

RATHER SUSPICIOUS

No Vessel but Maine Ever Moored to a Certain Buoy.

STATEMENT OF A STEAMER'S CAPTAIN

Fatal Buoy Where the Ship Lay When Explosion Occurred.

PROOF OF GOVERNMENT MINE IN HARBOR

Captain Sigbee Takes Due Precautions to Protect Montgomery.

HAS IT ANCHORED ALONGSIDE VZCAYA

Havana Authorities Accede to His Wishes but with Ill-Considered Chagrin—Progress of the Inquiry Board.

(Copyright, 1898, by Press Publishing Company.) HAVANA, (via Key West), March 14.—(New York World Cablegram—Special Telegram.)—I have received a very significant letter from Captain Rouse, who till ten months ago was first officer and commanded for years a plant line steamer running in and out of Havana harbor twice a week. He writes:

I have never seen a vessel of any description moored to the buoy the Maine was tied to on the night of the explosion. I have often wondered at it.

An investigation of Captain Rouse's statement is now on foot. If his observation is proved to be a fact it will be tantamount to proof of a Spanish government mine.

The Spanish were greatly irritated by the way in which the Spanish cruiser Alfonso XII was towed helplessly from buoy to buoy to make room for the American cruiser Montgomery. It was accomplished by Captain Sigbee firmly maintaining the request. He wants the Montgomery to be as close as possible to the big Spanish cruiser Vezcaya. "Accidents" are less likely to happen under such a condition. The ships ride now very close together. Should the Montgomery blow up the pride of the Spanish navy probably would go with it.

The Fern was formerly moored to this adjacent buoy. When the Montgomery was hourly expected and the Fern was about to sail north Captain Sigbee asked that the Fern should be given an extra buoy temporarily. This was done, but as soon as the little Fern moved a puffing tug slowly ranged the Alfonso XII to the covered iron boat. Captain Sigbee politely but firmly protested. The admiral thought awhile, then said a mistake had been made and the Alfonso was towed back again, leaving the buoy for the American cruiser.

The Montgomery's men are a little nervous, but, as one of them said: "We'd not mind it if we could only get a chance for one broadside crew and full of pluck."

It is not yet explained here why Admiral Farquhar requested Secretary Long to employ the little Fern to carry supplies to the reconnoiterers instead of the Montgomery and Nashville, as originally ordered. It seems to have been either ready compliance with Spanish demands or Admiral Sigsbee's fear of allowing two valuable cruisers in Spanish-controlled harbors at the same time. Now only the Montgomery is exposed and it is lying in snugly check by Jowl with the Vezcaya. The little Fern is not thought to count. Spain's having little torpedo boats to Cuba against the first orders and in the face of the annual hurricanes is regarded here as most significant.

COURT OF INQUIRY.

The American naval court of inquiry, judging from present indications, will remain here until the latter part of this week, possibly longer. The court was in secret session this morning, reviewing the testimony. No witness was examined. At the afternoon session a lieutenant, Commander Hutchins, the executive officer of the Montgomery, was called for expert testimony and Commander Converse of the Montgomery was again before the court. The members of the court seldom go ashore. They spend the time mostly on board the Mangrove. They are much pleased with the recently received issues of the American papers, because the correspondents do not quote them as giving out information concerning the proceedings of the court.

Diver Dwyer of the Merritt Wrecking company will go before the court tomorrow again. The court convenes now earlier in the morning than heretofore, being anxious to finish its work.

Captain Chadwick visited the wreck today again, together with Commander Converse of the Montgomery.

Captain Sammons, president of the court, has entirely recovered from his recent attack of the grippe. In regard to the report that the battleship Iowa is coming down to Havana, he laughingly said: "I think I should have known something about it and your report is the first I have heard about it."

