

PREPARE FOR WAR

BETWEEN SPAIN AND THE UNITED STATES.

Cuban Independence is Imminent—Discussed by the Queen-Regent and Her Cabinet.

MADRID, Feb. 25.—The queen-regent presided at a cabinet council which discussed the relations between Spain and the United States.

Minister Woodford gave a banquet in honor of the new Spanish minister at Washington, Senor Bernabe. The guests included the Austrian, Russian, French, German, Italian, Turkish, Dutch and British ministers and the Duke of Veragua, Premier Sagasta, two members of the cabinet and the staff to the United States legation. Much political importance was attached here to the incident and the banquet, "coupled with the peaceful utterances of President McKinley," according to a semi-official report, "have been optimistically utilized by the ministerial press."

But the Imperial takes the Spanish government to task for its unashamed contrast with the patriotic feeling of the country and warns the nation against "the hypocritical Yankee policy which really aims at the independence of Cuba."

Continuing the Imperial says:

"McKinley may make and reiterate protestations of friendship and pacific intentions, but his actions contradict his words. While the president of the United States is ending us with words he sharpens his dagger to stab us behind; while talking concord he utilizes his Sundays in unusual war preparations at the docks and cancels the far laughs of the marines."

"Can we trust those who are preventing the pacification of Cuba and fomenting rebellion and filibustering expeditions, sending warships under the pretext of friendship and preaching peace? We must prepare for war. There is no time to acquire warships, but we should fight immediately what we have, sending the Palayo, Colon, Carlos W. and Maria Teresa to follow the Almirante Oquendo and Vizcaya to Cuban waters and the rest of the fleet to guard the peninsula. Any other policy than preparation is only to play the American game, which is to exhaust our resources and gain in the independence of Cuba without asking anything. How long does the government mean to favor the American plan? How long will the agonizing nation tolerate the apathy of the government?"

This language, from a semi official organ, is much commented upon.

The Paris finally declares that Cuban independence is imminent.

The Situation Grave.

CHICAGO, Feb. 25.—The Tribune has the following from Washington:

"I do not intend to do anything at all to precipitate war with Spain. Up to the present I do not think war is either necessary or inevitable. I would be in my duty, however, if I did not prepare for the future. The situation is grave, and the policy of the administration will be determined almost entirely by the course of events from time to time. There is no necessity of alarming the people, but congress must be ready to assist the administration without making too many inquiries as to the course of current events."

To a senator who called upon him in order to ask some questions as to the policy of the administration, President McKinley, with the utmost frankness, has uttered the above words. There is no doubt of the fact that the government of the United States is actually preparing for war with Spain. It does not follow that war will come, but the activity in both the war and navy departments is too unmistakable to be concealed. The president and his cabinet units in the belief still, in spite of all evidence to the contrary, that the explosion of the Maine was the result of an unfortunate accident. But they recognize the fact that the contrary may prove true at almost any hour, and that if it is shown even inferentially that Spain had a hand in the catastrophe there will be but one thing to do, and that will be to seize the island of Cuba by force of arms. At no time since the war of the rebellion has the military branch of the government been so active as it is today.

Ready for an Emergency.

KANSAS CITY, Feb. 25.—A dispatch to the Journal from Leavenworth, Kas., says a state tension exists at Ft. Leavenworth caused by the receipt of telegraphic orders to have the entire command in readiness to move at twenty-four hours' notice. Preparations have been completed for any emergency, and it is stated that the infantry and cavalry can be moved on six hours' notice.

BALTIMORE, Feb. 25.—Work on a number of government vessels is being completed at the Columbian iron works where a force of 500 to 600 men is kept busy.

An Insurrection Advised.

PHILADELPHIA, Bulgaria, Feb. 25.—A secret proclamation just issued by the Macedonian revolutionary committee calls upon the people to join in an insurrection this spring.

Part of the Chinese Loan Routed.

LONDON, Feb. 25.—Half the Chinese loan, amounting to 8,000,000 pounds, was fully underwritten this afternoon. The loan price is 90 and the interest from the loan is 4 1/2 per cent. It will be offered publicly a week hence.

ZOLA FOUND GUILTY.

Zola Gets One Year Imprisonment and Fine of 3,000 Francs.

