

BLOCKADES OF OTHER DAYS

Adventures of Those Who Brought Supplies to the Beleguared.

REMINISCENCES OF FORMER WARS

Methods Adopted by Blockade Runners to Conceal Their Movements—Captures During the Civil War.

The blockade of the Spanish ports in Cuba by United States vessels of war is probably the most quickly effective and efficient in the history of naval warfare. With the swiftest and best-equipped modern fighting machines at our command, even though smaller in number than they could have been, we have been able to strike a more serious blow at the commerce of the enemy in a few days than was possible in many months in previous wars. An extensive blockade usually brings with it the hazardous, but sometimes highly profitable, form of enterprise known as blockade running. It is in the Philadelphia Times, but it is doubtful whether much, if any, will be seen in the present war, in view of the efficiency of Admiral Sampson's fleet and the short time that the Spaniards in Cuba will be able to hold out without immense reinforcements from abroad, such as they are not likely to obtain.

The history of blockade-running is full of stirring adventure. While it does not involve bloodshed, as does privateering or piracy, it has its own peculiar excitement. It is the exciting part of the business that is keeping out of the way of evading discovery and capture, and of landing a cargo which may prove a gold mine to its owners. Blockades in order to be valid must be effective. This rule is more rigidly construed by some nations than by others, and when not effective gives the blockade runners their coveted opportunity. Riga was blockaded by England during the Crimean war, at a distance of 120 miles. Napoleon's Berlin decree of 1806 declared the entire British Islands in a state of blockade, but it was quite another thing to enforce what was proclaimed, even though he coerced most of the countries of Europe into joining him in his efforts. His plan was to shut England out from all connection with the continent of Europe. All merchandise belonging to an Englishman was to be treated as contraband, and English goods were forbidden. England retaliated by prohibiting all neutral vessels from entering any port belonging to France or her allies, and all such ports were treated as if blockaded. Two other wars grew out of these proceedings. Russia's growing rivalry with England led her to adhere to it any longer, and war between the two was the result. England's dramatic measures in regard to the commerce of neutrals so incensed the United States that our government in 1812 brought about, and a treaty called, but easily and secretly, a nearly entire cession of the coast was proclaimed by the British cabinet.

The Southern Blockade.

Doubtless the greatest and most memorable blockade in the annals of warfare was that of the ports of the southern states by the federal government, beginning in April, 1861. It involved the closing and patrolling of 3,500 miles of coastline, with the addition of a line of ships. In some cases it necessitated riding out storms at anchor off a lee shore, where such action had been formerly considered well-nigh hopeless. Add to this the fact that at the beginning of the war the United States navy existed almost wholly in name only, and why blockade running became so popular. In the beginning, old, infirm and even condemned vessels were frequently used for this purpose, as their capture involved no serious loss, and the chances of their getting into port were but few. As the blockade grew more efficient, and as the federal government had but few fast boats with which to give chase; but as the blockade became more and more efficient the condition of the blockade-runners underwent a corresponding change. There were three blockading squadrons—In Chesapeake bay, on the Atlantic coast, and in the Gulf of Mexico. It is a remarkable fact that the most important naval fight of the war (far-reaching in its effects on the armament of the whole world) took place in consequence of an attempt to break the blockade at Hampton Roads. It was the battle of the Monitor and the Merrimack.

On the Bahama Islands, less than three days' run from Charleston or Wilmington, was a favorite place for the fitting out of blockade-runners, and the Bermudas, but a short distance further in this line. Also offered excellent facilities in this line. Previous to the war Nassau was a quiet, insignificant place, whose inhabitants were chiefly fishermen and occasionally did a little business in wrecking. When it was made the chief base for the contraband trade, however, Nassau began to wear quite a different aspect; traders in forbidden stuffs flocked there like the pirates of old, and a small fleet of privateers King Cotton was built up. The harbor was filled with vessels of all nations; huge steamers and three-masted ships astonished the bewildered darkeys. Mountains of cotton appeared on the wharves, and if a gold mine had been discovered it could not have created a greater stir.