Captain Sigbee authorized me to deny the report that he is breaking down and that the Montgomery's officers say that he is dead now. The truth is that Captain Sigbee has been recovering for two weeks from the awful shock of the Maine disaster, getting better daily. There was a time about seven days after the catastrophe when Captain Sigbee was dangerously ill with nervous prostration. Some of his men were slowly dying in Havana hospitals. The flood of piteous pleas for information about lost relatives which Captain Sigbee received then and his courteous attempts to attend listen to the hourly questions of a horde of news gatherers here, and the constant stream of things combined with the incessant rattling of Havana's thousands of cabs over the streets about the hotel brought on insomnia. At one time General Lee really was alarmed for Captain Sigbee's reason. But then the captain moved onto a ship in the harbor and from that day he has improved steadily. With no one to disturb him, he sleeps well.

SPANISH TAKE IT EASY.

The Spanish divers have worked but little yet. Our men say the Spaniards have slept three hours for every hour they have worked. What they find really has no bearing on the finding of their own court of inquiry. Lieutenant Feral and his associates have their verdict arranged already. But what the Spanish divers really find is of the utmost importance for the American court to possess, should the American people allow the Maine question to go before an international board of investigation. The Spanish court will cite their divers' discoveries as evidence of internal causes, but so far they have not indicated this. Their achievements fully and marvelously affirm the American divers' in-

terior work. The most of it consists in locating the big turret just where its position was reported in these dispatches and the raising of powder casks yet full of unexploded hexagons of brown powder. It is now determined that the Maine's ram lies to port and the broken condition of the entire wreck is so pronounced that school children can see the ship was struck and smashed, not self-destructed.

It was a simple case of over zeal in a submarine. His orders are to search all baggage of incoming steamers. Powelson was not informed of this and it took him three-quarters of an hour to satisfy the thick-headed clerk as to his identity. As soon as this was established by private documents which Powelson exhibited he was allowed to pass without an examination of his baggage. The polite harbor police, Chief Perez, feels badly over even the "slight inconvenience" suffered and wishes to apologize to the agent for the over fidelity of a subordinate.

The Bishop of Havana, Santander y Frutos, true to his promise will not allow the American government to spend one cent in the leveling of the Maine soldiers' graves or in admiring them, except by a monument, which he hopes will be erected.

Two Spanish visitors to the Montgomery on Saturday extended to the officers an invitation to a ball at the casino to be given by the Spanish marines. The invitation was declined promptly. The reason given was that they are still in mourning for the Maine's death.

The insurgents fired a train at Jaruco bound for Havana from Matanzas. George Barnum of Savannah, Ga., a passenger, was wounded slightly in the arm. One passenger was badly wounded.

With the bow torpedo tube or hawser holes and dead lights discovered in a row they were in the Maine exactly in conformity with the position of other things remarked upon. The fact is the Spanish divers have found nothing belonging to the Maine's left-side bow. The places they have worked in are fully sixty feet back of where the bow would have to be were it where they think it is.

I called the Spanish ideas in order to do them justice. It is evident now that they were mistaken. The discovery by American tars of the awfully indicative ram stains as a fact. Nothing of the Maine's forward mast has been found yet by Americans, the Spanish claim to have found ahead to the left of the protruding port bottom plates. Our men have located the port bow anchor near the stern.

LOCAL PRESS EXCITED.

The local press made a great furor of the discovery of exploded cartridge cases for six-pound fixed ammunition. They forget that lots of this was distributed over the ship deck for quick use in case of a tight attack.

One evidence of Captain Sigbee's precautions in Havana harbor was the explosion of this extra ammunition, which the sailors of the Alfonso XII disregarded in their momentary excitement. Maine sailors even after ordered away by Captain Sigbee. The Spanish censor is passing now on the literary merit as well as the facts of American correspondents' dispatches. A short report of the routine doings of the court of inquiry was handed to him last night. He poked it back with the comment "stupid."

