

TRUCE IS AT AN END.

SPAIN WILL DIE BEFORE SURRENDERING.

War's Resolve to Die Before Surrendering Received and Approved by the Captain General at Havana—Secretary Alger Talks of Shafter's Dispatches

WASHINGTON, July 10.—Secretary Alger, when asked at half past 1 o'clock if the fighting had been resumed at Santiago, replied: "I do not think so." Secretary Alger based his statement upon a cablegram from General Shafter, which indicated that hostilities were near but had not actually opened up and might be deferred. He said that six batteries of Randolph's artillery had been unloaded and gotten to the front to-day and that only one of the lighters sent to General Shafter had reached its destination.

The secretary added that General Shafter's dispatch said the lighters were needed to unload provisions for the troops. In view of the published statements that the troops were on short rations, General Shafter was wired as to the proofs of the assertion. His telegram said that on one day only were any troops on half rations and on this day the only troops which suffered were a few at the furthest point from the supplies. The general says there was considerable complaint on account of lack of tobacco, but added that there was sufficient food, tobacco and other necessary supplies upon the ships to last at least two months, and they will be brought ashore at the earliest possible moment.

Everything he reported to be in a most satisfactory condition and he expected fighting might be resumed perhaps this afternoon or evening.

It was expected at the navy department that Sampson's big guns would begin work again at noon to-day upon the fortifications at the entrance of Santiago harbor, though it cannot be learned that explicit notice of such a purpose has been received. The department's knowledge is confined to the fact that this was the plan of campaign arranged between Shafter and Sampson at their meeting three days ago.

One of the most important results expected to follow Sampson's appearance in the harbor is the cutting off of the retreat of the Spanish forces to the interior of Cuba. Our troops now control the approaches to the town from the south to the northeast and can easily close the semicircle to the north. In the rear, to the west, however, there are high and rugged hills, across which the Spaniards might retreat toward Manzanillo. If Sampson's vessels enter the harbor and approach the town closely it is believed that their guns will close the line of retreat over these hills so effectively that were the Spaniards to attempt the passage they would go to certain destruction.

The Navy department is having great difficulty in communicating by wire with Sampson, though it is not known whether this arises from bad cable service or from the distance at which Sampson lies from the cable station. All that came from him last night was a brief report as to the condition of the wrecks of the Spanish vessels.

A dispatch from Havana says that the Americans demanded the surrender of Santiago, fixing the terms of the truce until noon to-day.

DEATH IN A MISSOURI STORM.

Thirteen People Killed at Steelville by a Waterspout.

Cuba, Mo., July 10.—A courier from Steelville, the county seat of Crawford county, brought the terrible news that the town had almost been wiped out by a water spout early yesterday morning. The bodies of thirteen of the victims have already been recovered. The dead are:

Mrs. Lou Tucker and babe, St. Louis. Daughter of Charles Abrahams, St. Louis.

Mrs. John Woods and two children, Steelville.

Mrs. James Taff and three children, Steelville.

Mrs. William Lesouch, Steelville.

Luther Slouch, Steelville.

Negro, unknown, Midland.

As soon as the news was received a relief party started for the stricken town. The town was in ruins. Few buildings were left standing, and groans of anguish were heard on all sides as searchers sought for loved ones among the debris. The waterspout occurred outside the town, but swelled Yarkin creek, which came down in a mighty and destructive flood, sweeping all before it. Up to last evening thirteen bodies had been recovered, but it is thought more have perished.

Steelville was a town of 1,000 inhabitants, situated on the Salem branch of the Frisco railroad, and is the county seat of Crawford county. All the wires are down and no communication can be had except by courier.

To Two Express Companies.

KANSAS CITY, Mo., July 10.—At the instance of the Kansas City transportation bureau, Major William Warner, United States district attorney, will bring suit to compel express companies to accept shipments without payment by the shipper of the revenue tax.

PHOENIX, Ariz., July 10.—Governor McCord has announced that he has received indefinite leave of absence from his duties as the executive of Arizona and will take command as colonel of the regiment of infantry now being recruited in the four territories.

NO OFFICIAL PEACE MOVE.

Spain Has Made No Open Effort to End the War

LONDON, July 10.—Although peace rumors are more numerous and there is a general feeling that Spain may at any moment sue for peace, nothing definite upon the subject is known in competent quarters. Both the officials of the United States embassy and the British foreign office say the situation is the same as yesterday.

WASHINGTON, July 10.—The belief that a peace movement will be inaugurated continues strong, but the definite announcement is made that no such movement has taken form thus far.