The bulk of the blockade-running was done by English vessels, manned by English sailors, and as the war progressed many fast steamers were especially built for the purpose in England. The leading characteristics of these craft consisted of low and slender hulls, a single funnel, twin screw and feathered paddle. They were unencumbered by spars, save the one necessary to support the crew's nest for the lookout. They were painted a dull white, the precise shade of which was so nicely ascertained by experience that a properly dressed runner on a dark night was absolutely invisible at a cable's length. So particular were the captains on this point that some of them even insisted on their crews wearing white when on duty at night. It was the business of the blockade-runner to hide, to run and not to fight. A single blow or shot in self-defense would at once turn it into a pirate, with the penalty of death should blood be spilled. The pilot was the most important man on board, and for his services a price demanded was paid, especially as the blockade of the federal fleet became more and more stringent. Some pilots at this time received as high as \$10,000 a round trip. That is, to the blockaded port and back. This was owing to the scarcity of competent men and the risk they ran. They could ply their trade only on dark nights, and if captured they were sure to be kept in prison until the end of the war. Hence, they received a high pay, and if successful made big money. One such pilot, hailing from Wilmington, N. C., made fourteen trips without being captured, and after that he could afford to spend the rest of his days ashore.

Exciting Business. That blockade-running was full of excitement goes without saying. A graphic description of a trip from Nassau in one of the fastest runners is given in the diary of a Confederate staff officer, which I am per-

mitted to transcribe: "The first day out," he says, "nothing unusual occurred; we steamed all day fully seventeen miles an hour, and saw nothing to prevent us from steering on our course. On the second day we had to keep a little on our starboard bow, but at night we could see the Bull's Head light at the entrance of Charleston harbor. Owing to a thick fog, however, we could not make it until it was nearly daylight, and then finding ourselves very close to a number of federal cruisers we saw it was quite impossible to run in, and so again put out to sea. Shortly after we again found ourselves in dangerous proximity to a cruiser. It was painted white, and in every respect made to resemble a blockade-runner; indeed, it is not at all unlikely that it was one originally, and was captured and converted into a gunboat by the enemy. We were discovered, and a chase ensued which lasted all day. For several hours the Yankee seemed to gain on us, and the excitement was great on board our steamer. At 12 o'clock the captain gave orders to concentrate throwing the cargo overboard, in order to lighten the vessel, and package after package of valuable machinery was consigned to the deep. An hour passed away and we found that we were distancing our pursuer; in a few hours more, owing to our greater speed, we were out of sight and night was headed for Wilmington, N. C. At 3 o'clock in the morning we sighted the Cape Fear light, but as it would take us nearly until daylight to reach the blockading fleet, and then, if we failed to run through, we should be recaptured and captured we were more sure to see. All the next day we were chased and ran away from everything that attempted to run us down; as the shades of night were descending we put in again for the shore. The captain, knowing that he had not enough coal to steam back to Nassau, and that it would be determined to attempt it at all hazards, and to land his crew and passengers even if he had to beach his vessel and blow it up. All the boats were lowered from the davits and all on board were told off in crews to every boat, so that in case it became necessary to run on the beach, the boats could be thrown overboard with no confusion. When it became dark all on board were ordered on deck, and we had to wear shirts over our coats so as not to be seen at a distance, a dark object being visible at a much greater distance than a white one at night. The passengers were assigned the duty of passing there would be a meeting at the wheel in a whisper from one to the other. At last we were in the midst of them, gliding like a snake here and there, and seeming to pass through the water quicker than thought. We could see the lights on the Yankee blockade-runners to our right, and a rocket went off from the stern of the vessel, and in a few minutes, many crouching behind the bulwarks, for we fully expected a shower of shot and shell, and then we were under the guns of Fort Fisher and in safety. There arose wild cheers from shore, while our echoes from the steamer were full of right. The stokers and firemen crowded up from the engine room; grog was served to the crew, champagne corks flew in the cabin, and all went merrily as a marriage bell. So I ran the blockade and found myself at last in Dixie."

Probably the most noted of all the blockade runners was Hobart Pasha, a friend of Charles H. Johnson, a son of a British nobleman, and who had entered the British navy in 1836, and served against the slavers in Brazilian waters and to the Baltic during the Crimean war. For many years he had been engaged in attention and love of adventure, he now engaged as a blockade runner, sailing under the name of Captain Roberts. His first vessel was a fine double-screw steamer of 400 tons, 250-horse power, 180 feet long and 22 feet beam. It was painted a dull gray, or smokeless coal, was burned, and, in order that no noise might be made, steam was blown off under water. Among other precautions taken was the following: It was ordered that there should be no male birds among the fowls taken on board for provisions, in order that untimely crowing might not at some critical moment betray the craft.