PARIS, Feb. 24.—There was increased excitement in the precincts of the Palace of Justice, where M. Zola and M. Pellieux have been on trial since February 7, charged by the government, in substance, with making libelous comment upon the conduct of the Esterhazy court-martial.

M. Laborie, counsel for M. Zola, resumed his argument for the defense.

Referring to the borderau, M. Laborie maintained that it was written by Major Esterhazy, and said that the presentation of several secret documents at the court-martial fully established this.

Recalling Premier Meline's refusal to discuss the subject when M. Jaures, the socialist leader, interpellated the government on the subject, M. Laborie said it could be concluded therefrom that the government had something to hide.

Continuing, he said: "General Mercier, minister of war at the time of the Dreyfus court-martial, wrong the sentence out of the court-martial in defiance of all law. I believe that the country will soon realize the gravity of the situation and will revolt and protest in the name of eternal morality. This is what M. Zola has done."

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WEEPING IN THE COURT ROOM.

The speaker's touching reference to the unhappiness of the Dreyfus family, the courage and atonement of Madame Dreyfus and the letter from Dreyfus in September 17, protesting his innocence more energetically than ever, produced a profound sensation, many of the persons present in the court weeping.

M. Clemenceau, for M. Pellieux, made a brief speech, and concluded with an appeal to the jury by the acquittal of M. Zola, "to remove from France the danger of religious wars."

The advocate-general made a brief reply, the jury retired at 6:30 p. m., and was absent about half an hour.

DECLARE HIM GUILTY.

The jury found M. Zola guilty and charged in all the counts of the indictment and declared there were no extenuating circumstances.

M. Zola, on hearing the verdict, cried: "They are canibals."

M. Zola's sentence for one year's imprisonment and a fine of 3,000 francs is the maximum punishment.

Francis braves greeted the announcement of M. Zola's sentence, and a scene of intense excitement followed. M. Laborie, M. Pellieux and some of the others present embraced M. Zola.

There was extreme tension in court while the jury was out. When the verdict was rendered the people burst out into tremendous applause.

Extraordinary measures were taken as the public emerged from the assizes. Outside the building there was especially terrible cheering on the appearance of the officers who have figured in the trial. They were almost carried in triumph as shouts of "Death to the Jews" resounded to all sides.

A number of violent fights ensued and a relief secretary was slightly injured. The mob seemed to be delirious, shrieking cheers for the army and howling down the Jew with ferocity.

The Outlook in Cuba.

NEW YORK, Feb. 24.—A dispatch to the Tribune from Havana says:

The outlook in Cuba does not grow more promising. The exact statement is that the government officials were never so much disturbed as today. This is partly due to information from Washington and Madrid.

The statement that divers have penetrated the forward part of the Maine and found nothing in the magazines thereto indicate an explosion seems to be verified. Attention is also given to testimony regarding vibration under water before the Maine went to pieces. Evidence as to this fact is emphatic. How far it justifies the belief that the explosion came from underneath the ship experts may be left to determine. The point has not yet been reached where a definite opinion can be formed regarding submarine mines. Outside evidence has been brought forward regarding the construction of such a system, but it has not been verified. Spanish officials were surprised at the firmness with which the Washington administration declined to admit them to start in the investigation.

There was unusual activity about the Merritt-Chapman wrecking station at Stapleton, S. L., today. Stores were being taken aboard of the big wrecking tug I. J. Merritt and the barge Haggerty. Both are going to Havana to aid in raising the Maine. The Merritt is the biggest wrecking tug in this country. It is expected that the vessels will get under way late in the afternoon. The Staten Island wreckers will be in charge of Captain Frederick P. Sharpe, an expert diver, and it is likely that Captain Winfield I. Stocker will go along. Captain I. Chittenden, an expert diver and the man who has charge of blowing up all wrecks that cannot be saved, may possibly go to Havana.

Princess of Korea Dead.

WASHINGTON, Feb. 24.—Prince Tai-Wan-Koon, father of the emperor of Korea, died on February 22, according to advices received by the Korean legation. Prince Tai-Wan-Koon was king regent during the minority of the present emperor.

Sixteen Drowned.

LONDON, Feb. 24.—Two government cutters have been capsized in a gale off Wells, Norfolk. Sixteen persons were drowned.

TOWED INTO HALIFAX

THE SHIP TOSSED ABOUT LIKE A FEATHER.

The Overdue Steamer Welcomed at Halifax by Hundreds of People—Their Experience Adrift in Mid-Ocean.

