New-York Tribune.

VOL. LVIII....No. 18,789. NEW-YORK, MONDAY, APRIL 25, 1898.—FOURTEEN PAGES. PRICE THREE CENTS.

DECLARATION FROM SPAIN.

TELLS HOW SHE WILL FIGHT.

REFUSES TO FOREGO THE RIGHT OF PRIVATEERING.

BUT SHE WILL TREAT FOREIGN VESSELS PRIVATEERING FOR THE UNITED STATES AS PIRATES—ALL TREATIES ANNULLED—THIRTY DAYS OF GRACE TO AMERICAN SHIPS IN SPANISH PORTS.

Madrid, April 24, 1 p. m.—The following decree was gazetted to-day:

"Diplomatic relations are broken off between Spain and the United States, and, the state of war being begun between the two countries, numerous questions of international law arise which must be precisely defined, chiefly because the injustice and provocation come from our adversaries, and it is they who by their detestable conduct have caused this grave conflict.

"We have observed with the strictest fidelity the principles of international law, and have shown the most scrupulous respect for morality and the right of government. There is an opinion that the fact that we have not adhered to the Declaration of Paris does not exempt us from the duty of respecting the principles therein enunciated. The principle Spain unquestionably refused to admit then was the abolition of privateering. The Government now considers it most indispensable to make absolute reserve on this point, in order to maintain our liberty of action and uncontested right to have recourse to privateering when we consider it expedient, first, by organizing immediately a force of cruisers, auxiliary to the navy, which will be composed of vessels of our mercantile marine and with equal distinction in the work of our navy.

STATE OF WAR RECOGNIZED.

"Clause 1.—The state of war existing between Spain and the United States annuls the Treaty of Peace and Amity of October 27, 1795, and the Protocol of January 12, 1877, and all other agreements, treaties or conventions in force between the two countries.

Clause 2.—From the publication of these presents thirty days are granted to all ships of the United States anchored in our harbors to take their departure free of hindrance.

"Clause 3.—Notwithstanding that Spain has not adhered to the Declaration of Paris, the Government, respecting the principles of the law of nations, proposes to observe, and hereby orders to be observed, the following regulations of maritime law:

NEUTRAL GOODS AND NEUTRAL FLAGS.

"First—Neutral flags cover the enemy's merchandise, except contraband of war.

"Second—Neutral merchandise, except contraband of war, is not seizable under the enemy's flag.

"Third—A blockade, to be obligatory, must be effective, viz., it must be maintained with sufficient force to prevent access to the enemy's littoral.

"Fourth—The Spanish Government, upholding its right to grant letters of marque, will at present confine itself to organizing, with the vessels of the mercantile marine, a force of auxiliary cruisers, which will co-operate with the Navy, according to the needs of the campaign, and will be under naval control.

"Fifth—In order to capture the enemy's ships and confiscate the enemy's merchandise and contraband of war under whatever form, the auxiliary cruisers will exercise the right of search on the high seas and in the waters under the enemy's jurisdiction, in accordance with international law, and the regulations, which will be published."

CONTRABAND OF WAR.

Sixth—Defines what is included in contraband of war, naming weapons, ammunition, equipments, engines and "in general, all the appliances used in war."

"Seventh—To be regarded and judged as pirates, with all the rigor of the law, are captains, masters, officers and two-thirds of the crew of vessels which, not being American, shall commit acts of war against Spain, even if provided with letters of marque issued by the United States."

REALLY MEANS PRIVATEERING.

AN ENGLISH CORRESPONDENT'S VIEW OF THE SPANISH DECREE.

London, April 25.—The Madrid correspondent of "The Daily Mail," telegraphing Sunday, says:

"Spain adopts privateering in fact, but not in name. The reservation in the decree issued means very little, and what the cancellation of agreements with the United States means can well be appreciated, particularly by Americans remaining behind in Cuba and those who own property there. Five days are granted for American vessels to leave Spanish ports.

"Urgent orders have been issued for the movement of various Spanish men-of-war, and vigorous action is anticipated. Many French shipowners and not a few private Frenchmen have applied for letters of marque against the United States.

"The Cabinet Council this afternoon (Sunday) discussed the conduct of the war and the measures it is proposed to submit to the Cortes. Señor Pulgcerver, Minister of Finance, will submit his projects on Tuesday next.

"Every occasion is being seized throughout the country for patriotic demonstrations, and the national colors are universally worn."