On the first trip out from England, Hobart Pasha took with him a high board vessel, which he made inquiries of before starting, took on board, among other merchandise, 1,000 pairs of women's corsets, a lucky venture on which he realized 1,100 per cent profit, when, after some exciting adventures, he landed them safely in Wilmington. His next cargo consisted of heavy boxes, labeled "machinery," and was paid for by the Confederate government in cotton. His closest call came at 11 o'clock on the morning of his arrival, when he suddenly found a federal steamer alongside the D-n. How the enemy had got there without his knowledge was a mystery. However, there was the vessel, and soon a stenographer voice called out: "Have to in that steamer, or I'll sink you." It seemed as if all was over, but Hobart determined to try a ruse, before giving his answer. "Aye, aye, your honor, we're stopped." The cruiser was about eighty yards away. Orders could be heard given, and soon the boats were lowered and the crews laughed and cheered as they came on for the supposed prize. Just as they reached the side of the D-n, however, the captain whispered down the tube into the engine room: "Full speed ahead!" and she shot away into the darkness and escaped.

On her return trip, as soon as the D-n left Wilmington harbor, she was chased again, but made her escape. When daylight broke she was again chased, this time by a large paddle-wheel cruiser, which chased her all day and must eventually have caught her had it not been for the friendly gulf stream, into which Hobart Pasha plunged his craft, changing her course so as to run with the current, while the cruiser, chasing her course before entering the stream, could not make as good headway and was soon distanced. Eventually Hobart reached Nassau, where he remained until the dark nights came again, when he started out upon a second run to Wilmington. Luck again favored him, and he discovered, this time by four trips in all in the D-n, including one unsuccessful attempt to get into Savannah, he was never caught, but returned to England and turned the vessel over to her consignor. Under the latter she was captured on her next trip, but before passing through an exciting adventure, which her new commander greatly distinguished himself. Being chased by a cruiser, a large full-rigged corvette, and nearly overtaken in a stiff breeze, he turned his vessel around head to the wind, and deliberately steamed past at a distance of only less than fifty yards. The latter, being under great headway, went nearly a quarter of a mile before she could turn, and so lost her intended prize. The next morning another federal government vessel came upon the D-n unawares and captured her. The captain of the cruiser remarked as she came on board: "Well, Captain Roberts, so you have caught you at last." Great was his surprise and disappointment on hearing that the captain he so particularly wanted had

RETURNED TO ENGLAND BY THE LAST MAIL STEAMER.

Run Down by Yellow Jack.

Hobart Pasha, six or eight months later, resumed blockade-running and got safely to Wilmington once more with his new fast paddle-wheel vessel and her cargo. He also got away safely again to Bermuda, but three weeks of his crew caught the yellow fever, and, on running to Halifax, he himself was for a time prostrated with the dread disease. This caused him to give up his enterprise, and the fall of Fort Fisher occurring shortly after, the last southern port was gone, and the blockade-running was at an end. His knowledge gained during this enterprise served him well afterward, when, on entering the service of Turkey, he effectually checked the Greek blockade-runners about the island of Crete. For this he was raised to the rank of pasha and made an admiral of the Ottoman fleet.

It may be added that the United States government captured and destroyed 1,004 blockade-runners during the war, and the gross proceeds of property captured in them amounted to \$23,000,000. The vessels themselves were worth about \$7,000,000, making the total \$30,000,000. Between November, 1861, and March, 1864, the general passenger agents of western lines, who have not had an opportunity of seeing the exhibition, a chance to see the great institution and boom travel in this direction.

One of the matters that will come up for discussion is the fast train controversy that has been waged since the general passenger agents of western lines, who have not had an opportunity of seeing the exhibition, a chance to see the great institution and boom travel in this direction.

ENJOINS WAITERS' UNION

Sylvia Stewart Gets the Court to Help Her Fight a Boycott.