The state department authoritatively stated to-day that no peace overtures, direct or indirect, official or unofficial, had been submitted to this government. At the same time similar statements came from authorized sources at the British, French, German and other embassies and legations. It is stated broadly in these official quarters that whatever may be the hope or expectation of Spain toward peace the matter thus far is confined entirely to the other side of the water and has taken no form either before the authorities here, or before the foreign representatives of these powers, which would be most likely to speak in the event of a peace movement.

MADRID, July 10.—According to the newspapers here the Spanish minister for foreign affairs, Duke Almorovar de Rio, has declared that no European power is disposed to intervene in behalf of peace unless the belligerents make a request to that effect.

The ministers are divided in their opinions as to the advisability of immediate negotiations for peace. The war party is inclined to adopt the view of Marshal Martinez Campos, who considers that the army must first, by a noble victory, wipe out the defeat of the navy. The peace party urges direct negotiations with the United States, rather than through powers whose selfishness has allowed Spain to be crushed by a strong enemy, and who may now intrigue for harder conditions, desiring to profit by her dismemberment.

The liberal says the Spanish cabinet is considering the question of signing a ten days' armistice in order to facilitate the peace negotiations. Senor Sagasta, however, declared after the cabinet meeting that the rumors of an armistice were without foundation, adding that the government is only discussing the means of prosecuting the war.

It is rumored here that the Spanish government has received a dispatch from Captain General Blanco, announcing that Rear Admiral Sampson has sent him a telegraphic dispatch, summoning the Spanish commander to order the evacuation of Cuba within forty-eight hours, and announcing that otherwise the Americans will bombard all the forts in Cuba.

BRITISH CONSULS QUIT CUBA.

England's Representatives at Havana Arrive at Kingston.

KINGSTON, Jamaica, July 10.—The British cruiser Talbot, which left Havana on Tuesday, July 5, arrived at Port Royal yesterday with twenty-three passengers, among them Sir Alexander Gillan, British consul general at Havana, and Mr. Higgins of the British consulate there, both on leave, which is given as the only explanation of their departure. Mr. Jerome has been left in charge of British affairs in Havana.

Mr. Higgins said: "The city of Havana is quiet and there are no new complications. The well-to-do inhabitants are subsisting tolerably, but the poor are dying of starvation in the streets. There are many signs of terrible misery. The barracks are filled with starving women. The soldiers are fairly well fed. General Pando has been sending troops into the interior. It is said, en route to Santiago, but I do not see how they will get there. The blockade is maintained and vessels are frequently turned back. Everybody is anxious for the conclusion of the war, though the soldiers wish to fight and all the officials are resolute. There is no flour in Havana and no meat, while hams are scarce."

SHAFTER'S TOTAL LOSS.

In Two Day's Fighting Two Officers and 208 Enlisted Men Were Killed.

WASHINGTON, July 10.—The War department received two dispatches from General Shafter to-day, as follows:

PLAYA DEL ESTE, July 9.—Complete report received to-day of loss on July 1 and 2.

Killed, two officers, 208 enlisted men. Wounded, 81 officers, 1,123 enlisted men. Missing, 79 enlisted men. The reports giving the names of the killed and wounded are being rapidly prepared, and it is hoped to get them off to-morrow.—Shafter.

The second dispatch read: Cable operators were permitted to go in yesterday morning. The English cable was in working order and some of the operators were in the city. General Toral wanted these there as they were the principal men. This cable has not been cut and the men sent in have not taken it up again. English cable has been working all the time through to Havana.—Shafter.

LEOPOLD TO VISIT AMERICA.

A Long Yachting Tour Planned by the King of the Belgians.

LONDON, July 10.—The Pall Mall Gazette this afternoon says that King Leopold of Belgium will start in August on a long yachting cruise, adding that he will make a considerable stay in the United States.

The Quarantine Plant Burned.

MOBILE, Ala., July 10.—The quarantine station at Mobile bay burned early yesterday, including fumigating machinery, wharf, etc.

NOTES OF THE WHEEL.

MATTERS OF INTEREST TO DEVOTEES OF THE BICYCLE.

The Art of Pedaling—One of the Most Important Factors in Cycling—Englishwomen Subjected to Insults Because of Bloomers—Hints for Riders.

Proper Pedaling.

EDALING is an art. It is not to be acquired at a moment's notice, nor in a week's practice. And yet it is one of the most important factors in cycle riding. It lies at the very foundation of all speed and sprinting qualities. The racing man practices for it persistently and systematically. He cannot hope to place himself without it. No matter how expert a rider may be, or what speed he may be found developing, he can never be said to have gained a thorough mastery of his machine, nor be capable of obtaining the best results from his efforts, if his pedaling is uneven. A regular stroke and a steady application of power are two of the essentials. With them should be cultivated the much-talked-of ankle movement, whereby every ounce of pressure may be utilized. This rule is an axiom, and if applicable to the riders of chain wheels, it applies with much greater force to those who are mounted upon the bevel gear chainless. A steady, even stroke of pendulum-like regularity is productive of much greater results than any jerking, uneven pressure can possibly yield. Even in picking up speed for sprinting purposes, there is no necessity for jumping on the pedals. Much more power is wasted and less results obtained than if a steady, even pressure is employed, following the pedals with the power through as great an arc of the circle as possible. Riders of chainless bicycles everywhere are recommended to pay the greatest attention to these points. They embody the essential principles of the proper riding of all bicycles, but especially of the machines which they are using.—The Wheel.

