

FLEET ON ITS WAY

North Atlantic Squadron Starts for Cuban Waters.

GOES TO CARRY OUT BLOCKADE ORDERS

Leaves Key West in the Gray Light of Morning.

HARBOR IS LEFT ALMOST DESERTED

Two Monitors and a Few Smaller Craft Remain.

BIG WAR SHIPS STEAM AWAY TOGETHER

Imposing Sight as They Put Out to Sea During the Early Hours of the New Day.

KEY WEST, April 22.—The North Atlantic squadron, except the monitors Terror and Puritan and the smaller cruisers, sailed from Key West at 5:45 o'clock this morning headed for the Florida straits. The skies were growing gray with the coming dawn when the formidable family of destroyers quietly and unobtrusively steamed away, presumably for the west of Cuba. Beside the two monitors the ships left behind are the gunboat Helena, cruisers Marblehead and Detroit, dispatch boat Dolphin and the torpedo boats Cushing, Dupont and Porter. Throughout the long night unusual activity on the vessels told weary watchers on shore that the long-awaited advance on Havana was near at hand, yet there was nothing official on which to found the belief.

Washington advices of yesterday afternoon indicated the probability of a movement during the night or today, but the naval men ashore disclaimed any knowledge of orders. They still averred that their condition of uncertainty was unchanged. Early in the evening came the first realization of the fact that the tedious period of inaction was nearing its close. When signals were hoisted recalling all the men to the ships without delay many interpreted this as a precautionary measure, especially in view of the fact that a number of officers, including several from the flagship, remained ashore and had leave for the night. About 11 o'clock there occurred a decided change in the situation when a special boat hurried from the flagship with orders to all still ashore to immediately return to their ships. Midnight found the city empty of gold brocade and blue jackets with which it had grown familiar. Save one or two recalcitrant jacks, whose convivial patriotism had run away with their sense of duty, there was not a naval man to be found in town. The theater of action was transferred to the harbor, where a glittering panorama was enacted until day-break appeared slowly over the waters of the gulf.

SIGNAL TO START.

For many days past the flagship majestically swung at anchor about seven miles out, flanked by her gorgeous sisters, the Iowa and the Indiana. To the eyes of Key West the great gunboats were barely visible, while the hulls lay like indelible shadows in the distant waters. The inner harbor, however, offered a striking picture, crowded as it was with monitors, cruisers, gunboats and little but sinister torpedo boats, flitting noiselessly in and out of the maze of greater vessels lying at anchor. When twilight fell last night this scene was unchanged. The signaling between the distant trio of ships and those closer in shore had been the custom since the assembly of the fleet, but last night the vari-colored lights illumined the air, messages across the skies almost without ceasing. The first streaks of the morning light were crossing from the east and two bells had just sounded from the ships, when tiny and to unfamiliar eyes, an almost imperceptible line of fire appeared on the sky above where lay the flagship. A moment or two after and the signal staff of the Cincinnati, lying off Fort Taylor in the inner harbor, flashed in colored light, acknowledging the call. The Puritan and Helena joined in the incessant conversation and soon the skies were kaleidoscopic as ship after ship answered and new lights flicked messages fraught with the greatest importance and creative of history. What the words were of course no one ashore knew, but the feverish watches with straining eyes from the deck needed no interpreter that it meant hostile action. The message was long in delivery, and subsequent had fully come as the last letter flickered and went out. Then the witnesses saw that the movement had actually begun under cover of the night. The big ships could still be discerned in the distance, but the others had moved toward them, the flagship drawing other ships of the squadron to it.

FLAGSHIP MOVES OUT.