The trouble that has heretofore existed between certain restaurants and the Waiters' union has found its way into the courts. Sylvia Stewart, proprietor of a restaurant on First Sixteenth street, has brought suit against the Omaha Waiters' union and the Hotel and Restaurant Employees' National alliance, alleging that the members of the two organizations are levying a boycott against her and her business, thus doing her irreparable injury. The plaintiff has secured a temporary restraining order that will continue in force until the case can be heard upon its merits, the date for which has been fixed on June 14 before Judge Foxworth of the equity court.

Dow & Thomson have sued Goldie & Son in an equity court, where the plaintiff has alleged to be due for material furnished the defendants and used in roofing the exhibition buildings. The defendants are the parties who had the contracts for the construction of a number of the buildings on the grounds.

The Consumers' Ice company has brought a \$1,000 damage suit against M. L. Rawlins alleging that he agreed to furnish a certain quantity of ice to the plaintiff and failed so to do.

THIEVES DECEIVE AN AGENT

Omaha Police Surprise a Suspect and in Turn All Are Given a Surprise.

In the person of a man who gives the name of J. S. Kelly, the chief of police has had a criminal of country-wide reputation. Kelly was arrested just after he left the offices of the American Express company, where he got two telescopes that had been shipped to him. Information was given to the police by the chief of police of Sioux City that Kelly would call on the chief of office for the telescopes. When Kelly called two detectives were waiting for him and placed him under arrest. When the telescopes were opened at the station the police were disgusted and Kelly was suitably punished for instead of a quantity of rich silver they only yielded two suits of ragged clothes. Although Kelly said nothing it could be seen that he had been duped by his friends for whom he was to be receiver for a pair of telescopes were traced to the American Express company's office in Sioux City by the police of that city. Kelly worked with two other men in Sioux City, where they were wanted, and also at Red Cloud, Neb., where it is alleged they committed a series of daring robberies. Kelly since he came to Omaha has altered his appearance by new clothing throughout and by having his hair cut and a beard removed. He refuses absolutely to talk to the police and gives them the laugh when they question him. He said to one of his questioners: "You say I am a crook? Prove it. You surely don't want me to add you in the proof, do you?" Kelly will be photographed and his picture sent to all cities. He is believed to be a product of Kansas City.

RECRUITS FOR THE THURSTONS

Major Mulford Comes to Get New Men to Join the First Nebraska Volunteers.

Major Mulford of the First Nebraska regiment, volunteers, formerly captain of the Omaha Guards, will be here Monday to recruit more volunteers for the Nebraska regiment now stationed at San Francisco preparatory to being sent to the Philippine Islands. A telegram from Captain "Buck" Taylor of the Thurston Rifles to Sergeant Bartlett of this city was received here on Friday morning. It requested that Sergeant Bartlett make arrangements for recruiting fifty-five more men for the Thurston Rifles. That is the number that is now desired by Captain Taylor to complete his ranks. A recruiting office for all those who desire to join the Nebraska regiment at San Francisco will be opened at the army of the Thurston Rifles, Seventeenth and Douglas streets, on Saturday evening at 8 o'clock, and the names of applicants will be taken at that time.

Takes Down Two Prisoners. Sheriff McDonald has gone to Lincoln taking with him George McKinney and William Ryan. The former was convicted of forgery and was sentenced to a term of one year in the penitentiary. The latter was convicted of burglary and given a term of five years.

EXCESS FARE ON EAST TRAINS

Western Passenger Association to Discuss the Matter at Omaha.

CHICAGO-DENVER FLIERS UNDER FIRE

Chairman Caldwell's Bullings Are Most Strenuously Objected To by the Lines Which Make the Quickest Time.

There will be an important meeting of the Western Passenger Association in Omaha next week. The call for the meeting has not been issued yet, but it will probably designate Wednesday as the time for the passenger men to convene. The meeting will be of all of the lines in the Western Passenger association, and was fixed for Omaha in order to give voice to the general passenger agents of western lines, who have not had an opportunity of seeing the exhibition, a chance to see the great institution and boom travel in this direction.

One of the matters that will come up for discussion is the fast train controversy that has been waged since the general passenger agents of western lines, who have not had an opportunity of seeing the exhibition, a chance to see the great institution and boom travel in this direction.