HALIFAX, N. S., Feb. 28.—The overdue French steamer La Champagne was towed into Halifax yesterday afternoon by the steamer Roman. At 5:15 La Champagne let go the hawser with which she was towed into port by the Roman and dropped her anchor in mid-stream, off the center of the city. Hundreds of people flocked to the wharves to watch the two big steamers move slowly up the harbor.

The correspondent of the Associated Press reached La Champagne soon after anchor was dropped. The saloon of the steamer presented an animated scene as the passengers were eager to learn what anxious friends in New York had thought of the detention of the steamer.

All wished to tell the story of the experiences a drift in mid-ocean. Now that they were safe in port, they disclaimed any fear, but some of them could not conceal that they had passed through a trying ordeal.

La Champagne sailed from Havre on February 12, with fine clear weather, which continued for two days. All went well until the 12th. The ship was steaming fast against the heads as when, suddenly, after 4 o'clock a tremendous crashing sound was heard in the engine rooms. In an instant a panic seized the passengers and great excitement prevailed in the saloons and among the occupants of the steerage. The ship's passage was stayed and heavy pounding shook the whole craft. Captain Perot quickly calmed the passengers and soon after it was discovered that the tail-screw shaft had broken. The steamer was running at a high speed and the engines flew around like lightning when the resistance of the screw was removed and before they could be stopped much damage was done in the engine room. The wild racing of the big engines made a great noise and the terrified passengers thought the ship would be smashed to pieces. Finally the engines stopped their pounding, after the piston and connecting rods had snapped. Captain Perot after investigation found that the damage done was irreparable. Nothing remained to be done but to anchor.

La Champagne was then on the latitude 45-28, longitude 51-23, just in the track of outward bound steamers.

Then a thick fog sprang up and nothing could be seen on either side. The steamer kept up a continual fire of guns and discharging of muskets, but no answer came to their signals and on Friday the captain despatched a boat containing eight men and three officers, either to make land or to sight a passing steamer.

That night a fierce gale rose and heavy seas dashed against the big steamer. The anchor chain strained and swung and the ship was tossed about like a feather. After midnight the gale increased in fury and at 4 o'clock Saturday morning the anchor hawser parted with a snap and the ship drifted southward. The situation was critical in the extreme. The passengers were terrified at the thought of their helpless condition adrift on a disabled steamer in mid-ocean. The current drove them southward at the rate of fifty miles daily, yearning again southward. All the while the steamer kept showing her signals of distress but in vain.

La Champagne drifted in this condition from Saturday morning, February 18, until Wednesday, the 23d.

In the Navy Yard.

PHILADELPHIA, Feb. 28.—League Island yard literally swarmed with visitors Sunday in consequence of the report from Washington that the cruisers Columbia and Minneapolis, the double-turreted monitor Miantonomah, and the ram Katahdin had been ordered to go into commission with dispatch. Both cruisers have skeleton crews aboard, while the monitor has been lying at her dock for several years and the Katahdin since last winter.

None of the naval officials at the yard would say anything relating to the future movements of the vessels, but from what was learned from the commission orders had been issued.

The repairs of the Miantonomah are all of a minor nature and will be completed by Tuesday. Over twenty men have already been detailed for her and it is said her full complement of 150 will be made up as rapidly as possible. A large force of men were busy on the Katahdin, improving her ventilating apparatus and fitting her with steam pipes. This work will take only a few days. Sunday work at League Island is very unusual and today's activity is taken to indicate that the navy department intends to get the vessels there ready for sailing at a moment's notice. Everything in ship-shape on the Minneapolis and Columbia and beyond filling up their complement of officers and men and taking on coal and provisions, nothing remains to be done. This will consume about five days at the most and then both vessels will be ready for active service.

Changes in the Concession.

WASHINGTON, Feb. 28.—The Nicaraguan government has made some changes in the concession to the English Atlas company for the construction of its railroads across the isthmus and these changes are reported to the state department by United States Consul Sorby at San Juan del Norte. He says that one of the amendments paves the way for claims for damages by the Atlas company and for diplomatic contention in the construction of a canal.

NEWS FROM HAVANA.

Divers Still at Work on the Maine—The Investigation Anxiously Watched.

