

WEEKLY ESTABLISHED 1827. VOL. XLIX--NO. 155.

AUTO VEHICLES

MAY BE AS PLENTY AS HORSES IN INDIANAPOLIS BEFORE LONG.

Wealthy Eastern Syndicate Said to Be Preparing to Put Electric Carriages on Our Streets.

PASSENGERS AND FREIGHT

TO BE CARRIED AT RATES CHEAPER THAN BY OTHER METHODS.

Local Capitalists to Control the Company, and It is Said the Stock Has Already Been Placed.

COUPES, VICTORIAS, LANDAUS

TO COMPETE WITH PRESENT STYLE OF HORSE-DRAWN VEHICLES.

Automobiles Growing Popular Elsewhere--C. F. Smith Not Interested in the Scheme, He Says.

Special to the Indianapolis Journal.

NEW YORK, June 3.--Within the course of six months to one year the streets of Indianapolis will be filled with the odd-looking, rapidly-moving, ingeniously-constructed vehicles, which are being called Old Mother Shipton's otherwise discounted prophecy that "carriages without horses shall go."

In other words the automobile, with all its comfort, simplicity, cheapness and speed, will soon be as familiar a sight to the residents of Indianapolis as they now are to the citizens of New York, London and Paris.

For the purpose of introducing these end-of-the-century equipages in Indianapolis and certain other of the larger cities, three companies have been incorporated at Trenton, N. J., with many millions of dollars of capital. They are the New York Gas and Electric Light, Heat and Power Company, the American Electric Vehicle Company and the Electric Storage Battery Company.

The first of these concerns has a capital of \$5,000,000, which may be increased to \$10,000,000; the second a capital of \$5,000,000, and the last \$10,000,000, having been increased by a short time ago, from \$2,500,000. Behind all three of the companies, which are so closely allied as to be practically under the control of the same men, is the vast wealth of Whitney, Widener, Elkins and other well-known traction capitalists who now control many of the big street railway systems of the East and have bought up and own the patents and privileges of various styles of automobiles and the improvements thereon.

It is the purpose of this syndicate to form a subcompany in Indianapolis and other cities in which they are to introduce their cheap horseless vehicle service, and to employ local capitalists more interested in the different means of intramural locomotion employed there an opportunity to become interested in the autocab and freight wagon service. The direct management of the affairs of the Indianapolis subcompany will be in the hands of the New York and Indianapolis capitalists, but on lines laid down by the parent company, which will retain a controlling interest in each of the companies.

The organization of the Indianapolis company is now under way and as soon thereafter as the necessary number of automobiles of the various styles most popular and necessary can be manufactured, the service will be actively introduced. These styles will include the popular hansom-of-which so many are seen in New York--the coupe, the victoria and the landau, besides various patterns of express and delivery wagons.

PARIS WILL BE CHEAP.

The point, however, which is most important to the patron of public equipages, as well as to those who would be patrons, but are now prohibited by reason of the cost, is that the automobile service contemplates a cheapening of cab and carriage fare in Indianapolis and every other city where the service is established.

The intention is to reduce fares just enough to attract patronage from both the street cars and horse cabs. It is argued that a cheap cab service will get not only an enormous percentage of the patronage now going to livery stables and other owners of public conveyances, but that there are great numbers of people who would regularly patronize cabs instead of street cars if the fare were made low enough to come within their means.

In London, Paris and other continental cities the cab fare is much lower than in American cities and it is said that it is the intention of the auto pet to fix the Indianapolis approximately at about the same as those of European cities.

That the promoters of the plan to introduce the automobiles can well afford to give their patrons a cheaper cab service than they now enjoy is manifest by reason of the excessive cost of maintaining the electric cabs as compared with maintaining the horses and cabs of a horse-cab service. Fewer men will have to be employed by the automobile companies, as stables, etc., will not be required. Also, the barn area needed will not be so large, as the automobile "stable" does not have to provide stalls for horses.

Besides the automobile cab service, it is the intention of the vehicle company to eventually establish in Indianapolis and other cities where subcompanies are to be organized an automobile delivery wagon and truck service to the benefit of merchants. This delivery wagon and truck service is to be somewhat on the lines of the service to be given by the Auto-Truck Company of New York, in which Richard Croker, the Tammany chief, is largely interested--the difference being that the vehicles used for the delivery-wagon service will be light wagons, propelled by electric motors, as well as heavy trucks, and the business catered to will be delivering for retail merchants as well as heavy trucking for manufacturers and jobbers, which latter the auto-truck company now proposes to do exclusively.