Recently a dispute arose as to the charge of excess fare for passengers enroute from Chicago to Denver, and the Omaha and Chicago-Denver lines have taken up the matter. As stopovers are allowed on all through tickets on account of the exhibition it was foreseen that scarcely any travelers would go through Omaha without stopping off, and if they didn't have to pay excess fare the line not enjoying fast train service would have no benefit from a handicap on the lines with the fast trains. After some argument Chairman Caldwell ruled that persons bound from Chicago through to Denver, whose final destination was a high place until they paid the excess fare whether they stopped off at Omaha or not. If their final destination was this side of Colorado or beyond then in Utah or California or other western states, they would not have to pay the excess fare.

The matter has stirred up a big fuss among the lines. On the one hand the Northern and Western Union Pacific, the Burlington and the Rock Island lines, on the one hand, want the handicap of the excess fare taken off, and the lines that have slower service between Chicago and Colorado insist that they will commence a rate war if the excess fare is not retained. The Chicago-Denver line is in a hand in the matter, and are earnestly at work trying to have the trains taken out of service because they rather bid the circulation of the Chicago papers. It is freely predicted that the fast trains will be taken off before the summer is over, but officials of the Chicago-Denver line are confident that they will not spend several thousand dollars in building new trains only to abandon them at this early date. It may be relied on that the fast trains between Chicago, Omaha and Denver are here to stay for some time yet.

PLANS FOR UNION PACIFIC DEPOT.

Architect Has Nearly Completed His Drawings for the Building.

It is said the plans for the new union station to be built at Tenth and Marcy streets by the Union Pacific railroad, are almost completed over in Chicago. They are being drawn under the supervision of Architect Frost, son-in-law of President Root of the Chicago City and County. There has been a change in the plans since work was first started on them, the Northwestern Union Pacific folks determining on several special features and increased space after the first rough drawings were made. One of the changes has been to provide for a larger building, and the main building will be a long one, extending to the Marcy streets. In addition to the entrance from the Tenth street viaduct an entrance that will probably be much used by vehicles will be provided at Ninth street. This street is paved from Farnam street south, and by throwing a bridge across the freight tracks to the city hall, a new street will be built, a good approach to the Ninth street end of the new station will be provided independent of the Tenth street viaduct.

Active work on the new station has not been begun. When work will be commenced is not known at headquarters. Much time has been spent by the company in getting tenants of the land on which it is proposed to erect a station. The company owns this land, but the tenants of the small houses there all hold leases and had to be given thirty days' notice to get off. About a dozen of these householders have moved off, but there are still about half a dozen more left there. Work on building the new union station was to have commenced before May 1. When permission was secured to erect the temporary frame structure, now used as a station, the last of February the city council was assured that active operations on the new station would be begun within sixty days. Some of the councilmen held that active operations have not yet been commenced, and will soon insist that work either be begun or the temporary station torn down.

RECEIVER MAKES A GOOD SHOWING.

CLEVELAND, June 10.—Myron T. H.brick, one of the receivers of the Wheeling & Lake Erie Railway company, in speaking of such a proceeding, without the consent of the board, was granted the prisoner this excuse was not stomachic by the husband. He told the police that either they had been tricked by the wily Syrian friends of the woman, or else had conspired against him to secure for her her freedom.

RAILWAY NOTES AND PERSONALS.

General Manager Holdrege of the Burlington Returns from Burlington Yesterday.

Traveling Passenger Agent Brill of the Illinois Central is in the city arranging for a meeting of railroad and newspaper men at the postoffice here early part of July.

L. W. Waksley, general passenger agent of the Burlington's lines in Missouri, has issued a pretty summer tourist circular illustrated with views of the exposition and other points of interest hereabouts.

The Union Pacific reported heavy rains throughout Nebraska and Kansas on Thursday night. The rain was not so heavy in the western part of the state as in the eastern and Omaha had rather more than its share.

The rains have caused the Burlington company considerable trouble with the little plot of ground it is parking. Before yesterday's rain commenced the soil was all nicely laid on the steep terrace which leads down to the tracks, but the rain carried more than half of it down the incline.

The Union Pacific operating department is dimmed at the failure of the Central Pacific to properly handle the troops bound for San Francisco after the Union Pacific hustled to deliver them in quick time to the Central Pacific at Ogden. The Nebraska regiments have been handled by the Central Pacific by the break-down of an engine, and the second lot of Iowa troops had their clothing burned up in a fire on that line.

