

NEWS OF TWO CAPITALS.

LONDON.

Interest in Venezuela Overshadowing All Else—Admirals as Bailiffs.

(Special to The New York Tribune by French Cable.) (Copyright, 1902, By The Tribune Association.) London, Dec. 13.—The rediscovery of Venezuela happened when the newspapers had nothing better to print than the calumnies tales in the Harpott divorce case, and the dull drone of the Lords' debate on the Education bill. Recurring almost on the anniversary of President Cleveland's message respecting the Guiana boundary, it was not considered a safe topic for thirty-six hours, but when the evidence was supplied that the Washington government had been consulted, and that the Monroe Doctrine was not involved in the plain question of paying debts, there was a public thirst for knowledge which justified the printing of maps, the collection of geographical lore from handbooks, descriptions of Caracas and the Spanish Main, and the editing of the reminiscences and varied experiences of travellers and commercial men in Venezuela. The blue-books were withheld, and consequently the character of the British and German claims could not be discussed with precision. The diplomatic exposition opened with the necessity of free discrimination between the seizure and the destruction of gunboats and the conventional acts of war, and was continued when the Pacific blockade was reported and the question of neutral rights was raised. The military writers contributed an estimate of the fighting force and number of field guns available for defence by a country as large as France, and described the possible field of operations in mountain passes and ravines between La Guayra and Caracas.

England was in the way of making a fairly exhaustive study of the rediscovered country when the ardor of investigators was checked by the report that President Castro had sent to Washington proposals for arbitration, and that a dull, prosaic settlement might be substituted for the dubious experiment of attempting to collect bad debts by scuttling leaking galleys and bombarding harbor works and coconut palms. Like the release of the foreign prisoners, it was at least a hopeful sign of conciliation on the part of President Castro, and justified Lord Lansdowne's humorous treatment of the subject, which the press was discussing with undue seriousness.

The general results of the rediscovery of Venezuela are salutary. England, Germany and the United States are revealed as acting together by preconcerted arrangement in a spirit of mutual accommodation and confidence, as they must always do in matters relating to the commercial welfare of the maritime world, whether in China or tropical America. European prejudice against the Monroe Doctrine has been instantly modified by the direct evidence that it affords no guaranty of protection against the consequences of financial immorality and political anarchy. The recognition of the bearings of the Monroe policy, once derided as a vagary of Yankee braggadocio, has been plain in both Germany and England, where every responsible journal accepts as a finality the conclusion that the acquisition of new territory by any European power is prohibited in the Western Hemisphere.

Even the book reviewers reflect this view, for today's "Abolitionism," in a well digested article on Beckles Willson's "New America," complains that the author's Canadian prejudice is too apparent when he seems to argue against the Monroe Doctrine, and in favor of European intervention in South America. "The Athenaeum" writer stoutly asserts that there is not the slightest practical chance of the United States allowing European conquest on the American continent, and that the Washington government has ample power to make good its views, and would receive British assistance in so doing.

The special aspects of the Venezuela question promote searching of heart and critical reflection, while the collective interests of maritime Europe in tropical America are large. A great benefit will be conferred by the force of example if a rank instance of dishonesty in dealing with foreign creditors be singled out for discipline and punishment.

The idea of employing admirals as bailiffs and collectors and serving processes of distraint for the recovery of the principal and interest of forced loans and other questionable measures of finance, impresses thoughtful writers as incongruous. "The Manchester Guardian" pertinently remarks that loans to any unstable republic will become safe and profitable investments if defaults are followed by naval bombardment at the expense of English taxpayers. Every writer having intimate acquaintance with the methods of the syndicates which have financed the railways, the public works and the refunding of national loans in South America and Central America, knows that a more critical method of enforcing the law of distraint for defaults in payments ought to be adopted than that of seizing antiquated hulks and pointing ships' guns in the direction of a custom house.

The European navies in any event will have ample employment on the seaboard of tropical America if admirals are armed in the future with the functions of collectors of bad debts. The utility of the Pacific blockade, moreover, has not been demonstrated by the recent operations at Formosa, Crete and Greece, and the success of the expedition in the case of Venezuela seems to depend upon the suspension of all neutral commerce and the starving out of President Castro by depriving him of financial supplies from the customs. This will obviously require a protracted blockade on the coast without a safe anchorage. Since the money is wanted in the fulfillment of contracts, a more anomalous method of collecting arrears cannot be imagined than that of emptying President Castro's treasury and increasing the impoverishment of the nation. For these reasons and also from the general suspicion that either Germany or the United States is making use of the British Government, and drawing it into a disagreeable and unprofitable complication, there will be a feeling of satisfaction if the Venezuela question be settled by arbitration. Extremes meet in supporting this view, when the old Tory "Morning Post," after denouncing that the Monroe Doctrine imposed on the United States the duty of securing justice for European powers in disputes with the minor American republics, plumps boldly for President Roosevelt as the natural and proper arbitrator, and is in touch with the pro-Berlin "Daily News," which finds it difficult to believe that President Castro is as black as he is painted, and calls upon Lord Lansdowne to welcome overtures for settlement whether from Caracas or Washington.

IT IS REPORTED, VIA LONDON, THAT THESE WARSHIPS ARE GOING TO BOMBARD PUERTO CABELLO.



THE GERMAN CRUISER VINETA.

THE BRITISH CRUISER ARIADNE.

ACCEPTED BY THE MAYOR

He Praises Col. Partridge's Work— Silent as to His Successor.

PIPER TO RESIGN WHEN ONE IS NAMED.