Bloomers Did It.

Much as some of us may dislike the appearance of the bloomer costume, the least we can do is to behave with ordinary civility to ladies, no matter what their attire may be, writes the society man of the London Sketch. So, at least, one would have thought; but opinions upon the subject seem to differ, for, according to a daily newspaper, a certain Mrs. Arnold, described as an artist of No. 14 Wellington place, Chelsea, was lately refused admittance at the White Horse Inn, Dorking, because she happened to be wearing what is euphemistically termed a "bifurcated garment." The lady so insulted was evidently not aware that she had a perfect right to summon the hotel keeper, for, as I stated in these columns several months ago on the authority of no less a representative of the legal profession than John A. Williamson, Esq., who, by the way, is chief counsel of the C. T. C. in Northumberland, "Every person who opens an inn by the way-side and professes to exercise the business and the employment of a common innkeeper, is, by the custom of the realm, bound to afford such shelter and accommodation as he possesses to all travelers who apply for it and tender, or are able to pay, the customary hire, and are not drunk and disorderly, or laboring under contagious or infectious diseases, or are persons of bad character. If the innkeeper neglects or refuses so to do, he is liable to an action for the recovery of any damage that may have been sustained by reason of such refusal, and also to be indicted at common law."

Winner of the I.-M. Road Race.

To the general public the victory of John McCarthy, Jr., of Belleville, N. J.

in the Irvington-Millburn road race was a complete surprise. But his intimate friends were expecting it. They knew what he could do, but kept mum about it. He is a young chap, being 18 years old. He has been employed by his father, who is a prominent contractor, since he finished his schooling a year ago. Regarding his recent race he says: "I never rode a wheel until June, 1897, when my father gave me a Lyndhurst bicycle. It was a racer, fitted with League tires. He gave it to me as a reward for attention to studies at school. Early this year my friends urged me to go in for the Irvington-Millburn race. As my time for training was limited, I hesitated, but finally

consented. I had to do all my practice work before 7 a. m. or after 5:30 p. m. I did it all on the Belleville roads, and did not get a chance to ride over the course until the day of the race. After I had started in the race and had ridden two miles I was confident I would win. So I made up my mind to ride carefully and to avoid falls and other accidents while doing my share of the peacemaking. The only fall I got was through the mistaken kindness of a bystander, who threw a bucket of water over me. I rode a Lyndhurst 18-pound racer, geared to 74, with 6 1/2 inch cranks. The League tires were of the 1 1/2 size. The machine and tires went through without a mishap of any kind."—New York Press.

The Foolish Virgins.

The incident of the foolish virgins is eclipsed by the adventure of three young ladies who were last week pursued and arrested by a village constable because their cycle lamps were not lighted, though darkness had long since set in. In fear and trepidation the spokeswoman of the three strove to explain to the rural minion that her bicycle lamp and her friends' lamps as well were electric lamps, and that the electric power had unexpectedly run out. With more wit than is commonly the share of the local "officer," as the provincial policeman loves to be called, this particular constable replied that he knew nothing about running out, but that he meant to run them in, and run them in he did—greatly to his subsequent chagrin, however, for the three comely cyclists proved to be the daughters of a magistrate of considerable influence in the adjoining county.—The Sketch.

The Lady Cyclist.

She lived in an ancient city That lay in the path of war. In the days when there was no pity For those who were madd; whose the car Of the conqueror crushed to earth. The least that his course would debar.

And women decided her glances Were snares for the souls of men. To lure them away from the chances Of others; and never again, In that modish and ancient city, Was her name for the tongue or pen.

But the victor came; he invented That city with foot and horse; He flaunted the flags he had wrested From those who had died in his course; There was death if the city resisted. There was doubt if they yielded to force.

The bosom of every maiden Was filled with fear of the Back; The mothers they wept; and the children Came weeping to them; but, alas! The prowess of all their defenders Could bear not the enemy back.

Vain offer of ransom; still valiant A plea for mercy to him; Who held to each savage retainer By spoils that were shameful and grim— Faise'er to the fair, he were fainer To foster each furious whim.