WASHINGTON, Feb. 26.—In spite of the stories that come from unofficial sources in Havana as to sensational developments in connection with the work of the divers in the Maine's hull, the administration remains firm in its statement that there is no creditable evidence one way or the other as to the cause of the disaster and holds to its purpose to await the conclusion of the conclusion of the investigation now making by the court of inquiry.

This position was emphasized at yesterday's cabinet meeting. The members, without reservation, frankly admitted that the subject of the loss of the Maine had been discussed, but said that the government had received no information from Havana since yesterday and had no intention of changing its policy until there was something of substance to warrant it. The Spanish legation was equally in the dark as to any of the discoveries reported from sources that are not cited.

Secretary Long has been under a heavy and almost constant strain ever since he was awakened in the middle of the night a week ago last Tuesday by the news of the loss of the Maine, and now that matters are, at least for the time being, in a quieter state he has withdrawn from the navy department and gone away for a few days' rest, leaving Assistant Secretary Roosevelt to manage the department.

Just before the department closed Mr. Roosevelt had word of the sailing of the cruiser Montgomery from Tampa for Key West. The ship went to Tampa in order to facilitate the speedy return to his duties in Washington of Captain Crownshield, the chief of the navigation bureau.

The Castine, the second of the United States warships on the South Atlantic station, arrived yesterday at Barbadoes, where she joined the Cincinnati.

So much depends upon the report of the court of inquiry it may be interesting to note that so far Secretary Long himself does not know when to expect this important document, up to this time having heard nothing from any of the cabinet had a more definite opinion on the subject, expecting the receipt of the report from the court about the middle of next week.

There is reason to believe that pending the receipt of a report some of the officials of the administration have been looking up the subject of indemnities, so as to lay the foundation of a case, in the event it should be decided to resort to that method of settlement.

There are a large number of precedents which will aid the authorities in shaping their action in this direction if the facts are fully established. While none of the cases show the fearful loss of life sustained by the Maine explosion yet they include many instances in which the United States has adopted energetic measures to redress the killing of American citizens in foreign countries. In general way these methods of redress have included demands for indemnity, proclamations excluding the war ship of the offending nation from our harbors, display of force, non-intercourse, withdrawal of our minister, reprisal and blockade. Some of these steps border very closely on war.

Steamer Overdue.

NEW YORK, Feb. 26.—At 9 o'clock yesterday morning the overdue French line steamer La Champagne from Havre had not been sighted, nor had anything been heard of it. Agent Bouchard and the local officials at the dock and offices of the French line still deny that the company is at all apprehensive about La Champagne, which should have arrived last Sunday.

The passengers booked to sail from New York on La Champagne tomorrow will be sent on La Bretagne.

NEW YORK, Feb. 26.—The Dutch tank steamer Bremerhaven, which arrived here from Antwerp, reports that on February 19, in latitude 43, longitude 41, it passed a steamer apparently a Frenchman. It was almost stopped and was heading northeast. It had four masts and two funnels. Regulation lights were burning, but no signals were displayed.

It is quite probable the Frenchman had some anchors out, although it was too dark to see if such were the fact. The weather had been very stormy, blowing hard from the northeast and continued to blow through the following day, Sunday and part of Monday with very heavy seas from the northeast. Captain Nines, when informed that La Champagne was overdue, said there was no doubt in his mind as to the identity of the vessel.

M. Bocande, the New York agent of the French line, said the description of the steamer seen by Captain Nines fitted that of La Champagne precisely. He looked much pleased and relieved and said that he had not the slightest doubt of her identity. Moreover, it seemed to him she was in a very good position, being only about 1,150 miles away and right in the track of ocean liners. He was of the opinion, from the fact that no signal for assistance was shown, that whatever breakdown was sustained by her was not of a serious character. Possibly one of the cylinders had broken, necessitating slow speed. He believed the steamer would be in port in a couple of days.

Italy Demands Reparation.

LONDON, Feb. 26.—A special dispatch from Rome says:

The government has decided upon energetic action to compel Hayti to make reparation for the illegal sequestration of property of an Italian steamer at Port-au-Prince. The claim referred to has been pending since 1880. It is the case of a merchant whose vessel and cargo worth \$80,000 were, it is alleged, illegally seized and sold by the Haytian government.

PROJECT ABANDONED

ACTIVE PREPARATIONS ARE BEING MADE.

The Expedition to the Klondike With Supplies Not Deemed Necessary—Work on the Maine Continues.