INTENSE FEELING AGAINST ENGLAND.

FEAR THAT SPANISH MERCHANTS WILL REPUDIATE THEIR OBLIGATIONS TO ENGLISH TRADERS.

London, April 24.—Several of the largest Sheffield firms have received advices from Spain saying that the feeling there against England is most intense, and it is feared that Spanish merchants may repudiate their obligations to English traders.

CANNOT FORGET ENGLAND'S GOODWILL.

"THE DAILY MAIL'S" CORRESPONDENT SAYS THAT THE PRESIDENT SENT A KINDLY MESSAGE TO GREAT BRITAIN.

London, April 25.—The Washington correspondent of "The Daily Mail" cables that he has had an interview with President McKinley, who sent to England a message similar to that sent on Saturday through the correspondent of "The Times," President McKinley declaring that America could not forget England's goodwill.

BOSTON HARBOR DEFENCE.

ORDERS ISSUED FOR DIRECTION OF NAVAL BRIGADE AND HEAVY ARTILLERY.

Boston, April 24.—The following order was issued late this afternoon:

Commonwealth of Massachusetts,
Adjutant-General's Office, Boston, April 24, 1898.
General Order No. 41.

Captain John W. Weeks, commanding Naval Brigade, M. V. M., will assemble his command on the U. S. S. Minnesota, Boston, on Monday, April 25, for eight days' duty.

The 1st Regiment, Heavy Artillery, M. V. M., Colonel Charles Pfaff commanding, will hold itself in readiness for service in defence of Boston Harbor.

The M. V. M. other than the above will hold themselves in readiness to respond to orders to assemble at twenty-four hours' notice for such duty as may be required of them.

(Signed) SAMUEL DALTON,
Adjutant-General.

By order of the Commander-in-Chief.

WHERE DID THE CRUISERS GO?

THE ERRAND OF THE MINNEAPOLIS AND COLUMBIA NOT YET MADE KNOWN.

IT IS STATED THAT THEY WILL SOON REJOIN THE FLYING SQUADRON—BUT THE BELIEF PREVAILS THAT THEY ARE TO CONVOY THE PARIS—LAYING SUBMARINE MINES IN HAMPTON ROADS.

[BY TELEGRAPH TO THE TRIBUNE.]

Old Point Comfort, Va., April 24.—The Flying Squadron, or rather its fighting nucleus, is still at anchor in Hampton Roads, the only change in position being the shifting of the Texas this morning to a point nearer the Brooklyn and Massachusetts. The troop ship Panther, formerly the Venezuela, is anchored close by the Texas, her decks literally swarming with marines, of whom there are 800 in all, who will lead the army of invasion into Cuba.

The Panther will not start to-night, and cannot possibly get away until a convoy can be provided. It is thought that she will await the return of the Minneapolis and Columbia, which, it is stated officially, have not gone out any distance, and will rejoin the fleet shortly.

The possible destination of the two fleet cruisers has been the chief topic of conversation to-day among the officers. Commodore Schley and Captains Jewell and Sands, of the Minneapolis and Columbia, are the only ones acquainted with the exact nature of the orders which sent the ships away so unceremoniously last night.

It is not unlikely that the cruisers went out to take the Spanish steamship Benita, under Captain Bill, which left Galveston last Thursday morning for Newport News for coal. The Benita was well out to sea before the opening of hostilities, and probably knows nothing of her imminent danger. It is thought that the Minneapolis and Columbia may have gone to meet her before she learns of the state of affairs from passing ships in time to take a direct course for Cadiz.

Another statement is to the effect that the cruisers went after the revenue cutters Hamilton, Morrill and Hudson, which passed out yesterday for Key West, and this theory is strengthened somewhat by the fact that the Hamilton returned to the Virginia capes to-night, and is now anchored inside the bay.

The general belief, however, is that the Paris will be met by the Minneapolis and Columbia and convoyed to New-York. The press bulletin stating that Spanish cruisers had been dispatched after the big liner created more excitement here to-day, and served to settle the question of destination in the minds of many.

The big collier Merrimac finished coaling to-night at Lambert's Point, and will join the squadron to-morrow with 6,000 tons in her bunkers. The work of laying the submarine mines in Hampton Roads was begun to-day, and the engineers can be plainly seen at their duties from the wharf. Eighty-two mines will be laid between Fort Monroe and the capes. A carload of dynamite arrived at the fort to-night from Pennsylvania, and will be used in connection with gun-cotton in loading the mines yet to be laid. The steamer Howard arrived at Norfolk to-day with 350 of the Maryland Naval Reserves, who will man the cruiser Dixie, after undergoing training on the Franklin. The Michigan Naval Militia, for the Yosemite, will arrive at Newport News this week.