It was only news and was not unfavorable to Spain nor an insult to Spain's officers. Another correspondent offered 1,000 monedas to have Weyler's sub-executioner, Fonsdevila, of Ruiz fame. The dispatch was highly complimentary to General Blanco, but Weyler is popular now and as the dispatch reflected upon the policy, Censor Mendez cut it out.

POWELSON'S EXPERIENCE.

A sensational report buzzed through Havana's cafes and corners last night. Ensign Powelson was said to have been held up in Matanzas for his identification notes and plans and sketches of the Maine's wreck, which he had in his valise. The Spanish customs officers were supposed to have been instructed to spy upon his movements and the Spanish authorities were said to be willing and even anxious to obtain the American divers' discoveries by confiscating from Powelson's valise on the ground that it must be examined for contraband goods when he got ashore from the cruiser Montgomery. Powelson was supposed to have had a short altercation with Chief Perez of the harbor police, but Powelson laughs at the story and says it is on a plane with the reports of his confidential testimony before the court of inquiry.

The Spanish divers thought they were wrong in their first report about the ram being to port. They thought they afterward found the Maine's bow in line and in proper condition. In reality, they are diving fully thirty-five feet aft of where the bow would be if the ship were intact. If they should search the harbor bottom where the ram really should lie they would find just what the soundings showed—nothing but mud and a few stray plates. Their own report confirms this statement. They have found where they found it fully sixty feet aft of the position of the anchors, which were in the Maine's bow, but it is just where the Maine's sheet or spar anchor was fastened to its starboard upper works, just forward of the big turret. It must be this anchor, for it was the only one of the Maine's three anchors that was lashed and no sheet anchor was carried on the port side. If it is the starboard sheet anchor that they have found that the Spanish divers claim to have found the theory of the Maine's bow intact is disproved.

The Spanish divers also thought they had found the bow by meeting a very heavy curved plate. This they thought was the ram, but it lies exactly in the proper position for the detached "billboard" or the big piece of 7,000 pound sheet anchor. The divers also reported a hole in the ship's position near the anchor, a hole caused by a shutter. This is coincident with the position of the torpedo tube forward of the big turret on the starboard side, and as the wreck at that point is canted to starboard the curve of its bottom and this hole caused the divers to think they had found the slope of the bow.

JAP HAS A ROW.

Japan threatened March 7 to precipitate the pending war. The Fern has in its crew a wiry little fellow from the land of chrysanthemums whose name is Tack. He went ashore, got hold of much strong liquor, rode several hours about town and then deliberately refused to pay more than 20 cents. At La Machine which he broke away from the hackman and signalled enthusiastically for a boat. The Fern's officers saw the signals and also saw Tack vigorously lashing out at several policemen. Being overpowered he disappeared. Ensign Bookwater hurried to the rescue, found Tack still fighting around the corner, punctuating his punches with bigon-English curses of "Epan!" and shouting: "Me Japanese—can take 'em easy." The policemen were polite. Tack was hauled, took ship and the "incident" was closed.

LORD SALISBURY TO RETIRE

English Premier to Lay Down Duties of Foreign Secretaryship.

POSSIBLY, ALSO, OF THE PREMIERSHIP

He Goes to South of France to Re-consider His Failing Powers—Several Aspirants for the Office He Will Vacate.

(Copyright, 1898, by Press Publishing Company.) LONDON, March 14.—(New York World Cablegram—Special Telegram.)—Lord Salisbury's impending resignation of the foreign secretaryship, and possibly also of the premiership, has caused a sensation in political circles in London. I tonight saw Schomburgk Macdonnell, Lord Salisbury's principal private secretary, who, while saying nothing of the reported resignation, stated:

"It is true that Lord Salisbury was greatly fatigued by his attendance at the cabinet meeting held at his private residence in Arlington street last Friday. He has since had a return of the febrile symptoms of influenza, consequently his lordship's recovery is very slow. Sir William Broadbent, who has been in attendance upon him, is decidedly of the opinion that Lord Salisbury cannot return to work at the foreign office until he has had a complete rest and change. He will go to the south of France as soon as he can be moved, and meantime Arthur Balfour, first lord of the treasury and government leader in the House of Commons, will so far as necessary deal with the current business of the foreign office."

