the island are credited here.

Six hundred priests, including one hundred and ten prisoners among the insurgents, will depart for Hong Kong in charge of the Belgian consul as soon as a transport can be produced.

There is undoubtedly practical unanimity among merchants, irrespective of nationality, in favor of the permanent occupation of the archipelago by the Americans. Nobody conceives the re-establishment of Spanish sovereignty possible.

A CRISIS AT PEKIN.

Relations of China and British Minister Said to Be at Point of Rupture.

LONDON, (Special.)—The Pekin correspondent of the Daily Mail says: The situation has suddenly become acute. The relations between the Chinese foreign office and Sir Claude MacDonald, the British minister, are strained to the point of rupture. Sir Claude has intimated that any failure by China to observe Great Britain's wishes will be accepted as a cause of war.

In support of the British minister, the fleet has been concentrated at Hei-Hai-Wei and Hankow, and all the warships under 5,000 tons have been mobilized in the Yang Tse river. This naval demonstration is solely directed against China, as it is semi-officially stated that the existing relations with Russia are cordial. Lord Salisbury has abandoned the policy of the open door, substituting for it a policy of spheres of influence.

Diplomatic conferences have been of constant occurrence in the last few days. Lord Salisbury insists upon the recognition, by the other powers interested in China, of the boundaries of Great Britain's sphere of influence. In the same instrument by which Great Britain recognizes Russia's position in Manchuria, Russia is required to acknowledge the supremacy of England in the Yang Tse Valley and guarantee that English territorial requirements shall be permanently respected.

The negotiations are confined to Pekin, but the British ambassadors at St. Petersburg and Pekin are in close communication.

A special dispatch from Shanghai says: Violent scenes are reported to have occurred between Sir Claude MacDonald, the British minister, and M. Pavloff, the Russian charge d'affaires, owing to the latter's commanding the Chinese foreign office, to break its agreement with the Hong Kong Bank under pain of the Czar's strong displeasure. The Chinese are inclined to obey M. Pavloff, seeing that the British confine themselves to verbal protests. The position is now worse than ever. All the Russian ships have returned to Port Arthur, while the British vessels are assembling at Wei-Hai-Wei and Chefoo.

The Copenhagen correspondent of the Daily Mail states that he is in a position to confirm the statement recently made that a compromise has been arrived at between England and Russia, in accordance with which Russia gets her way on the railway questions and England gets concessions in other directions. "The relations between England and Russia," the correspondent says, "are satisfactory, the Russian concessions fully meeting English wishes."

In Honor of Dewey.

A New York special says: When Admiral Dewey sank the Spanish fleet at Manila the American Mail Steamship Company was building four steamships for service between New York and Cuba. It was decided then to name the largest vessel the "Admiral Dewey," in honor of the hero of Manila. President R. A. C. Smith, of the company, received the following cable from Admiral Dewey:

Please except my hearty thanks for the great honor paid me, and my best wishes for the success of your steamer.

GEORGE DEWEY.

BRITISH GUNBOAT SINKS.

Loss to the Nile Expedition, Omdurman Visible to the Advancing Forces.

A despatch received in London from Camp Hegair, opposite the Island of Gebel Rayan, says the Anglo-Egyptian expedition has suffered rather a serious loss by the sinking of the gunboat Zafir. The boat sprang a leak when near Shendy, and within a few minutes went down. All on board were saved.

From Royal Hill Omdurman is just visible. A nephew of General Gordon first described it by a splash of white on the horizon reflected from the Mahdi's tomb. Small bodies of Dervishes continually retire before our patrols.

CONSTITUTION FOR HAWAII.

The Commission Sent from Washington Organizes at Honolulu.

A San Francisco special says: The steamship Monana arrived here from Australian ports, via Honolulu. An Associated Press correspondent writes from Honolulu under date of August 18 as follows:

"The congressional members of the committee to report on a form of government for the territory of Hawaii arrived August 17 on the Mariposa.

"The three commissioners met President Dole and his cabinet at the executive building by appointment. After exchanging courtesies the members qualified and elected a secretary, a stenographer and a sergeant-at-arms. Senator Cullom is chairman. The men for the clerical positions and the sergeant-at-arms were brought from Washington. The commission will visit the different islands. The business sessions will be private excepting when there are hearings."

Senator Cullom said there would probably be prepared by the commission one organic act corresponding to the constitution of a State, describing the territory, the manner, method and limitations of legislation. This organic act will be supplemented by many congressional laws bearing upon customs, land, taxation, the judiciary, etc. It is by no means contemplated that there shall be any radical changes in the system here.