The German steamship Essen, Captain Shroder, arrived at Newport News yesterday from Savannah, for coal, and received directions to-day to remain until further orders. The owners are desirous of selling her to the Government. Lieutenant Galt, United States Navy, inspected her this morning. The mosquito gunboat Sioux, Ensign Gherardi, son of Admiral Gherardi, in command, passed out this afternoon for Key West. She was cheered by the crew of the warships at anchor. The Morrill has returned to the capes, and is anchored near Hampton. The return of these vessels is surrounded in mystery.

A WARNING FOR SPAIN.

OBJECT OF THE PROPOSED CONCERTED ACTION BY THE POWERS AS TO NEUTRALITY.

Washington, April 24.—The proposed concerted action of the Powers for the protection of the flags of neutral Powers is believed here to be designed more as a warning to Spain than to have any other significance. The representatives of the Powers say the contemplated action is a probable and natural move, although their home Governments have transmitted to them no notification of the negotiations to that end. It is a measure of precaution sanctioned by the usages of past conflicts, but there is not to be implied in it, as is understood here, any disposition to question the sincerity of this Government, as expressed in the formal notification of the course it will adopt, which has been communicated to all the foreign Governments. The full observance of the neutrality law on the part of the Spanish Government is not regarded as at all certain.

At the Embassies of the Powers seeking concerted action, Germany, France, Austria and Italy, and at several others likely to be interested, there was no information on the subject. This shows that the Powers are carrying on their negotiations independent of conferences with their representatives in the two contending countries, and will await some definite result in the way of a formal understanding and agreement on concerted action before communications are opened with Washington and probably Madrid. It is possible that no concert of action can be agreed on. On various occasions efforts at concerted action on neutrality enforcement have failed by the refusal of one of the great Powers to participate.

BOY GOING TO FIGHT SPANIARDS.

A TWELVE-YEAR-OLD LAD RUNS AWAY WITH THE PURPOSE OF GETTING TO CUBA.

Tribes Hill, N. Y., April 24 (Special).—Yesterday a twelve-year-old son of C. B. Knox, of Johnstown, and a grandson of ex-Mayor Knox, of that city, left home mysteriously. The police warned the officials of the Mohawk Valley of the lad's disappearance. Last night he was arrested at the New-York Central Station here. He said he was en route for Cuba to fight the Spaniards, and exhibited a revolver, cartridges and considerable money. He had written a letter, directed to his mother, telling her that he had an engagement on a ship to go to Cuba, and that there was no use trying to find him, as he travelled in the woods. The runaway was taken home to-day. He was well dressed, and much vexed that he was prevented from continuing his journey.

FEARS FOR BARK OLYMPIC.

THE CAPTAIN'S WIFE AND CHILDREN MAY FALL INTO THE SPANIARDS' HANDS.

Middletown, N. Y., April 24.—Relatives of Captain Stephen Gibbs, of this city, are fearful that his bark, the Olympic, which left Seattle ninety-two days ago to round the Horn en route for Boston, will be seized by Spaniards. Captain Gibbs always sights the Cape Verd Islands on these trips, and it is expected that he is in that vicinity now. He is accompanied by his wife and four small children and a crew of twenty-five men.

The Olympic was last reported off the Mexican coast on February 7.

PLACES KEPT FOR CLERKS WHO FIGHT.

SECRETARY BLISS'S ORDER RELATING TO INTERIOR DEPARTMENT EMPLOYES.

Washington, April 24.—Secretary Bliss has issued the following circular:

To the Heads of Bureaus and Officers of the Interior Department:

In answer to inquiries for information, you are hereby notified that in case any officer, clerk or employe, in or under the Department of the Interior, desires to leave the service temporarily to engage in the military or naval service, in the event of war, he may be reinstated at any time within twelve months from the time of separation from the service.

Temporary appointment will be made to fill a place so vacated with the understanding that upon the return of the officer, clerk or employe, the person occupying the place temporarily will be removed in order that the former occupant of the place can be reinstated.

THE HELENA'S RICH PRIZE.