Indeed, the huge interests behind this movement for cheapening passenger and freight transportation in Indianapolis will go even further than outlined above. They will invade the field of the local and general express companies and establish terminal transfer systems and auto-wagons "on call" to compete with the individual express-wagon owners and the general express companies of Indianapolis in the collection and delivery of baggage, freight and merchandise. In fact, it is the intention to

WHEELS AGAIN

UNITED STATES AND SPAIN RESUME DIPLOMATIC RELATIONS.

President McKinley Receives the Duke D'Arcos and the Queen Regent Greets Bellamy Storor.

CEREMONY AT WHITE HOUSE

NEW SPANISH MINISTER IS WELCOMED IN THE BLUE PARLOR.

He Makes a Brief Speech in Presenting His Credentials, and McKinley Replies in Well-Chosen Words.

GERMANS PAY \$5,000,000

FOR THE CAROLINE, MARIANNE AND PALAOS ISLANDS.

Also Gives Spain Coaling Stations and Agrees to Protect the Interests of the Peninsula in the Pacific.

WASHINGTON, June 3.--Diplomatic relations with Spain, broken off April 2, 1898, were formally resumed at 11 o'clock today, when President McKinley greeted the Duc d'Arcos, the newly accredited minister to the United States, in the Blue Parlor of the White House. Simultaneously in Madrid, if the programme arranged was carried out, the new Spanish minister, He makes a brief speech in presenting his credentials, and McKinley replies in well-chosen words.

The promoters of the new scheme have been secretive in floating the enterprise, but the information hereto has been obtained from reliable sources. It is sufficient to establish the fact that Indianapolis and several other of the larger American cities are on the verge of a complete revolution in their systems of intramural passenger transportation and mercantile delivery.

The relations between the three parent companies are understood to be that the New York Gas and Electric Light, Heat and Power Company owns a controlling interest in each of the other two. The Electric Storage Battery Company is really a consolidation of all the leading storage battery companies of America, and practically controls that industry. It will supply the storage batteries for the New York Gas and Electric Light, Heat and Power Company, and sell the vehicles to the subcompanies. Agents of the companies have been for weeks past studying the conditions in the various cities where it is proposed to establish subcompanies, and it is said that the report regarding Indianapolis is most favorable.

The automobile vehicles to be put in the service in Indianapolis will be like those used in New York. They differ but little in appearance from the horse vehicles, except that the absence of shafts or tongue, and that the wheels are smaller and have large pneumatic tires and wire spokes, like a bicycle. The storage batteries are beneath the body of the vehicle and are not particularly noticeable.

POPULAR IN NEW YORK. The automobile service was established in New York about two years ago. At first, while there were still only a few of these vehicles on the streets, people hesitated to patronize them because they were a novelty and excited considerable attention, so that persons riding in them became more or less conspicuous. As the number of vehicles increased and the novelty wore off they grew rapidly in popularity and are now more in evidence than ever. There are now upwards of 300 electric passenger vehicles in use in the city, and hundreds more will be put into service as soon as the manufacturers can complete them.

An idea of how popular the automobiles have become in the metropolis may be gathered from a paragraph which appeared in a New York paper a day or so ago. It follows: "Two patrons of Delmonico's tried for an hour yesterday to hire an automobile to take them to the city. They had to wait as a bad job. In front of the restaurant stood a dozen cabs and hansom cabs, but none of them would take them to their services. When a motor cab passed and was hailed the reply came back that it was not for hire. The automobiles were in the avenue going up and down, but all were busy. The same condition was observed at other places. It is estimated that thirty horse vehicles stood idle while money was not good enough to hire an automobile."

In addition to the automobiles in the public service in New York, there are scores of them owned by wealthy citizens as private conveyances, and men prominent in social, professional and business life can be seen any morning or afternoon spinning through the streets or along the boulevards, manipulating the levers of their own cars, drags or victorias--just as a year or so ago they held the reins over high-stepping thoroughbreds.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

The electric automobiles are but a step forward in the development of automobiles, in which other propelling power was used. France, where automobiles are most popular today, is the country where the first automobile was made. In 1783 Nicholas Joseph Cugnot built a working model of a steam carriage, and six years later, built a steam gun carriage. Murdoch, an Englishman, built a steam bicycle in 1781, and in 1801 the countryman, Symington, built a steam carriage thought at the time to be an improvement on the steam carriage of Cugnot, built many years before. In this country, Oliver Evans, in 1786, and Nathan Reed, in 1801, applied for patents for steam driven road carriages. In the present state of development of automobiles, steam carriages are dropped from the race. Electric automobiles are now considered the best for city use, where storage batteries may be replaced or recharged conveniently. For traveling considerable distances petroleum automobiles are the favorites of many.