CIVIL HONORS FOR WOLSELEY

Report that the Position of Viceroy of Canada Has Been Tendered Him.

NEW YORK, June 10.—A dispatch to the Tribune from London says: The British government has had unusual trouble in filling the vacancy for the viceroyalty of Canada. Numbers of candidates have been mentioned, but no appointment made. The government relations existing between England and America make it important that the new governor general of Canada should be an official of unique reputation so as to impress the imagination of the whole English-speaking race in America. The appointment has not been announced, but it is believed in the war office that Lord Wolseley is the man to be selected for this important post. Nothing has yet appeared in print about it, but it may be stated with the utmost confidence that overtures have been made to him. The crown is not in the habit of offering appointments of high places until a willingness to accept of those nominated is received.

There is reason to believe that Lord Wolseley has been approached and asked whether he will accept the post of governor general of Canada, and he is now considering the proposal with a view to accepting it. He occupies the office of commander-in-chief of the army and is the man best fitted by experience and military ability for the place. His appointment as governor general of Canada would lend exceptional prestige and authority and would be welcomed both in the Dominion and the United States as a brilliant successor to the long line of illustrious viceroys. His appointment as governor general would command the attention of Canada and of the United States and would be of great utility in promoting good relations on both sides of the border, and at the same time it would create a vacancy in the office of commander-in-chief which the friends of Lord Roberts would like to have their particular friend fill. Lord Wolseley is at once a soldier and a diplomat, equal to any work he may be called upon to perform. Lord Wolseley is a soldier only and a very ambitious one. Lord Wolseley is now in his 66th year. If he decides to accept he will retire from the army and devote the remainder of his life to official work as governor general and to the completion of the memoirs which he has long desired to write.

ENGLISH SECURE A CONCESSION.

New Convention with China Favorable to Them.

LONDON, June 10.—The newspapers here are printing many congratulations upon the signing of the Anglo-Chinese convention yesterday, which gives Great Britain an extension of the boundaries of Hong Kong, including Kowloon, of altogether 290 square miles, under a lease to which the greatest importance is attached, as the territory thus acquired is regarded as being essential for the protection of Hong Kong. The lease comprises the island of Lantau, to the westward of Hong Kong, and is a very valuable piece of land, and east of a line drawn from Mira bay to Deep bay. While the Chinese get the northern shores of these bays, the lease covers their waters, subject to the right of the Chinese to use them for their own ships.

The question in the House of Commons last evening as to whether Russia contemplated sending troops to the Yangtze-Kiang valley, the parliamentary secretary for the foreign office, George N. Curzon, made an important statement to the effect that no such proceeding without the consent of China would be an act of war, and he added, the government would take the requisite steps to protect British interests. Obviously this is intended as a warning to Russia not to interfere in the Yangtze-Kiang valley.

ZARIFI'S HUSBAND IS ANGRY

Insists that the Police Have Conspired Against Him to Aid His Wife and Paragon.

It is probable that Zarifi, the Midway dancer who was released from the charge of having eloped with a Grecian gun spinster, after robbing her husband, will be rearrested. The woman was released Thursday on the representation that her husband would prosecute her.

Yesterday the husband, very angry, visited the central police station and demanded that the woman and her paragon be rearrested. He was told that the woman had been released because no testimony had been adduced that would convict her. As no hearing had been granted the prisoner this excuse was not stomachic by the husband. He told the police that either they had been tricked by the wily Syrian friends of the woman, or else had conspired against him to secure for her her freedom.

BICYCLE RIDER IS INJURED

W. F. Hammond Loses Control of His Wheel and Collides with a Motor.

W. F. Hammond, an engineer living at 806 South Sixteenth street, while riding a bicycle on Sixteenth street, lost control of his wheel and collided with a Park Hotel car, sustaining severe injuries about the head, hips and lower limbs. He was removed to his home. The accident was entirely unavoidable, so witnesses say. Hammond reached the corner of Sixteenth and Leavenworth streets just as the motor

HURRY ON STATE BUILDINGS

Workmen Have Them Nearly Ready to Turn Over to Commissioners.