The significance of this statement, which is authorized by Lord Salisbury himself, and his cabinet colleagues, is obvious. It is intended to prepare the way for his retirement from the foreign office, for which, as cabled recently, there is a general demand even among his own following.

Lord Salisbury's condition is so grave that he will be accompanied to the Riviera by Sir William Broadbent, head of the London medical fraternity, who will not leave London until he has seen the doctor. Lord Salisbury's health is also in a very serious condition. She is suffering from dropsy and undergoes slight operations for relief with increasing frequency.

The names mentioned for the foreign secretaryship are the duke of Devonshire, Lord Lansdowne and Mr. Goschen, but nothing is settled yet. Lord Salisbury's retirement will be followed by the adoption of a more vigorous foreign policy, much of the trouble now threatening being attributed to his weakness.

ENDANGERS THE PEACE OF EUROPE.

Powers Want the United States to Leave Spain Alone.

LONDON, March 14.—The Paris correspondent of the Times says: "According to information obtained from a source in Vienna, the Austrian emperor is making great efforts to induce the European powers to present to the United States the danger to Europe of its carrying out further its interference in Cuban affairs. Emperor William is warmly endorsing the efforts of Emperor Francis Joseph. The American government is aware of this situation."

The Vienna correspondent of the Times telegraphs an abstract of an article in the St. Petersburg Novoye Vremya, which he thinks "deserves attention as giving an accurate pointer as to the intent of at least three of the powers."

The Novoye Vremya says the United States is well aware that in declaring war against Spain it could not count on the approval of any of the European powers. All, it alleges, would sympathize with Spain, if not actively, certainly by categorical protest against President McKinley's conduct. This is also well known at Madrid.

Therefore, continues the Novoye Vremya writer, it is hoped that Spain will not fall into the trap laid by Washington for it has so far no serious grounds for declaring war and measures should immediately be taken in order that it could have no such grounds in the future.

GOVERNOR AND MINISTRY AT ODDS.

Crisis is Threatened in New Foundland Political Affairs.

ST. JOHN, N. F., March 14.—The relations between the governor, Sir Herbert Murray, and the ministry, over the railway bill, are again strained. At the request of the colonial office a supplementary bill declaring that the Anglo-American telegraph company's rights were not affected by the railway bill, was enacted, and now the governor refuses to sign the railway bill until the telegraph company's counsel says the protection is sufficient.

The ministers refuse to await such an answer. They say the governor has no right to consult persons outside the council, and they demand his consent to the railway bill immediately, because spring operations are dependent on it.

The tariff and revenue bills are delayed, and the assembly refuses to pass the measure extending the motive power on the French treaty until he acts.

BARNEY BARNATO'S TRUSTEE SHOT.

Killed Because He Refuses His Murderer's Demand for Money.

CAPTOWN, March 14.—Mr. Wolf Joel, the trustee of the estate of the late Barney Barnato, the South African millionaire, was shot in his office this morning at Johannesburg by a former soldier.

Felthelm entered Mr. Joel's office and demanded \$3,000. Being refused he snatched a revolver from a desk and fired. The bullet entered Joel's forehead and he fell to the ground and expired. The murderer attempted to commit suicide but failed.

Agrarian Revolt Spreads.

LONDON, March 14.—A dispatch from Vienna to the Daily Mail says: "The agrarian revolt in Hungary is spreading. In a conflict between the peasants and gendarmes at Duna Foldvar two peasants were killed and forty wounded."

Russia Withdraws.

ESBOUT, March 14.—(New York World Cablegram—Special Telegram.)—Russia has withdrawn its advisors at Corea's request.

CASTILLO'S MISSION TO MADRID.