THE GOOD WILL WHICH HAS PROMPTED THE FRIENDLY COMMUNICATION OF THE REPRESENTATIVES OF GREAT BRITAIN, AUSTRIA-HUNGARY, FRANCE, GREAT BRITAIN, ITALY, RUSSIA, AND THE UNITED STATES TO THE ADDRESS OF YOUR EXCELLENCY, AND SHARES THE HOPE THEREIN EXPRESSED THAT THE OUTCOME OF THE SITUATION IN CUBA MAY BE THE MAINTENANCE OF PEACE BETWEEN THE UNITED STATES AND SPAIN BY AFFORDING THE NECESSARY GUARANTEES FOR THE RE-ESTABLISHMENT OF ORDER IN THE ISLAND OF CUBA, SO INTERESTING TO THE TROPICAL CONDITIONS OF DISTURBANCE THERE, WHICH SO DEEPLY INJURES THE AMERICAN NATION BY THE CHARACTER AND CONSEQUENCES OF THE STRUGGLE WHICH KEPT UP AT OUR DOOR. \* \* \* The government of the United States appreciates the humanitarian and disinterested character of the communication now made on behalf of the powers named, and for its part is confident equal appreciation will be shown for its own earnest and unselfish endeavors to fulfill a duty to humanity by ending a situation, the indefinite prolongation of which has become insufferable.

SPAIN MADE GOOD BARGAIN.

Received 25,000,000 Pesetas for Her Pacific Island Possessions.

MADRID, June 3.--Germany, it is announced, pays 25,000,000 pesetas for the Carolines, Palaos and Marianne Islands. Spain retains three coaling stations, one in each group, and Germany undertakes to defend these stations. The price she obtains for the Pacific Islands. The cash compensation is about equal to the sum of \$5,000,000 in United States money, which, it is believed, would alone be full compensation. But, in addition, the guarantees afforded by Germany are regarded as extraordinary. The permission to Spain to retain three coaling stations and, above all, the undertaking to protect these in time of war, are certainly of the value of the prompt delivery of the undertaking to protect the coaling stations for Spain may be regarded as in a sense committing Germany to an alliance with Spain, for it is conceivable that to execute the guarantee, Germany may be placed in a position where she must go to war for Spain's sake.

WASHINGTON, June 3.--The opinion here is that Spain has made a very good bargain in the price she obtains for the Pacific Islands. The cash compensation is about equal to the sum of \$5,000,000 in United States money, which, it is believed, would alone be full compensation. But, in addition, the guarantees afforded by Germany are regarded as extraordinary. The permission to Spain to retain three coaling stations and, above all, the undertaking to protect these in time of war, are certainly of the value of the prompt delivery of the undertaking to protect the coaling stations for Spain may be regarded as in a sense committing Germany to an alliance with Spain, for it is conceivable that to execute the guarantee, Germany may be placed in a position where she must go to war for Spain's sake.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

It was a notable occasion in the world's history--the resumption of friendly relations between two nations which had been at war and in which the struggle changed the map of the world. The speeches of today were especially notable. They were plain spoken and devoid of the usual hazy diplomatic phraseology. The ceremony was exceedingly simple. Promptly at 11 o'clock, the hour set, the two carriages containing the Duc d'Arcos, Secretary Hay and the Secretary of State, were being presented to the Queen Regent during the legal minority of His Catholic Majesty, Alfonso XIII.

SECOND TRIAL

DREYFUS GIVEN ANOTHER CHANCE TO PROVE HIS INNOCENCE.

Paris Court of Cassation Has Decided in Favor of Revision and Ordered a New Court-Martial.

WILL ASSEMBLE AT RENNES

AND RETRY THE ALLEGED TRAITOR ON A SINGLE CHARGE.

Views of Emily Crawford, Who is Confident the Persecuted Captain Will Be Acquitted.

COL DU PATY DU CLAM'S FATE

NOW CONFINED IN THE CELL WHERE HE TORTURED DREYFUS.

The Latter's Supplicating Letters to M. Faure--The Devil's Isle Prisoner to Return Without Delay.

Copyright, 1899, by the Associated Press.

PARIS, June 3.--The Court of Cassation has decided in favor of revision and ordered a new trial before a court-martial at Rennes. Every one expected this decision; still it caused a hush of astonishment. It was received in court with jubilant cries of "Vive la justice!" The Jewish world rejoiced at the Saturday afternoon service in the synagogue. Telephone messages from the law courts apprised the Senate and Chamber of Deputies of the decision. In the former there is a strong Dreyfusite majority. In the latter the Dreyfusites are in the minority, but are extremely energetic and aggressive. The Rightists are thoroughly anti-Dreyfusites. The announcement of the decision was posted in the lobby, which happened to be crowded, and was received with great varieties of feeling.