GUNBOAT BRINGS THE MIGUEL JOVER INTO KEY WEST.

VESSEL AND CARGO VALUED AT $400,000—SHE IS A FINE STEAMER AND HAS BEEN PLYING BETWEEN HAVANA AND BARCELONA.

Key West, April 24, 8:40 a. m.—Another prize was brought in here this morning by the United States gunboat Helena, Commander W. T. Swinburne. She turned out to be the Spanish steamer Miguel Jover, bound from New-Orleans for Barcelona, by way of Havana, with a cargo amounting to about two thousand tons of cotton and staves. The prize is estimated at $400,000, her cargo alone being worth $150,000. She belonged to the Pinillo Line, of Barcelona.

The Helena did not sail with the fleet on Friday morning, but remained here until yesterday, when she steamed out to sea. She was cruising in a southwesterly direction when the Jover, steering a southeasterly course, hove in sight early this morning. The Helena fired a blank shot, and the Spaniard instantly hove to. The gunboat then put a prize crew of twelve marines, an engineer and sixteen bluejackets on board the Jover, under command of Ensign McClellan, who had with him Ensigns Davis and McFarland. The gunboat convoyed the prize into port. The Jover has a crew of fifty-two men.

Quartermaster Joseph Hansen, of the gunboat Helena, one of the prize crew which brought in the Jover, accidentally shot himself on the steamer this afternoon. His wound is not of a serious nature.

According to the Bureau Veritas, the Miguel Jover, Captain Bill, is a Spanish steamer which sailed from New-Orleans on April 22 for Barcelona. She was formerly the Port Denison, is bark rigged, and was built at Newcastle, England, in 1877. She is 375 feet 5 inches long, has 42 foot 2 inch beam, and is 20 feet 9 inches deep. The Havana agents of the Empresa Trasatlantica, of Barcelona, the owners of the Miguel Jover, are Balcells & Co., No. 43 Cuba-st. She has a capacity of 5,500 tons, tripple expansion engines and an electric lighting plant. She is classified A-1 by Lloyds. She has been used as a passenger rather than as a freight vessel and has been plying between Havana, Malaga and Barcelona, stopping at Santa Cruz de Teneriffe, Santa Cruz de la Palma and Las Palmas, Grand Canary.

OWNERS OF THE JOVER SURPRISED.

THEY BELIEVE SHE WILL BE RELEASED—HER CARGO OWNED BY AMERICANS.

New-Orleans, April 24.—Del Corral & Sevilla, the agents of the Miguel Jover, that was captured by the Helena, express great surprise at the action of the United States, and are confident that she will be released, especially as she received clearance papers after President McKinley's ultimatum had been issued.

The cargo of the vessel is the property of various firms in this city, a number of whom are American citizens.

THE STEAMER CATALINA CAPTURED.

A DESPERATE EFFORT TO ESCAPE FROM THE DETROIT—THE CHASE PROLONGED FOR EIGHT MILES.

Key West, Fla., April 24, 5:50 p. m.—Ensign Christy, with a crew of sixteen from the cruiser Detroit and four from the flagship, brought into port this afternoon the captured Spanish steamer Catalina, Captain Fano, 3,491 tons, which left Cadiz March 7, and was bound for New-Orleans for Barcelona, by way of Havana, for which latter port she was making when taken.

The Catalina was captured about four o'clock this (Sunday) morning twelve miles from Havana. She was taken by the cruiser Detroit. When the first shot was fired her captain made a desperate effort to escape his pursuer, and the chase was prolonged for eight miles. Finally a solid shot brought her to. She is carrying a cargo of 6,000 bundles of staves.

The Catalina, which was the property of Pinillos, Izquierdo y Cia, of Cadiz, was built in 1893, and was last surveyed in New-York in October of that year. She is 415 feet in length, 48 in breadth, and 21.3 feet in depth of hold. She is a steel vessel with six bulkheads. According to the Bureau Veritas, her gross tonnage is 5,291, and her net, 3,501.

STEAMER CARRYING LUMBER CAPTURED

REVENUE CUTTER WINONA SECURES THE SATUMINA.

Mobile, Ala., April 24 (Special).—The revenue cutter Winona, which sailed from Mobile on Saturday night in pursuit of the Spanish steamer Satumina, 1,826 tons, captured her prize on Sunday afternoon, at Ship Island, the National Quarantine station, five miles from Biloxi, Miss. She will probably have to remain in quarantine with the prize until the time of quarantine detention is out, to-morrow or next day. The Satumina is from Sagua to Ship Island, Zuclaga in command. She is laden with lumber.