Senator Morgan said: "We shall keep within the bounds laid down in Newland's resolution, and we are not going to make any new laws or institute any radical changes. Our duties are largely, if not wholly, advisory, and we shall confine our work as much as possible to that line."

The steamship Jaime arrived, bringing Major Langfitt's Third Battalion of the Second Regiment, United States Volunteers.

There is soon to be telegraphic communication between the islands of this group. A cable connecting the islands with one another is to be laid almost immediately. One of the duties of the Engineer Corps that is now here, the Third Battalion of the Second Regiment, United States Volunteer Engineers, will be the construction of an inter-island cable system.

The fact that the Government intends to proceed at once with the work is pretty conclusive that the franchise for a cable from the coast to Honolulu will not long be delayed.

ORDERED FROM PORTO RICO.

All Troops Not Needed Will Return—Sickness Among Them on the Increase.

A Washington special says: Orders have been issued directing General Miles so send home from Porto Rico all troops not actually needed for service there. No point has been designated as yet for their disembarkation in the United States, but an examination of several sites is in progress. It is desired to secure a healhty camp, and at the same time one where disembarkation can take place at once without any delay, such as occurred at Montauk.

Ponce, Porto Rico, (Special).—The United States transport Obdam, from Charleston, arrived, bringing Mrs. Miles and her daughter, the wife of Colonel Rice.

General Miles' plans contemplate an immediate return to the United States.

It has been decided to send the Fourth Pennsylvania, the Third Wisconsin and the Third Illinois Volunteers home without delay.

Sickness among the troops is on the increase. There are six hundred men now in hospital quarters.

General Ernst's brigade will leave for San Juan by way of Guayama.

FRENCH CRUISER LOST.

A Rumor That the Bruix Has Foundered in the Indian Ocean.

Paris papers report that the French armored cruiser Bruix has foundered in the Indian Ocean, but the rumor is not confirmed.

The Bruix is a steel vessel with two screws. She is 274 feet long, 45 feet, 10 inches beam, and has a draft of 19 feet 7 inches. Her displacement is 4,750 tons, and her indicated horse-power 7,4 0, with speed of 17 knots. Her armament consists of two 7.6-inch guns, six 5.5-inch quick-firing, four 2.5-inch guns, four 1.8-inch guns, six one-pounder Maxim guns, and she has five torpedo tubes. She was launched at Rochefort in 1894.

NO FRICTION AT MANILA.

Trouble With the Natives Has Ceased—Business Again Booming.

Manila, Philippine Islands, (Special.) The rumors of troubles between the natives and the Americans are for the most part unfounded. The fact is that the insurgents have been unwilling to disarm until assured of the permanence of American protection.

The distrust felt as to the Spanish Bank, which originated in rumors as to an excessive note issue to aid the Spanish authorities, led to a run on the institution, but the British banking houses came to its assistance and averted a failure.

Business is now booming. The obstructions in the River Pasig, which flows through the town, have been removed, and the waterworks have resumed operations.

CAVALRY HORSES STAMPEDE.

Eight Hundred on the Rampage In Texas.

A San Antonia special says: The First Texas Cavalry Regiment is hard at work and will likely be kept in the saddle a week hunting 800 of its horses, which stampeded while being driven through from Fort Sam Houston to the target range for pasture.

The frightened animals dashed through the streets, over fences and even through open houses. People fled for their lives in all directions.

Nobody was seriously hurt, though several carriages and wagons were badly damaged.

Rations Sent to Cuban Sufferers.

A Washington special says: The Comal sailed from Tampa to Havana with 1,000,000 rations for distribution to the starving people of Cuba. These rations will be distributed by Lieutenant A. D. Niskera, under the direction of Capt. Louis Niles. Supplies will be sent to other provinces in the island, under the direction of officers of the army, as emergency may demand. There will be no difficulty over the entry of the supply vessels to Cuban ports or their distribution under the direction of United States officers. The Spanish authorities in Cuba are glad to have the provisions sent in.

War Balloon For Omaha Exposition.

The balloon used by the United States Army in the operations before Santiago de Cuba will be sent to Omaha. The War Department has detailed a detachment of the signal corps to handle the balloon at the exposition. Ascensions will be made daily. Col. H. C. Dunwoody, of the United States signal corps, will be in command of the detachment.

The Japanese Not Dissatisfied.

A Washington special says: Minister Buck, at Tokio, Japan, writes to the Department of State that he has observed no dissatisfaction there in consequence of the annexation of the Hawaiian Islands to the United States. The government and people alike seem to be satisfied that the United States will fully protect the rights and interests of Japan and Japanese subjects in those islands.

Fireworks Explode.

Six persons, one of whom may die, were injured in the explosion of nearly ten tons of fireworks in the manufacturing plant of Geo. W. Porter, at Minn

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