The anti-Semitic journals had predicted that a new trial would be ordered at Amiens, where the Radical spirit preponderates. Rennes is the capital of Catholic Brittany, but General Lucas, commanding the town, is an ardent Dreyfusite. This will assure the judges being unbiased by clerical feelings, but will afford the anti-Dreyfusites an excuse for keeping up the agitation on the ground that the court-martial is packed. There is no permanent court-martial at Rennes, as there is in Paris, only a permanent parquet or prosecuting board.

The government commissioners charged to prepare the case against Dreyfus will be Major Carriere, a Catholic, and Captain Jaquet, a retired officer, will present the evidence at the court-martial. General Lucas will choose seven officers for judges. He has seven infantry regiments, two cavalry and two artillery brigades, one battalion of engineers and a cavalry regiment to select from, but the general feeling throughout Brittany is hostile to Dreyfus. However, acquittal is certain, since there was never any case against him save the bordereau and the "Canaille de D" letter. We know that the documents are inapplicable to Dreyfus. What has caused surprise is the form of the judgment.

M. Bailot de Beaupre rested the whole case of revision on the bordereau being written by Esterhazy. He was of the opinion that the court could not entertain facts tending to annulment, inasmuch as the minister of justice did not move in the matter, and he alone could demand proceedings for annulling. The Court of Cassation goes to two new facts, namely--that the bordereau was by Esterhazy and the secret communication to the court-martial of the "Canaille de D" letter. The latter is extremely grave for General Mercier, and, indeed, for M. Dupuy. He was prime minister in 1884 and was informed of all that went on. It was possible to regard, in good faith, Dreyfus as the author of the bordereau. It was vamped up in conditions which probably will never be a mystery.

Esterhazy again impudently declares himself the author. He says that Colonel Sandherr ordered him to write it. General Mercier, M. Dupuy and the court-martial might have been deceived about the authorship, but the secret communication betrays the cloven foot of a devilish agent somewhere. This new fact is not denied. General Mercier and De Boisdeffre refused, as witnesses before the Court of Cassation, to answer questions thereon, and their silence was interpreted as assent, particularly as ex-President Castimir Perier deposed that General Mercier told him of the communication.

The "Canaille de D" could afford cause for annullment, and it is thought to be brought into the judgment to enable Dreyfus to pursue before the law courts both generals and other members of the general staff. Proceedings in criminal law can be taken and pecuniary damages claimed. It is a terrible outlook for the threatened generals, even though the Czar protects De Boisdeffre.

VERDICT OF THE COURT.

Dreyfus Case Must Be Tried Before Another Court-Martial.

PARIS, June 3.--The Court of Cassation today rendered a verdict in favor of revision of the Dreyfus case and ordered a new court-martial to sit at Rennes, sixty miles from Nantes, for the trial of the prisoner.

Previous to the announcement of the verdict crowds of people assembled at the Palace of Justice and in its neighborhood awaiting the decision. Perfect calm prevailed. The decision, which was pronounced at 3:30 p. m., says the prisoner is to be retried on the following questions: "Is Dreyfus guilty of having in 1894 procured the appearance of a foreign power or its agents with the view of facilitating acts of hostilities in the case of war with France, or having furnished the means thereto by furnishing notes or documents extracted on the bordereau."

The audience received the decision with cries of "Vive la justice!" "Vive la loi!" When the doors of the court were opened an immense crowd of people attempted to rush through the entrance and for a time there was great confusion and uproar. The session opened at 3 o'clock, when the president of the court, M. Mazeau, after reminding the audience that all demonstrations were interdicted, gave judgment in the following terms: "The court, after hearing the report of the premier, president of the civil chamber, the public prosecutor's findings, and the appli-

WAR RENEWED

VIGOROUS CAMPAIGN BEGUN AGAINST THE FILIPINOS.

Gen. Pio Del Pilar's Force of 2,000 Men Attacked by Gen. Lawton's Soldiers and Scattered.

TOWN OF CAINTA RETAKEN

AND THE VICINITY OF MARAQUINA CLEARED OF INSURGENTS.

The Rebels Now Between Two Columns of Our Troops, and Are Likely to Be Severely Punished.

GALLANT ENSIGN DAVIS

HIS PROMOTION RECOMMENDED BY DEWEY AND ARMY OFFICERS.

Rendered Signal Service with a Colt Gun--Charges Against the Late Col. Stotsenburg Not Sustained.

Copyright, 1899, by the Associated Press.

MANILA, June 4, 10:45 a. m.--A vigorous campaign was begun on Saturday against Gen. Pio Del Pilar's force of 2,000 rebels in the foothills at the mouth of Laguna de Bay and in the towns of Cainta, Taryay and Antipolo, under the supervision of Gen. Lawton. General Hall, with 2,500 men, moved southeast from the pumping station, and Colonel Whalley, who relieved General King in command of his brigade, proceeded east from San Pedro Macati, the two divisions approaching each other.