CAPTURE OF THE MATHILDE.

THE PRIZE TOWED TO HAVANA BY THE DAUNTLESS, NOW A DISPATCH BOAT—SAMPSON SALUTED BY AN ITALIAN WARSHIP.

On Board the Associated Press Dispatch-boat Dauntless, Key West, April 24.—The Associated Press dispatch-boat Dauntless arrived in this harbor yesterday before midnight, having in tow the first sailing-vessel prize of the campaign, the schooner Mathilde, of Havana, sixty tons, loaded with rum. When the Dauntless left the main fleet under Rear-Admiral Sampson at 3:15 o'clock on Friday afternoon, what seemed a thorough blockade of Havana had been successfully established. The fleet range from eight to ten miles from the shore, along which they are extended for fully twenty miles, in the following order, running from west to east: The Mayflower, the Iowa, the Newport, the Detroit, the Marblehead, the Indiana, the New-York and the Wilmington, with the torpedo-boat Porter attending the flagship.

Morro Castle and the city of Havana are in good view from the flagship with glasses, but the coast, as is always the case, is covered with a haze. No news of what is occurring in the blockaded city has been obtained, and the newspaper men are equally in doubt as to the intentions of Rear-Admiral Sampson and the United States Government.

Soon after 9 o'clock yesterday morning the Amphitrite, the Puritan, the Cincinnati, the Castine or the Machias and three torpedo-boats, after much interchanging of signals, parted company with the flagship, sailing in a northeasterly direction, presumably to blockade Matanzas, Cardenas and Sagua la Grande.

A third seizure occurred yesterday morning a few miles west of the entrance to Havana Harbor. It was a small schooner, apparently a fishing craft, and she was captured by the Cincinnati. The cruiser towed her to the flagship, and her captain made a satisfactory explanation to Admiral Sampson, who released the vessel.

The New-York, with the torpedo-boat Porter in close attendance, was about ten miles off Havana yesterday noon when the smoke of a steamer was seen a few miles to the eastward. The flagship and the Porter started for her immediately, but when they drew near they found that she was the Italian man-of-war Giovanni Bausan, bound for Havana. The Italian ran the American colors up to his masthead and fired a rear-admiral's salute of fifteen guns, it being the first salute Admiral Sampson had received from a foreign warship since his appointment to his present rank. The New-York returned the salute, and, as the firing occurred only a few miles off shore, the incident

Continued on second page.

SPAIN STICKS TO PRIVATEERS.

DECLARATION FROM MADRID RECOGNIZING A STATE OF WAR WITH THE UNITED STATES.

TWO FINE PRIZES CAPTURED BY AMERICAN WARSHIPS.

A HIGHLY SUCCESSFUL CAMPAIGN AGAINST SPANISH COMMERCE IN THE GULF OF MEXICO—TROOPS NOT LIKELY TO INVADE CUBA TILL NEXT FALL—THE NAVY DEPARTMENT SAYS AMERICAN SHIPPING IS SAFE—BARBAROUS WARFARE IN THE INTERIOR OF CUBA—MORRO CASTLE OPENS FIRE.

Spain yesterday issued a decree recognizing a state of war with the United States, reserving to herself the right of privateering, but agreeing to abide by the other clauses of the Declaration of Paris. It also revokes all the treaties between the United States and Spain.

It is reported in Madrid that the Spanish Admirals have agreed on a plan of conducting the war.

Morro Castle opened fire on the American squadron off Havana on Friday night, but the shots did no harm.

Spanish troops are evacuating the interior towns of Cuba, pillaging and burning as they go.

The gunboat Helena captured the Spanish steamer Miguel Jover and took her into Key West. The cruiser Detroit seized the Spanish steamer Catalina, bound from New-Orleans for Barcelona.

The probability of an invasion of Cuba before autumn grows more and more remote on account of the difficulty of training and equipping a great volunteer army and the great mortality in Cuba during the summer season.

The Navy Department declares that no American ship is in danger of capture, every Spanish warship being accounted for and in harbor closely watched, with one exception.

The seizure of Hawaii has not been contemplated by the President. With Hawaii independent, its neutrality is guaranteed, and no vessels would have to be stationed there to defend the country from Spanish attack.