WASHINGTON, March 2.—The war department has decided to abandon its expedition for the relief of the miners in the Klondike country, because the conclusion has been reached that no necessity exists for it. Secretary Alger has written a letter to Senator Hawley, chairman of the senate committee on military affairs, explaining the department's position, and asking that congress take action by joint resolution authorizing the department to dispose of the supplies purchased for the expedition, including the reindeer which have just arrived from Norway, and to abandon the project entirely.

In his letter Secretary Alger says the conditions on the Yukon have changed so as to render the expedition unnecessary, and that General Miles and General Merriam both agree with him. He is also advised to this effect by the Canadian minister of the interior. Later advices than those received last December, when the expedition was decided upon, indicates, he says, that the miners are in no danger of suffering, and he thinks the great crowds of prospectors now going in over Talya pass will carry sufficient provisions to divide with the miners in case they need assistance.

General Alger expresses the opinion that the reindeer can be sold at a price sufficient to reimburse the government for their cost. He says he has been offered \$100 each for 100 of them. This amount is above the cost price. He also states that the interior department is anxious to take charge of the animals. He also asks for authority to sell the supplies purchased for the expedition.

The military committee met yesterday but did not act upon the request.

The Water Low.

HAVANA, March 2.—The divers are at work in earnest. The water was lower than usual. It was seen that the steering hatch was partly cleared, though blocked to some extent by one of the smoke stacks. The divers succeeded in entering the aft torpedo compartment, where they hope to find the bodies of Lieutenant Jenkins and Merritt, as well as the remains of members of the crew. The officers mentioned were last seen in the aft torpedo compartment and up to yesterday the divers feared to enter it there being great danger that the life line or air hose might catch in the wreckage about the smokestack.

The Spanish officers directing the divers of Spain called on Captain Sigbee yesterday and were given all the information they needed.

There is a strong breeze blowing, and active preparations continue for the public welcome to be accorded to the Spanish cruiser Vizcaya, which, the Spaniards hope, will arrive here today from New York. Senator Proctor, after his visit to Captain-General Blanco today, will make arrangements to take a trip to the provinces, probably first going west to Pinar del Rio. He will accompany Mr. Elwell, Miss Clara Barton's business manager.

The steamer Montevideo left Havana for Barcelona last evening with about 500 soldiers on board, some invalided, and others whose time of service had expired.

The steamer Bache has been ordered to leave for the Dry Tortugas with five Americans wounded, all that are now left here, and one body. Admiral Sicard intends to hold a naval funeral over the bodies returned by the Bache, but may postpone the ceremony until others have been received, so that all may be formally interred at the same time.

It is reported here that the court of inquiry will return to Havana tomorrow but the report had not been confirmed when this dispatch was filed.

On the Witness Stand.

WILKESBARRE, Pa., March 2.—It was announced yesterday that Sheriff Martin would be placed on the witness stand this afternoon by the defense to tell his story of the shooting of the strikers at Lattimer on September 10, 1897.

Thomas A. Harris, paymaster for the Calvin Pardee company at Lattimer, testified that he was sworn in as a deputy and armed with a rifle loaded with fifteen-ball cartridges. On September 7, he together with William Kulp, was guarding the railroad approach to the breaker at Lattimer. When the strikers approached Kulp fired his gun in the air and the strikers broke and ran. At the same time a strike fired a revolver and shouted:

"You've got us today; but we'll come back tomorrow several thousand strong."

Will Visit His Father.

RICHMOND, Va., March 2.—Fitzhugh Lee Jr., son of Consul-General Lee, will leave for Havana tomorrow to visit his father.

A Cash Sale.

PITTSBURG, March 2.—The Post will announce the sale of the Carrie furnaces to the Carnegie company. The sale was a cash one and while no figures are given the plant was valued at \$600,000. The Carrie furnaces are at Rankin station. The output is six hundred tons a day, which gives the Carnegie company a daily production of 6,400 tons of pig. This is 85 per cent of the total output of Allegheny country, and the Carnegie company now controls seventeen of the thirty furnaces in Pittsburgh.

REINDEER FOR THE YUKON.

The Vote on Seating Corbett of Oregon Was Defeated 50 to 19.