Spanish Ambassador Talks a Bit to the Press.

MADRID (via Bayonne, France), March 14.—(New York World Cablegram—Special Telegram.)—I had a conversation with Leon y Castillo, Spanish ambassador to Paris, a tall, handsome man in the fifties, with a pleasant, intelligent face and courteous manners, who immediately impresses you as an energetic, able diplomatist, thoroughly acquainted with Spanish international politics. He seems more a man than annoyed by contradictory rumors about the objects of his coming to Madrid and alluded with a high bred, good humored tone to the exaggerations of the press. He said:

"You know it is not always easy in letters and dispatches even between governments for their ambassadors to make all matters completely clear. Much time is thus lost. Therefore, a fortnight ago, Sagasta and the foreign minister requested me to come to Madrid, exactly by the same means, and government frequently do when they want to discuss important questions with their representatives. Foremost among such matters there naturally were many questions, financial, commercial and political, pending between France and Spain, some such questions like the well known railway company's relief project, in which our government has not yet been able to do or prevent all that French government desire. It is of great importance on account of the bearing it has upon the attitude of the French market and financiers toward Spanish finance. Indeed, this may have been one of the principal factors of the recent rapid fall of Spanish securities. The French press, like the press of most European capitals, shows decided sympathy with Spain on the Cuban question. The feeling all over Europe seems to be increasing in our favor. My visit to Madrid was also for the purpose of ascertaining the knowledge of Cuban affairs and present state relations and negotiations with the United States, in order to put me in a better position to speak should such questions be raised by French ministers and foreign diplomats as regards the attitude of European powers."

The ambassador evidently wished to convey the impression of being credited with a more prominent part in these international questions than was actually the case. I carry the conviction that the Spanish ambassador takes a hopeful view of the outlook and does not consider the prospect one of a warlike nature.

NEGOTIATE FOR READING'S FLEET.

Government Asks the Company to Name Its Price.

PHILADELPHIA, March 14.—The Press will say tomorrow: A representative of the United States government has been in the city several days on a special mission with the Philadelphia and Reading Railroad company in regard to finding what the company wants for its fleet. The question was put to one of the officers and he said the company did not desire to part with its fleet unless it was an absolute necessity, but if there was a war the company would do all it could to help the government.

The government wants to know what the company values its whole fleet at. In case of war the various vessels, barges and tugs owned by this company would be of immense service to the United States for the transportation of coal, as all the boats are built for this kind of service.

The Philadelphia and Reading Coal & Iron company has a large fleet. It owns seven steam colliers, one having a capacity of 600 tons, five the capacity of 1,000 tons each, and one of 1,800 tons. It also has thirty schooner sea barges, two having the capacity of 600 tons each, twenty-one of 1,450 tons each, six of 1,025 tons each, and five of 1,550 tons each. It also has three seagoing tugs of great strength. There are eight solid barges of from 400 to 1,250 tons each, and six scow barges, five having a capacity of 450 tons each.

Besides these vessels the company owns three tugs in New York harbor and three in the Delaware river. This brings the company's entire fleet up to sixty-six vessels.

EMPEROR WILLIAM NEVER SAID IT.

Official Denial of Alleged Speech at a Private Party.

BERLIN, March 14.—The North German Gazette this afternoon publishes an official denial of the accuracy of the statement made by the Berlin correspondent of the Correspondence of Madrid to the effect that Emperor William, at a private dinner party last week, declared that so long as he is the German emperor "the United States shall not possess themselves of Cuba."

Departure of Torpedo Fleet.