The errand of the cruisers Minneapolis and Columbia, which were sent to sea from Hampton Roads on Saturday night, was not disclosed. There is still a strong belief that they started for the purpose of convoying the Paris.

About two thousand Cubans at Tampa are ready to enlist in the Army, but they are desirous of maintaining their individual organizations. Many of them fought the Spaniards in the Ten Years' War.

A secret conference of the officers of the National Guard, State of New-York, was held in the Capitol at Albany to consider matters relative to the mobilization and drilling of the New-York uota.

The American Line steamer New-York arrived in port yesterday morning after a stormy voyage across the Atlantic. Almost all her officers and crew readily accepted the offer to man her for the Government, and she is likely to be taken over by the naval authorities for armament this morning, when she will become the Harvard.

The Gvernment secured the Merritt-Chapman Wrecking Company's tug Right Arm.

Most of the National Guardsmen spent Sunday with their families, and the armories in this city were deserted, but it was universally announced that if the Governor calls for troops to-day, as is expetced, the Guardsmen will readily respond.

Large crowds gathered about the bulletin-boards in various parts of the city, and intense interest was shown everywhere in the war news.

NO AMERICAN SHIPS IN DANGER.

ALL SPANISH WARSHIPS BUT ONE IN PORT AND WATCHED—THE TEMERARIO'S MOVEMENTS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, April 24.—The Navy Department had authoritative information to-day that not an American ship is in any danger of capture at present on the high seas, for the reason that every Spanish national vessel is reliably accounted for and, with but one exception, they are in harbor, where they can be and are being closely watched. The exception is the little torpedo gunboat Temerario, until recently at Montevideo, which is now bound up the South American coast on her way to join the Cape Verd squadron. She is running directly away from the battleship Oregon and her consort, the gunboat Marietta, which by this time have passed the Straits of Magellan and have begun their voyage north. The Temerario will cross the ocean from Pernambuco to Cape Verd, a distance of 1,619 knots, unless she is apprehended on the way by such cruisers as the Columbia and Minneapolis, which might unexpectedly appear in southern waters at a week's notice.

FRANCE NOT ALL FOR SPAIN.

HENRI ROCHEFORT SAYS THE REPUBLICANS FAVOR CUBA AND THE UNITED STATES.

Paris, April 24.—At the instance of Michael Davitt, member of the British Parliament for South Mayo, Henri Rochefort has cabled John T. Morgan, United States Senator from Alabama, declaring that the assertion that all Frenchmen and the entire French press are on the side of Spain is erroneous. On the contrary, the Editor of the "Intransigeant" asserts that all French Republicans sympathize with the Cubans and their liberators.

REVOLUTION FEARED IN PORTO RICO.

FOOD PRICES RISING AND STEPS TAKEN TO PREVENT THE DEPARTURE OF REFUGEES.

St. Thomas, April 24.—According to the latest advices from Porto Rico, the agitation there is increasing, and food prices are rising fast. The authorities have taken steps to prevent the departure of refugees.

At Mayaguez, seventy miles southwest of San Juan, there is talk of a revolution.

Refugees from Porto Rico, who reached here by a schooner this evening, report that the condition of the island is critical. Martial law has been proclaimed, and Americans there are in danger, as they are without protection.

United States Consul Van Horne here has bought 1,500 tons of coal for the United States Government, which will arrive here to-morrow, and he is negotiating for more.

BETTER LATE THAN NEVER.

SPANISH CABINET HAS DECIDED TO CAPTURE THE PARIS.

Madrid, April 24, 11 a. m.—It is said here that, as a result of the meeting of the Spanish Cabinet just held, instructions were sent to the Spanish naval authorities to effect the capture of the American Line steamship Paris, on her way from Southampton to New-York.

AMERICAN VESSELS AT COLON.

ONLY TWO NOW IN PORT—STEAMER'S CAPTAIN INSTRUCTED NOT TO SAIL.

Colon, Colombia, April 24.—The American steamer Finance, which left New-York City April 13, and the American schooner Robert Ruff, from Pascagoula, are the only American vessels now at this port. The captain of the Finance has received instructions not to sail.

CABLES TO BE CUT AND LAID.

THE MANGROVE WILL DESTROY THE CUBAN LINE TO JAMAICA—A MILITARY CABLE TO THE BLOCKADING FLEET.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, April 24.—The mission of the Mangrove, which will without doubt be accomplished in the course of a few days, is to cut the submarine cable between Santiago de Cuba and Kingston, Jamaica, thereby destroying all connection between Cuba and the outside world except the American line at Key West, over which the censorship of the United States Army has already been established.