The Wilmington and Amphitrite had slipped from their anchorage and advanced within halting distance of the flagship. It was just 5:42 when the New York, without unnecessary display, moved pompously and slowly toward the outer waters of the gulf. The red light flashed the signal to eager eyes on the following fleet and told them to get in motion at last. To those ashore it looked as if the New York was somewhat in advance of the line, with the Iowa and Indiana following on either side, but separated from it by a good stretch of water. As the line advanced toward the horizon the ships spread out until perhaps there was a distance of three miles between the first and the rear. The ships of the inner harbor had moved out one by one, and stopped at various stations, until the end formation was ready to move. The exact order of the ships could not be ascertained from the shore. From the highest point in Key West the line was semi-circular. The ships that followed the three leaders were the cruisers Cincinnati, Detroit, Nashville, the gunboats Wilmington, Clatsop, Mahan, Newport, monitor Amphitrite, the cable repair boat Mangrove, Mayflower and torpedo boats Foote, Dupont, Porter, Winslow, Ericsson and Cushing, and as a last Press boat Dauntless. Why the powerful monitors Terror and Puritan did not accompany the fleet it could not be officially learned, but it is said that they may follow shortly. The Marblehead is taking on water and will doubtless join the squadron in a day or two. The Fern went to Tampa for ammunition for the fleet, and will carry it to Havana, if that is the destination, although it is not a forgone conclusion that the fleet has moved on Cuba, and it is possible that for the present at least it will wait out some awaiting further orders. If orders so far

WOODFORD ON FRENCH SOIL

Minister Arrives at Paris After Quite an Adventure.

SPANISH THROW STONES AT HIS TRAIN

Attempt Made to Arrest His Secretary on Ground He is a Spanish Subject—Defeated by Firm Stand of Woodford.

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PARIS, April 22.—(New York World Cablegram—Special Telegram.)—I was the first person to shake hands with General Woodford in alighting from the Bordeaux express at Paris this evening. Kindly Mrs. Woodford and her plump little daughter were there to meet the general.

"Now, General," I asked, "what are the prospects?"

Mr. Woodford replied: "I have made up my mind to say nothing on political questions."

"But you are functions officer."

"That is not so. I am still a member of the diplomatic service."

"But no longer ambassador to Spain?"

"Yes, sir, I am still in that capacity, though my work is suspended."

"And your journey?"

"Pleasant but for one incident. At Valladolid a crowd attacked the carriage and the windows were broken, but no harm was done. I remain in Paris a few days to await instructions."

Mrs. Woodford said subsequently: "I am very glad to see the general safe, but dare not say anything about war."

Mr. Sicking, secretary of the legation, Captain Tasker and Mr. Bliss accompanied General Woodford.

OUTBREAKS IN SPAIN.

BAYONNE, France, April 22.—1:30 p. m.—The farwell of the United States minister, General Stewart L. Woodford, was in keeping with the dignity displayed throughout the crisis. When asked if he had anything to say he simply raised his hat and said "Goodbye." The Segovia incident was comparatively unimportant. The students of the military school, in full uniform, packed the depot. They were silent until the train started, when there were enthusiastic shouts of cheering for Spain and Cuba.

The Valladolid affair, however, threatened to be quite serious. Thousands of excited people attempted to invade the railroad station, and the twenty civil guards who accompanied the train were compelled to form up in front of General Woodford's carriage with drawn swords, while other civil guards of the local force issued from the depot to protect the train. The guards did everything possible to keep back the mob, whose yells and shrieks resounded on all sides. Stones were thrown at the train and windows were broken. A newspaper man was wounded in the face by broken glass; Sir Charles Hall, the recorder of the city of London, had a narrow escape from being hit by stones and Mr. Montague Hughes Crankenthorpe, Q. C., had a similar experience.

WOODFORD IS COOL.

General Woodford knew nothing of the disturbance until he reached Tolosa. There a sergeant of the civil guard, accompanied by a private, boarded the train and demanded that Mr. Joaquin Moreno disembark from the car. James, the general's valet, thereupon awakened the general, who hurriedly dressed while matters were being explained to him. The general then formally protested, through the medium of the correspondent of the Associated Press, against the attempted interference with his suite, declaring that Mr. Moreno was his private secretary and a British subject. The Spaniards claimed that he was a Spanish subject, but the general refused to give him up to the police and placed himself in Mr. Moreno's traveling compartment. He would only surrender the latter if forced to do so. The minister then asked the correspondent of the Associated Press to explain to the Spaniards that he placed Mr. Moreno under the protection of the British flag, and that if they took him it would only be by using personal violence to the United States minister, who proposed to protect Mr. Moreno until the frontier was crossed.

WILL PROMOTE CAPTAIN SAMPSON.