REVISION OF THE TAX SYSTEM

Special Regulations Being Prepared for the Philippine Islands.

CHICAGO, June 10.—A special to the Tribune from Washington says: From information just come to light it is learned the administration has determined upon a state policy concerning the Philippines. It is the intention to annex the islands. This policy has not been hastily decided upon, and it was decided before Admiral Dewey began his operations. It will be operative as soon as Hawaii is annexed. This accounts in a measure for the vigor with which the president is pushing the annexation of Hawaii. The Philippine policy will then be outlined to the powers. Shortly before Admiral Dewey was ordered to take the Philippines Consul O. F. Williams at Manila was instructed by the State department to collect all available information, statistics, etc., concerning the Spanish system of taxation in the islands, their peculiar sources of revenue, etc., and to forward the information to Washington at once. Assisted by Vice Consul Duland, he hurriedly compiled the information, and his report came to the State department three weeks ago. As a result a revised system of taxation is being formed and is nearly completed now. Twelve clerks have been working on the facts sent by Consul Williams and upon their own information, and his report came to the State department three weeks ago. As a result a revised system of taxation is being formed and is nearly completed now. Twelve clerks have been working on the facts sent by Consul Williams and upon their own information, and his report came to the State department three weeks ago. As a result a revised system of taxation is being formed and is nearly completed now. Twelve clerks have been working on the facts sent by Consul Williams and upon their own information, and his report came to the State department three weeks ago.

In brief, the proposed plan of taxation is to remove entirely the present tax imposed upon household goods, such as their native products, and to substitute reasonable property and poll taxes, similar to those enacted in this country. No poll tax will be levied on women. Import duties to the Philippines will be lowered and almost cut in half. A uniform scale of wages of 30 cents will be adopted. It is asserted by political economists that the new scale will give an impetus to affairs in the islands and put the tax income far above the \$20,000,000 now obtained by Spain.

PROPOSALS TO ENLIST CHINESE

Cleveland Celebrant Has a Plan for Recruiting Chinese.

CLEVELAND, O., June 10.—Dr. Joseph F. Chan, a Chinese physician, highly educated, and a naturalized citizen, residing here, has conceived a novel plan for recruiting assistance to the United States in driving the Spaniards from the Philippine islands, and has offered his services to the government to aid in carrying out the plan. Dr. Chan proposes to enlist in the United States regular army or to receive an appointment as surgeon. He will ask for authority to enlist a party of about 200 of his fellow countrymen in San Francisco and take them to the Philippines and do missionary work among the Chinese residents of that country. Dr. Chan says that of the 5,000,000 inhabitants of the Philippines 3,000,000 are Chinese. They were taking no part in the insurrection against the Spaniards, but were strongly opposed to Spanish rule. He says that the Chinese in the Philippines are almost entirely ignorant of the regular army, but if he can induce them he would influence them in favor of the government of the islands under the control of the United States and would organize a large army of Chinamen to fight under the stars and stripes and to become allies in the army of invasion. The doctor is in a constant anxiety about the Russo-Hungarian and the War department at Washington in reference to his plan.

RECRUITING WORK AT ST. LOUIS

Officers Find Plenty of Applicants for Places in the Army.

ST. LOUIS, June 10.—Captain Humboldt, in command of Battery A of St. Louis, returned from Chickamauga to secure fifty-two recruits, began enlisting the other day. The call of Captain Sweet, United States recruiting officer here, for 300 colored men to fill up the quota in several of the negro regiments in the regular army, is making a pleasant view of that officer is being kept busy enlisting the eager applicants. Captain W. H. Johnson, who has been recruiting men for the Sixteenth United States infantry, has finished his work here and has left for Mobile, Ala., where he will report to General Copinger for duty as an assistant adjutant general, to which position he was recently appointed. Deputy Quartermaster Smith, U. S. A., is engaged in buying the horses and mules for the mountain battery which John Jacob Astor has presented to the government and which is now on the way west for service in Manila. Twenty-five horses, eight-five pack and twelve other mules are being purchased here.

NOT OPENING PRIVATE LETTERS.

Postmaster General Denies Stories Put in Circulation.