NEW YORK, Mar. 1.—The Lapland reindeer for the Yukon relief expedition of the government, reached New York last night on the chartered steamer Manitoban, twenty-four days from Boscopol, arctic Lapland. The expedition is in charge of Dr. Shelton Jackson, who introduced the first domestic reindeer into Alaska and now under the auspices of the general government is placing there the first colony of Laps. The Manitoban brings a unique cargo, consisting of 113 immigrants, 567 reindeer, 418 reindeer sleds, 511 sets of reindeer harness and between 3,000 and 4,000 bags of moss for feeding the reindeer enroute.

The immigrants consist of forty three Laplanders, fifteen Fins and fifteen reindeer herders and drivers and their families making a party of sixty-eight men, nineteen women and twenty-six children. Among them are six bridal couples, who were married a few days before the sailing of the steamer. The deer will be forwarded to Chicago over the Pennsylvania lines, thence to St. Paul over the Chicago, Milwaukee & St. Paul, and over the Great Northern to Seattle.

For the transportation, thirty stock and whatever number of box cars needed will be used. The stock cars are especially equipped for the service. The train will move in two sections and will contain sleepers for the herdsmen, drivers and their families.

From Seattle, the outfit will be forwarded to Skagway and Dawson City and thence distributed to the government relief stations.

The cost of the herd purchased by Dr. Jackson is believed to have been about \$50,000.

In the Senate.

WASHINGTON, Mar. 1.—Hon. Henry W. Corbett was denied admission to the senate as a senator from Oregon on the appointment of the governor by the decisive vote of fifty to nineteen. Speeches were made against the admission of Mr. Corbett by Bacon and Burrows of Michigan and in favor of his admission by Mr. Morgan of Alabama. After discussing the Corbett case the senate began the consideration of the Alaska homestead and railway right of way bill and had not concluded it when it adjourned. A bill extending the time for the construction of a bridge across the Missouri river at Yankton, S. D., was passed.

Former Vice President Stevenson was a visitor in the senate yesterday. A bill extending the time for the construction of a bridge across the Missouri river at Yankton, S. D., was passed.

Hoar, Mass., chairman of the judiciary committee, moved that the senate non-concur in the house amendments to the bankruptcy bill, and that a committee of conference be appointed. Stewart objected to a committee on conference and the matter went over until tomorrow.

The consideration of the Corbett case was then resumed. Bacon, Ga., addressed the senate in opposition to Corbett's claims. Burrows, Mich., followed with an elaborate argument in opposition to Corbett. He maintained that the governor of that state has no authority to fill an original vacancy.

The vote on seating Corbett, as senator from Oregon, was taken on an amendment declaring him entitled to a seat. It was defeated 50 to 19.

Affairs of Nicaragua.

WASHINGTON, Mar. 1.—The condition of affairs between Nicaragua and Costa Rica is beginning to arouse serious apprehension in official circles, as it is said to threaten to involve not only these two countries in war, but also to draw all the Central American republics into an armed conflict. The diet of the Greater Republic including Nicaragua, Honduras and Salvador, has submitted a demand on Costa Rica for an explanation of the entrance of an armed force of 500 men from Costa Rica into Nicaragua. No reply has been given so far as is known to official ears. The authorities assert that the 500 armed men entering Nicaragua from Costa Rica were not an unauthorized force, but were acting with the knowledge of the president of Costa Rica. If Costa Rica gives no explanation in response to the demand of the diet it is feared serious trouble will follow.

The real controversy between Nicaragua and Costa Rica is over the territory adjacent to the inter-oceanic canal.

In the Packing House.

KANSAS CITY, Mar. 1.—The entire system of government inspection of meat established in the packing houses of the United States was declared to be unconstitutional in an opinion handed down by Judge Rodgers, federal judge. An indictment against Harry Boyer, foreman of the fresh meat department of the Jacob Dadd Packing company, charged with attempting to bribe a government meat inspector, was quashed on the ground that congress had no power to create the office of meat inspector, that even if Boyer had attempted to bribe an inspector he did not commit an offense against the government.

Among the Strikers.

BIDDEFORD, Mar. 1.—It is claimed that the strikers in the Laconia and York cotton mills will remain out until they are starved in. This seems to be the situation at the end of the sixth week of the strike and there is no prospect of a settlement for weeks to come. Both strikers and managers remain firm and indications of a settlement by arbitration seem remote.

The strike has already caused a loss in wages of nearly \$200,000.