(Copyright, 1898, by Press Publishing Company.) MADRID, March 14.—(New York World Cablegram—Special Telegram.)—The weather having improved Sunday afternoon, the flying squadron under Captain Villamil received orders to start at sunset. Despite the approach of nightfall the quays and sea walls of Cadiz were crowded with people enthusiastic and eager to give the squadron a hearty good-bye. The authorities went aboard the large transatlantic steamer City of Cadiz, flying the commodore's pennant, and the fleet of six torpedo boats, and the torpedo boats of Cadiz were crowded with people enthusiastic and eager to give the squadron a hearty good-bye. The authorities went aboard the large transatlantic steamer City of Cadiz, flying the commodore's pennant, and the fleet of six torpedo boats, and the torpedo boats of Cadiz were crowded with people enthusiastic and eager to give the squadron a hearty good-bye.

O'Higgins' Humored Sale.

LONDON, March 14.—The Press association says Spain has purchased the battleship O'Higgins, built by the Armstrongs for Chile, but the Chilean charge d'affaires does not confirm the report. He says a Chilean crew for the vessel is expected here next week to take the O'Higgins to Chile.

WASHINGTON, March 14.—It is learned that Spain has not secured the O'Higgins, and that Chile will not sell the ship to Spain. It is said, furthermore, that Spain has not and cannot purchase ships from either Chile or the Argentine Republic.

Editors for Recognizing Cuba.

TUCSON, Ariz., March 14.—The Arizona Press association has unanimously adopted a resolution in favor of the recognition of the belligerency of Cuba by the United States government. The resolution also declares that President McKinley will be loyally sustained in any way he may deem fit to maintain the honor, dignity and rights of the republic, both at home and abroad.

MRS. THURSTON DIES IN CUBA

Wife of the Nebraska Junior Senator is No Longer Living.

EXPIRES ON A YACHT IN SAGUA HARBOR

Brief Announcement of the Sad Event Confirmed by a Dispatch from Consul General Lee to State Department.

HAVANA, March 14.—Consul General Lee received the following telegram this afternoon from Walter A. Barker, United States consul at Sagua La Grande:

"The wife of Senator Thurston of Nebraska, died on the Anita today. She gave every attention and care to her health. Meager advice was given Mrs. Thurston died of apoplexy about 8 o'clock this morning, when she was in sight of port. The Anita left Matanzas last night with the lady except Congressman Smith and Cummings, who went by rail to Sagua. The passage from Havana to Matanzas was very rough, and that to Sagua even worse. It is thought that this, together with the rough passage down the coast, may have hastened the end, but nothing definite is known here as to the circumstances of Mrs. Thurston's death, or as to the time and place of the funeral."

WASHINGTON ADVICES.

WASHINGTON, March 14.—(Special Telegram.)—The death of Mrs. Thurston, wife of Senator John M. Thurston of Nebraska, was confirmed tonight by the State department in a telegram from Consul General Lee to Assistant Secretary Day. The cablegram read: "Mrs. Thurston, wife of Senator Thurston, died today on board the yacht Anita, at Sagua La Grande, Cuba."

Beyond this nothing has been learned of the details of her death up to midnight. It is presumed, however, by the State department authorities that Mrs. Thurston was afflicted with the virus, made necessary by quarantine regulations at Havana, all persons coming from the United States be vaccinated. The shock of vaccination coupled with the exceeding stormy voyage preceding is thought to have brought about complications which resulted in her death. It is not known that Mrs. Thurston was afflicted with any other disease, but it is only conjecture which gives the reason for the sudden and unexpected death in the inoculation of virus and her sensitiveness to scenes of misery and sorrow. The State department will do everything in its power to ascertain more fully the details of her death.

Washington is profoundly shocked over the sad termination of the mission of Senator and Mrs. Thurston to view for themselves the situation in Cuba. At a late hour tonight Assistant Secretary of War McKeljohn and Senator Allen were told of the calamity that had befallen the congressional party and at once the cable was used for the purpose of ascertaining the details. There is, however, nothing known at the department beyond the meager cablegram from Lee announcing the death.