In a day or two a military cable will be laid from Key West to a buoy about fifteen miles off Havana, in order that the blockading squadron can be kept in close touch with the authorities at Washington. This line will be less than seventy miles in length, and its sea end can be readily picked up by a boat from any vessel in the squadron for the purpose of opening communication with the Navy Department and the White House. As soon as a landing is effected in Cuba at Matanzas or Sagua la Grande another cable will be speedily laid down from Key West to maintain communication with the land forces, which will thus be kept in touch with the entire fleet.

SAMPSON A REAR-ADMIRAL.

HIS FLAG CHEERED AND SALUTED AS IT WAS HOISTED ON THE NEW-YORK.

On Board the Flagship New-York, April 22.—At 8 a. m. to-day Captain Sampson hoisted a read-admiral's flag, and as the two white stars on a blue ground flew out to the breeze thirteen guns were fired in salute. Captain Evans headed the battle-ship Iowa near the flagship and led his crew in giving three rousing cheers for the rear-admiral.

As the great, gray warships crept out from Key West Harbor and took their designated places in line Admiral Sampson, in command of the fleet, paced the quarter-deck briskly, and on the New-York's forward bridge stood Captain Chadwick, in command of as fine an armored cruiser as ever led a fleet. With him were Lieutenant-Commander Potter, Lieutenant Roller, the navigating officer, and Ensign Brumby. On the after-bridge were Assistant Chief of Staff Staunton, Flag Lieutenant Bennett and Cadet Mustin. Ensign Brumby and Cadet Mustin were the two aids.

There was no confusion, no shouting and no singing. At slow speed, the flagship leading, the fighting squadron in column took a south-southwest course, and Key West faded out of sight. It was almost impossible to realize that this was war. Orders were quietly given, and were as quietly carried out. Neither officers nor men showed the slightest trace of excitement. Rear-Admiral Sampson strolled leisurely up and down the starboard side of the quarter-deck, while on the port side the officers off duty smoked and chatted unconcernedly.

SPANISH IRONCLAD LEAVES FRANCE.

THE NUMANCIA STARTS FOR BARCELONA IN TOW OF A STEAMER AT NIGHT.

Toulon, France, April 24.—The old Spanish ironclad Numancia, which has been under repairs for months past at the Le Seyne shipyards, started yesterday for Barcelona, under sealed orders. Her repairs not being completed, she was towed by the Spanish steamer Cabonao from Marseilles, leaving in the darkness in order to escape observation.

ON SAMPSON'S FLAGSHIP.

EXCITING ADVENTURES OF THE NEW-YORK BEFORE HAVANA.

THE FIRST SPANISH FIRING SEEN AND HEARD ON FRIDAY NIGHT—CAPTAIN CHADWICK'S CONTEMPT FOR IT—LIVELY CHASE AFTER THE PEDRO.

On Board the Flagship New-York, off Havana, April 23.—2:00 a. m.—Morro Castle opened fire on the fighting squadron of the United States at 11 o'clock last night. About ten shots were sent in the direction of our ships, but not one of them took effect, and no shots were fired in return. The Spaniards had apparently seen the lights of the New-York while the latter was signalling to a ship of the squadron.

The firing was reported by the officer of the deck, Ensign J. R. Edie, to Captain Chadwick, who was asleep at the time. The young officer asked the captain in somewhat excited tones whether the New-York had not better discontinue signalling.

"No," muttered Captain Chadwick, with the utmost coolness. "There is no necessity for stopping the signals. Go ahead."

A little later Captain Chadwick was on the forward bridge, whence he watched the tongues of flame shoot out from Morro Castle. He glanced in the direction of the Spanish fortifications for a few seconds, and then turned his back on them in silent contempt and went back to his bed, perfectly certain the Spaniards could do no damage at five miles, which was then the approximate distance of the flagship from Morro Castle.

SPANISH MARKSMANSHIP DERIDED.

Another officer said: "The Spaniards probably became nervous and decided they could not sleep without some fireworks. They can't hit anything anyway."

There was no excitement on board the flagship during Morro Castle's futile attempt at gunnery. The discipline was really splendid. In fact, at this hour many people on board the flagship do not know that Spain's first guns of war have been fired and that the New-York was their target.