WASHINGTON, June 10.—Postmaster General Emory Smith requests the Associated Press to state that all reports indicating that the postoffice inspectors or other officials have been detailed or authorized to open letters within the mails are untrue and misleading. The privacy of the mails at no time, under any condition of circumstances anywhere, will be invaded during the war. All mail properly addressed and with sufficient postage will be delivered to the addressee as expeditiously and scrupulously as it ever has been. The postoffice inspectors detailed for duty at Key West and Tampa and the various military posts have been granted the privilege of connection with the establishment and perfection of the postal service. All postoffice inspectors so detailed are under the direction of the chief of inspectors, Postoffice department.

LIBERALS DO NOT WANT A FIASCO.

Not Hostile to an Understanding with the Germans.

LONDON, June 10.—The Westminster Gazette this afternoon, commenting upon the American suggestion that the liberals are hostile to the proposed Anglo-American understanding, says: The liberal party desires nothing more than to draw closer the bonds with the United States. The leaders draw attention to points needing careful handling, because, judging from the present conduct of foreign affairs, they have grounds for fearing that the best policy may be wrecked by lack of wisdom and perseverance. If we plead for care and caution in dealing with the United States, it is because of the anxiety to have that cause free from the recklessness of the present government.

Mortality Statistics.

It has been some time since the city has been honored with the arrival of triplets, but such an addition has been made to the family of Samuel McCoy of 1117 Howard street. They comprise two boys and a girl. The family is colored.

Other births and deaths reported in the twenty-four hours ending at noon yesterday to the health commissioner are as follows: Births—J. P. Stuart, 152 South Twenty-ninth street; girl, Michael Cunningham, 526 South Twenty-sixth street; boy, Brutus Willets, 3219 Maple street; boy, W. G. Cunningham, 3235 Madison street, boy.

Deaths—W. L. Linn, Douglas county hospital, 54 years of age; Glenn Woodruff, 1934 South Fourteenth street, 8 months old.

City Mail Notes.

President Jordan of the Board of Education is busied in affixing his signatures to the diplomas to be awarded to the High school graduates.

J. W. Vogel has taken out a permit for the erection of a two-story frame cottage on South Twenty-seventh street, to cost \$1,600. Permits for improvements amounting to \$150 have also been issued.

Wants a Clergyman's Advice.

Among the hundreds of requests which are made of the Omaha postmaster through the mails there are some very unusual ones. A woman wrote to him recently and asked for the name of a Presbyterian clergyman. She added that she had heard that Omaha was such a fertile place and that she would have to ask a clergyman's advice as to whether it would be safe for her to attend the exposition.

SOME BEAUTIES THAT WILL SOON BE ADDED

Conveniences for the Public and Reminders for the Visitors of the Conditions at Home Will Be the Features.

The state buildings on the bluff tract which have not yet been completed are making good progress and nearing completion. No time is being lost in any case and the buildings will be ready for occupancy by the time set for their formal dedication.

The Kansas building is about ready to be turned over to the Kansas commission, and President George W. Glick and Secretary A. H. Greer have "moved in." The debris incident to the building operations is being removed and carparks are being put down in some of the rooms. The building will be ready by Monday to be thrown open to the public.

The Montana building is about ready to be occupied. The carpenters and painters are putting on the finishing touches and the furniture and fittings are being placed in the rooms. Some of the rooms will be decorated with magnificent specimens of Montana game, including two buffalo heads and the gigantic head of a moose, all the property of a Montana millionaire, who loaned them for the occasion. Other specimens of animals are also rare and interesting. An especially fine piece being a Rocky mountain sheep as large as a young calf. There are deers, bears, and other animals in profusion and President Sutherland of the Montana commission has about concluded that there are so many of these that some of them will have to be placed among the exhibits in the main buildings. The building will be formally dedicated June 29.

The Georgia building is being arranged for the inspection of the public. This will be an exhibit building, purely. The lower floor is being filled with a magnificent collection showing the mineral resources of the state, including ores of all kinds, building stone, etc. The second floor is devoted to a fine exhibit of agriculture and horticulture products, the latter in glass jars and the former arranged in various displays.

Wisconsin and Others.

The interior of the Wisconsin building is being cleaned of the debris left by the plasterers and carpenters and the painters are nearly through with their work. Some of the furniture is being placed in the rooms and the building will be ready for inspection within a few days.