Prudence McKeljohn was a few friends at dinner, and on being informed of the sad occurrence, expressed himself as being shocked over Senator Thurston's sudden bereavement. Colonel Michael, chief clerk of the State department, was among the first to receive the startling intelligence and at once communicated the information to representatives of the State department, who expressed themselves in a manner that told how deeply they sympathized with Senator and Mrs. Thurston in their affliction. Senator Allen called Senator Thurston at Havana in care of Lee as follows: "Your bereavement greatly shocks Mr. Allen and myself. What can we do for you in your hour of great affliction?"

Assistant Secretary of War McKeljohn called Consul Lee at Havana: "If reported death of Mrs. Thurston is authentic advise me of any service which I can render," and Senator Thurston, in view of the intelligence of Mrs. Thurston's death is received. Accept my heartfelt sympathy in your bereavement. Have me advised of any service I may render."

STRANGE PREMONITION.

Mrs. Gallinger, wife of Senator Gallinger, who was one of the party which left here on the Anita, but who abandoned the trip after passing through the terrible storm centered off Cape Hatteras, was seen by the Boston Herald in a conversation had with Mrs. Thurston in the depot here before the departure. Mrs. Thurston surprised her by saying: "I have a premonition that I shall never return alive from this trip. In fact, I have placed my fur cape and jewels with the clerk at the Cairo and have written my son Clarence at Harvard a fond good-bye, just as one would on their death-bed."

"My surprise at her utterance," said Mrs. Gallinger, "caused me to inquire why she would take a trip with such a feeling. To this she replied: 'Where my husband goes, I go.'"

Those who know Mrs. Thurston's devotion to her husband and constant companionship know that this has been her custom in the past. In fact, Mrs. Gallinger declared that the success which has come to Senator Thurston has been largely due to her influence. Speaking of the trip around Cape Hatteras, Mrs. Gallinger said it was the worst storm she had ever encountered, and while every one on board, even the sailors, were laid out with seasickness, Mrs. Thurston alone was not affected. When the waves dashed over her cabin, instead of screaming as most women would, she calmly called out that they would have to move or all be drowned. The next day after the storm, when all were feeling at their worst, Mr. Thurston sat on deck calm and serene and with a pencil mapped out the plan of action to be pursued on reaching Cuba. When they landed Charleston Mrs. Thurston was the life of the party during the drive around the city, pointing out places of interest, she having been there before. "I consider her," said Mrs. Gallinger, "one of the noblest women I have ever met."

A telegram to the editor of The Bee from the New York World confirms the news of Mrs. Thurston's death.

Mrs. John M. Thurston was the daughter of Colonel and Mrs. Luther Poland, her maiden name being Martha L. Poland. She was a niece of Luke P. Poland, one of Vermont's greatest characters and statesmen, who was chief justice of the state and United States senator and representative for many years. She was born in Vermont about fifty years ago, being a little younger than her husband. About twenty-eight years ago she came to Omaha with her parents and made this city her residence since. Colonel Poland died about a year

THE BEE BULLETIN.

Weather Forecast for Nebraska by Windy.

- 1. More Evidence of Spanish...
2. Another War Report...
3. Nebraska's School Exp...
4. Editorial and Comm...
5. Latest News of the E...
6. Council Hires Local Matters...
7. Latest News of the Farther West...
8. Death of Department of the Platte...
9. Talk of Telephone Franchise...
10. Fire Destroys a Big Ice House...

Temperature at Omaha:

Table with 4 columns: Hour, Deg., Hour, Deg.
5 a. m. 48 1 p. m. 64
6 a. m. 47 2 p. m. 67
7 a. m. 47 3 p. m. 67
8 a. m. 51 4 p. m. 65
9 a. m. 47 5 p. m. 63
10 a. m. 50 6 p. m. 57
11 a. m. 58 7 p. m. 52
12 m. 63 8 p. m. 57
9 p. m. 50

During the afternoon the wind attained the maximum velocity of thirty-six miles an hour. Rain began falling at 5 o'clock and when the observation was taken an hour later the gauge showed 0.14 inches had fallen. Some rain fell after that hour.