Then up rose the noble Lady, Whose eyes were a fire and flame, And secretly out from the city She stole in the darkness and came. In all of her mentionless beauty, To the text of the conqueror, Shame?

He looked on the noble Lady, The Lady she looked on him— Mother of all that have made men fall Was the look that she looked on him. And his will, that was fierce to conquer, Grew weak, and his eyes grew dim.

"The soldiers of all your armies— The city, they'll pass it by; And the maidens, and all the mothers, No longer must weep or cry; And the price for this far, great mercy— Do you hesitate? Well, 'tis I!"

The fiercest of all his soldiers, And yet the truest, the tried— He set them to guard the city wall, Lest any his will defied; And by morning light they had passed from sight, So the women nor feared nor cried.

But the sacrifice—the martyr, Slunk in by the city gate, And slew herself by the sacred fire, Where the white-robed vestals wait; Nor fitter were they by the spot to stay Than the woman—reverted too late.

—L. A. Osborne.

Crow's Feet Erased.

With the proper amount of time and care much may be done in the way of combating that natural enemy of women—wrinkles. In the first place, never by any chance wash the face in hard water. The hardest can be softened with so little trouble—just a teaspoonful of ammonia in a pitcher of boiled water over night, and a bag of oatmeal placed in it in addition. This simple wash used in the morning will keep the face in fine condition. Pure elderflower water, one pint; borax, one-half pint; deo cologne, one ounce. Apply with a soft sponge, then dry your face with a very soft towel, and give a final finish to a polish—with a soft chamois leather, which will effectually remove all moisture. For the crow's feet use a little pure fresh cream, and putting a little on the first and second fingers, work it well into the furrows from the eye outward and downward, not upward. Olive oil is also used in the same way, as well as for those lines underneath the eyes, which must be smoothed out by a semi-circular movement of the fingers, commencing from the inner corners downward; do this for five minutes every night, after having cleaned your face first in tepid, then cold distilled water, into which latter has been put a little of the lotion given above. Those lines which come on either side of the nose must be rubbed toward the cheek, while those across the forehead must be smoothed out from the center of the forehead outward, not up and down. An astringent lotion, in addition to a course of facial massage, is of great benefit. The following is especially recommended: Powdered tannin, one ounce; rosewater, five ounces; glycerine, two ounces. Remember, too, that ugliness lurks in smelling salts. One of our most beautiful women on the stage speaks of having noticed with what rapidity one of her friends was accumulating wrinkles, and those, too, of unusual depth and size. Upon spending the day with her she found that she was addicted to the almost constant use of strong smelling salts, which caused her to wrinkle up her face in a truly remarkable manner. The mystery was explained. Ladies will do well to beware the bottle.

Hints for Cyclists.

Cyclists should be careful to obtain reliable road maps.

While moderate cycling benefits the heart, immoderate cycling disturbs it. Hill climbing will never be mastered if a dismount is made at every incline. A cake of chocolate comes in very acceptably when carried on long journeys.

Methylated spirits rubbed on the palms of the hands will save them from blisters.

For drinks on the road soda water and milk is incomparably the best for thirst-quenching.

The bell selected for your machine should be one that really does give audible warning of your approach.

If you have not ridden your machine for some time, the chain should be taken off and soaked for an hour or two in sperm oil before you resume your spins.

Ankle action should be practiced alternately with each foot, and then with both together. What appears at first to be a difficulty becomes a habit.

Uphill cycling can be made much easier by sitting erect in the saddle, following the revolutions of the pedal right around, and giving a slight pull on the handles each time.

When a wheel pedal or crank bracket can be perceptibly shaken, it is quite time some tightening was done. It is a mistake to suppose that a loose bearing does not wear out so soon as a properly adjusted one; the opposite is just the case. If you are not well acquainted with cycles, or have not much time, let a repairer overhaul and adjust your mount.

When pedals are made to screw into the crank, the right-hand pedal is often furnished—if it is not it ought to be—with a left-hand thread, so that the tendency of the revolution of the pedal on the pedal-pin is to tighten up the screw instead of to loosen it. When such is the case the rider should be careful not to exchange the cranks if it takes them off the crank axle.

KEEP COOL.

When overheated in bicycling don't flood your stomach with iced drinks. Go first to the pump or spring or faucet, as the case may be, and allow the stream of water to flow over your wrists. Moisten the temples, and, when thus relieved, take your drink slowly and rationally.

Crossing Car Tracks.

Experienced riders need no advice in the matter of crossing railroad tracks on a bicycle. But novices as a rule often come to grief because of their lack of knowledge on this point. Tracks should always be crossed at right angles, or as near so as possible. This rule should be observed particularly when the pavement and tracks are wet. Many a fall is caused by attempting to ride across tracks obliquely.

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