He Will Temporarily Have the Title of Rear Admiral.

WASHINGTON, April 22.—The secretary of the navy has finally decided to temporarily appoint Captain Sampson, now in command of the North Atlantic squadron, a rear admiral. The nomination, for it is believed it will be necessary to make a nomination even for a temporary appointment, will be submitted to the senate very soon.

By this action the department will "jump" Captain Sampson, who stands third in the list of captains, not only over two captains preceding him, but over two commodores of the next grade above and below that of rear admiral.

It is explained, however, that the appointment being only temporary the superior officers will lose nothing by this, for when he relinquishes command of the squadron Rear Admiral Sampson will again become Captain Sampson and retain his number in the register.

The purpose of this increasing the rank of Captain Sampson is to prevent the confusion and disarrangement that would result should he fall in with one of the other naval commanders now in North Atlantic waters. Having selected Captain Sampson originally for his command of the squadron it is deemed by the department good policy to chance an unexpected change of commanders. But were Sampson to remain Captain Sampson and should Commodore Howell, with his patrol fleet, or Commodore Schley, with his flying squadron, either by accident or by orders, come in contact with the North Atlantic squadron, under the naval regulations the senior officer would command the entire force and rank Captain Sampson. It is to avoid this that the additional rank is to be conferred upon Captain Sampson.

SECRETARY SHERMAN TO RESIGN.

Present Crisis Too Severe a Tax Upon His Health.

WASHINGTON, April 22.—The Post tomorrow will say: "There is every reason to believe that Secretary Sherman will resign from the cabinet within the next few days. It is felt by the friends of the secretary that the present crisis is too severe a tax upon his failing strength and for this reason he will retire to private life."

"His successor will be Assistant Secretary Day, in all probability, but it can be stated that Judge Day has no desire to remain in public life. It is the president's natural desire to promote Judge Day to the position which Mr. Sherman will vacate, but if he persists in his desire to leave official life there will be a reorganization of the department to the extent of a secretary and a new assistant secretary."

BLANCO PROCLAIMS STATE OF WAR.

Withdraws Decree Granting Pardon to Insurgents.

HAVANA, April 22.—Captain General Blanco has published a decree confirming his previous decrees, and declaring the island to be in a state of war. He also annuls his former similar decrees granting pardon to insurgents and places under martial law all those who are guilty of treason, espionage, crimes against peace or against the independence of the action, seditious revolts, attacks against the government, or against the authorities or against those who disturb public order, though only by means of printed matter.

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CALL VOLUNTEERS TODAY

Delay is Caused by Amendments in the Bill Passed by Congress.

NEW YORK CITIZEN DONATES HIS YACHT

Other Countries Are Officially Notified that This Government Will Not Engage in Privateering Enterprises.

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WASHINGTON, April 22.—The military and naval preparations were devoid of sensational features today and are becoming more systematized in their execution. In the absence of Mr. Roosevelt in New York, no ships were purchased, but the secretary accepted one handsome steam yacht, the gift to the government of a patriotic American citizen.

In the War department all energies were bent toward the issue of the call for volunteers. The proclamation is delayed in issue until tomorrow, owing to the fact that it had been prepared in advance of the adoption of certain amendments to the bill.

Up to the close of office hours no official announcement had come of the capture of the Spanish merchantman near Key West. There were two further important steps in Washington today toward actual hostilities, not to mention the overt act in the capture of the Spanish vessel Buena Ventura off Key West.

The first was the issue by the president of his proclamation announcing to the world of a blockade of a number of Cuban ports, and the second the signing by him of the bill providing for the utilization of the volunteer forces in time of war.

There is in addition there was a notable retirement from the Navy department in the case of Captain Bradford, chief of the equipment division. Captain Bradford is not only an officer of high scientific attainment, but is equipped with great practical experience in naval matters. Although he has not held his present office long, and by custom is entitled to nearly three years of further service here, he has become so impatient to join in active service, that he today addressed the following letter to the president:

I respectfully tender my resignation as chief of the bureau of equipment of the Navy department. It has been a great pleasure to have served your administration, and I beg to express my thanks for the honor conferred on me by your appointment to such a responsible office. This resignation is tendered only that I may seek for active service abroad.