BUY TWO WAR SHIPS

Navy Department Secures the Cruisers Built for Brazil.

ARE SAID TO BE FIRST CLASS VESSELS

Fact of the Purchase is Confirmed by Washington Officials.

POSSESSION IS GIVEN IMMEDIATELY

United States Flag Will Be Hoisted to Mastheads at Once.

THIS IS A SCOOP ON THE SPANIARDS

Madrid Government's Negotiations Are Headed Off Because Uncle Sam Had the Cash to Pay.

WASHINGTON, March 14.—A week's negotiations closed today by the triumphant purchase by the Navy department, in London, of the two fine cruisers, Amazonas and Admiral Albrecht, built and building at Elswick for the Brazilian government. Possibly the officials took more pleasure in closing up the business in this manner, because of the knowledge that the Spanish agents had been striving to secure these very ships, to whom, it is said, they would be of much greater value in case of trouble than to the United States.

The next question is how to get the ships home, and that has not been settled, according to the secretary of the navy. The United States flag will be hoisted over the new ships within a week probably, and just as soon as the crew can be put aboard the Amazonas it will start for the United States. The other vessel will follow at the earliest possible moment. The terms of sale are secret.

The availability of the two Brazilian ships was first brought to the attention of the Navy department by Mr. Laine, agent of the Maxim-Nordenflied company, who was authorized to dispose of these ships, and two others in course of construction in France. Mr. Laine said today that the two ships purchased would be a most desirable acquisition to the American navy, as they were the latest and best products of the famous Armstrong yards.

One of the ships is complete in every respect, has its coal supply and ammunition on board, and steam can be raised at any time. The other will be ready for bringing this ship across, as an adequate force from the local yards can be secured for the service. It is said the coal and ammunition on board passed with the sale to the United States. The ammunition is not all of the kind in use by the United States navy, so that a supply of ammunition is a necessary adjunct to the new ships.

The other ship has been launched, but it will take some time to make it ready for sea. Mr. Laine believes there will be no difficulty in bringing it over immediately if it is desired to make the move without delay, as the hull of the ship is so well along that it could be towed and its own sail power utilized for the trip across.

ARE VALUABLE ADDITIONS.

The two Brazilian vessels will be extremely useful additions to the United States navy in either war or peace, in the opinion of Secretary Long, who acknowledged they have been bought by the United States. They are steel sheathed and coppered, with twin screws, and will be the first cruisers of our navy to embody that construction, sheathing, for which Chief Constructor Hitchcock has worked earnestly for many years past. He finally succeeded in having some of the smaller gunboats constructed on this principle.

The Amazonas is rated at 3,600 tons displacement, with indicated horsepower under natural draught of 7,000, which is calculated to develop twenty knots speed. Thus, while the ship is about the size of the Charleston, it is much faster. Its armament is much more formidable, not so much in caliber, for the main battery is made up of six six-inch guns, but these guns, as well as the four seven-inch guns, are what are known as fifty-caliber long, giving them an unusual range and power. In addition to this they have ten six-pounders, quick firing; four one-pounders, four Maxim machine guns and two boat or field guns. The torpedo tubes are three in number. The coal capacity is 850 tons, giving it an effective steaming radius of 8,000 knots, a most valuable feature, inasmuch as it would enable the ship to cross and recross the Atlantic without coaling. Such a vessel used as a commerce destroyer would be vastly more effective than more powerful craft, because of its ability to get along on long cruises without touching in at neutral ports to coal, thus exposing itself to capture.

The crew are carry no arms, keep them in the ordinary sense, but their machinery is protected from the fire of guns by an arched steel deck just below the water line, varying in thickness from 1.2 to 3.5 inches. The battery has an unusual train, being arranged to fire three ahead and three astern of the principal guns.

SHORT OF ENGINEERS.

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