The United States cruiser Cincinnati, Captain C. M. Chester, reported to the flagship at midnight: "I have prizes." It is therefore evident that other ships besides the New-York have been busy during the night. The extent or value of the captures made by the Cincinnati is not known at this writing.

Morro Castle light, which was burning brightly all the evening, was put out at midnight. The Spaniards evidently realized, though rather late, that the sole use of Morro light up to that time had been to serve as a guide for the fleet of the United States.

SAMPSON'S HUNTING PARTY.

The capture of the Spanish steamer Pedro and the incidents attending on the squadron's appearance before Havana, already reported briefly in these dispatches, form an interesting initial chapter of the history of the war. About 4:30 p. m. yesterday, when Havana was fifteen miles distant, the squadron was signalled into battle formation of double column, the New-York leading the battle-ships and the Cincinnati leading the cruisers and gunboats. Just as the evolution was completed the following signal was hoisted on the flagship: "Disregard movements of Commander-in-Chief." Simultaneously, Captain Chadwick sent Chief Engineer C. J. McConnell this message: "Get up all the steam you can. A steamer has been sighted and the Admiral wishes to capture her." A few moments later smoke was pouring from all three of the New-York's funnels, and she stood away to the southeast. The squadron, led by the Iowa, continued on its course, heading in a southwesterly direction. The New-York was soon tearing through the water at a rapidly increasing speed and was fast leaving the squadron in her rear.

Away in the distance, close under the mist-covered hills of Cuba, midway between Havana and Matanzas, could be seen the outlines of a large steamer heading to the eastward. Then the old cry of "A chase!" "A chase!" echoed fore and aft, and the officers and crew of the New-York gathered on her decks, eagerly watching the flagship churn through the blue water, foaming white at her stern until she was making about eighteen knots. The Admiral paced the forward bridge as calmly as if watching a potato race.

SHE RAN FOR SHALLOW WATER.

The New-York gained rapidly on the stranger until, to the great delight of all on board the cruiser, it was evident that the latter would cut off the steamer from escape. The crew of the New-York by this time were at their stations, and the guns were loaded and trained. When the Spanish flag was seen flying at the stranger's stern a cry of delight went up from the bluejackets on board the New-York. It was evident that the Spaniard was doing her best to get away from the cruiser and was heading in nearer and nearer to the coast, hoping to find safety in shallow water, where the warship could not dare to follow her.

When the Spaniard was about three miles from the shore and about a mile from the New-York an 8-inch gun from the cruiser's forward turret suddenly belched out a stream of fire, accompanied by a crashing report. It was only meant as a warning shot, but the steel projectile went ricocheting over the water, in dangerous proximity to the fleeing merchantman. The echo of the report had hardly died away among Cuba's hills when the Spaniard hove to. About ten minutes later the New-York was near her. In the distance a few lonely-looking houses could be seen on a wild-looking beach.

A prize crew, commanded by Lieutenant E. E. Capehart and composed of Assistant Engineer Neall, four marines and a boat's crew, all well armed, were lowered over the side of the cruiser, and, amid exultant cheers from their comrades on board the New-York, they pulled over to the Spaniard, which proved to be the Pedro, of Bilbao, an excellent prize.

ANOTHER CHASE AND AN APOLOGY.

Scarcely had the prize crew left the New-York for their new command before a blank shot was fired from a forward 4-inch gun of the New-York. This was a signal for a steamer to the westward to stop. The latter was scurrying away as fast as wind and water would let her. Once more the New-York swiftly cut the dark waters, and once more her four engines throbbed as if impelled by the excitement of the chase. Then again the 4-inch gun bellowed out its note of warning, this time hurling across the water a steel injunction as emphasis to the order to heave to. The second strange steamer soon came to a standstill and was boarded. But great was the disappointment on board the New-York when it was seen that she was flying the German flag.

Ensign F. H. Brumby, who boarded the German, reported that she was a tramp steamer, the Remus, Captain Schwarner, of Hamburg, bound from Havana to Santiago de Cuba, in ballast. The commander of the Remus said he knew nothing of war having been declared between the United States and Spain, and Ensign Brumby made the usual apologies. The Remus was then allowed to proceed after having had a more narrow escape than usually falls to the lot of a merchantman.

As the sun was setting, casting red, angry-looking rays on the desolate-appearing hills of Cuba, the New-York returned to the Pedro, took