Captain Bradford addressed a similar letter to Secretary Long with the addition of a request to have command of an active war ship. The resignation will be accepted and by virtue of his rank, as well as to mark the high regard entertained for him by the administration, Captain Bradford will be given one of the best of the available ships in the navy.

NEW YORK HAS A PATRIOT.

The naval authorities welcomed with pleasure the manifestation of patriotism on the part of a distinguished New York citizen in tendering to the government without compensation his speedy steam yacht.

Following up the formalities beginning with the blockading proclamation, the State department this afternoon addressed an identical note to all of the representatives of foreign nations accredited to Washington, notifying them of the policy to be pursued by this government in the matter of privateering and neutrality.

This was followed by the sending of cable messages to all American embassies and legations abroad, containing the same information, in a little more succinct form, for presentation to the governments to which they are accredited.

The officials are not disturbed at the semi-official notice from Madrid that Spain will refuse to be bound by the same principles and forbid privateering, for they are satisfied that the great commercial powers will not tolerate the practice under a great amount of inappreciable, not only among foreign countries, but also among American shippers as to the character of merchandise that is contraband and liable to seizure during the progress of war, the following authentic statement has been obtained from a high official:

Contraband of War.—In determining, according to the law of nations, whether merchandise is contraband of war, it is classified: (1) Absolute contraband; (2) occasional or conditional contraband; (3) goods not contraband.

The first class includes all goods of an essentially warlike character.

The second includes provisions, naval stores, horses, certain kinds of machinery, certain forms of steel, iron, etc., which are subservient to warlike use, and which are destined for the use of the enemy. They are contraband or not, according to occasions, character, shipment and destined use. Every such case depends upon its own facts.

The third class includes musical instruments, household wares and goods, and other such like articles, and including many that are purely mercantile in character.

No article of merchandise is contraband unless transported beyond the territorial waters and jurisdiction of a neutral state, nor unless destined for an enemy's port, or for an enemy's use, or for an enemy's ship on the high seas, which belligerent ships are permitted to police in search of enemy's ships and contraband of war.

Inquiry at the Navy department as to the story that our government had arranged for the seizure of the Hawaiian islands, and the establishment of a coaling station in Hawaii, failed to secure any positive statement on the subject. There is good authority for believing the story is exaggerated, and that all that has been done is to provide for the establishment of a coaling depot, and its adequate protection.

The naval officials felt every confidence in the ability of the Oregon and Marietta, not only to protect themselves from the Spanish gunboat Temerrah, but to destroy that craft if it ever comes within range.

The limitation of the blockade in Cuba to a certain part of the island was not officially explained today, but one plausible reason advanced for the government's action was that by refraining from establishing a blockade over the eastern portion of the island, the insurgents, the way has been left open for them to freely receive all needed supplies and munitions of war.

A formal order was issued by the War department increasing the equipment of light batteries of artillery to six guns, six caissons, one combined ford and battery wagon and 109 horses. The enforcement of this order will require 900 additional horses,

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THE BEE BULLETIN.

Weather Forecast for Nebraska—Fair; Warmer; Southerly Winds.

1 Fleet Blockades Cuban Ports.

2 In Camp at Chattanooga.

3 Spanish Merchantman Captured.

4 Congress May Declare War.

5 Spanish Review of Bunker.

6 Popocrats and Two Sals.

7 Plan for Life Saving.

8 Editorial and Comment.

9 Omaha Medical College.

10 Cuban Blockade Proceeds.

11 Affairs at South Omaha.

12 Council Bluffs Local.

13 Iowa News and Comment.

14 Omaha Loves Another.

15 Great Change at Kanter Park.

16 Grain Sent to California.

17 Arbor Day Quietly Observed.

18 Commercial and Financial News.

19 The Holding of Donna Clotilde.

20 Temperature at Omaha.

Hour. Deg. Hour. Deg.

6 a. m. . . . . 55 2 p. m. . . . . 62

7 a. m. . . . . 55 3 p. m. . . . . 60

8 a. m. . . . . 52 4 p. m. . . . . 65

9 a. m. . . . . 52 5 p. m. . . . . 64

10 a