Mayor Low yesterday sent Colonel John N. Partridge a brief letter accepting his resignation as Police Commissioner, and at the same time praising him for the excellent work he has done since he took charge of the department. Street Cleaning Commissioner Woodbury, Park Commissioner John E. Eustis, Deputy Police Commissioner Ebbett, Second Deputy Police Commissioner Piper, General Avery D. Andrews, General F. V. Greene and Major General Thomas H. Ruger were discussed for the place made vacant by Colonel Partridge's resignation. Mayor Low, when seen last night, said that there was nothing to be said about the appointment of a new commissioner.

Commissioner Partridge had many callers at his office in Mulberry-st. yesterday. At 1 o'clock he announced to the newspaper men that Mayor Low had accepted his resignation. In making the announcement he read to the reporters the following letter he had received from the Mayor:

City of New-York, Office of the Mayor, December 13, 1902. My Dear Colonel Partridge, In accepting your resignation, to take effect January 1, I take pleasure in acknowledging the good work that I know you have done as Police Commissioner. No one on the outside has the slightest conception of the difficulties with which you have had to deal, and no one understands as well as I how much you have accomplished. Your fidelity and complete integrity are recognized by all. You can well afford to await general recognition of the actual value of your services that time will certainly bring.

I hope that relief from your burdensome and exacting duties will speedily restore you to perfect health. With many good wishes, and with thanks for your loyal co-operation, I am yours very truly, SETH LOW, Mayor.

Commissioner Partridge would not comment on the Mayor's letter. "I will have to refer you to his honor the Mayor. It would be manifestly improper for me to discuss the Police Commissionership at this time," said Major Woodbury, when asked yesterday if he expected to succeed Colonel Partridge. He was reminded that six weeks ago, when he was asked about Colonel Partridge resigning, he had said that in no circumstances would he take the place.

"I can say nothing now on the subject. It is not right to ask me to talk about the matter," he added. Commissioner Woodbury called at Police Headquarters yesterday, and was closeted with Deputy Commissioner Piper for a half hour. The latter afterward said that Dr. Woodbury had called in reference to some matters in the Street Cleaning Department of Final Disposition, and that the police situation had not been discussed. He added that he had no idea who the new commissioner would be, but that he would tender his resignation as soon as the appointment was made.

"It is said that Commissioner Partridge did not favor the 'shoofly' system revived by you?" was asked. "He was heartily in accord with that system," was Captain Piper's reply. Police Magistrate Robert C. Cornell, having been mentioned as a possible successor to Colonel Partridge, was asked if he would accept the place if offered to him. Judge Cornell replied: "Accept it? I would not accept it if it were offered to me on a silver platter. In the first place, there is too much work connected with the position for any one man to do with credit to himself and the force. In my mind the man for the place is a West Indian graduate, a strict disciplinarian. Then a good lawyer should be made a deputy. Let him try the charges against the men and do the legal work of the department. In that way outside influences would be unable to interfere, and then the men on the force, high and low, would know that if they did their duty they would not be interfered with, and if they did not they would know that punishment would come swift and sure and just. There would be few if any reversals by higher courts, and that in itself would be a great benefit to the force." One of Mayor Low's friends yesterday told of a call the Mayor received from Colonel Partridge a few days ago, when the colonel said:

"I thought I'd call to tell you that I'm about to send you my resignation."

"I hope you are joking, Colonel," said the Mayor. "Maybe I am, but this joke's got a point to it," continued the colonel. "From what I can learn you have been listening to some men who think they know a lot about running the police department, and they're making a mistake. I don't think this job, and I'm not holding on to it for the love of work or the fun I'm having in doing it. Now you just keep on listening to that class of fellows, and they'll hear them tell you of some one who will take this job off my hands. I'll turn it over to you for a New Year's present."

Governor Cornell did not see the Mayor yesterday. He said the police situation was entirely in the hands of Mr. Low, who would solve the problem satisfactorily.

MRS. U. S. GRANT DYING.

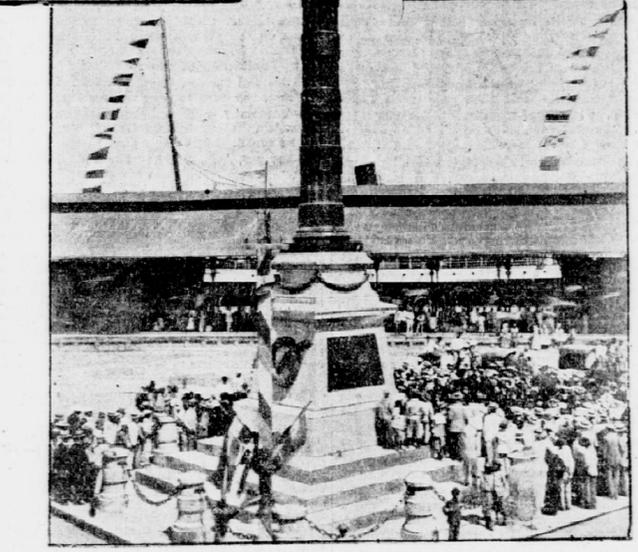
Her Physician Says She Cannot Survive the Night.

Washington, Dec. 13.—Mrs. Ulysses S. Grant, widow of the former President, is reported to be dying to-night at her home in this city. Her physicians say she cannot survive the night. Telegrams have been sent to her sons, General Fred D. Grant, commander of the Department of Texas; Ulysses S. Grant, Jr., and Jesse Grant, both of whom are at San Diego, Cal., informing them of their mother's critical condition, and urging them to come at once to Washington. Mrs. Sartoris, her daughter, is at Mrs. Grant's bedside. Her illness is bronchitis, complicated with lung trouble.

CALIFORNIA—FLORIDA—MEXICO.

The Raymond & Whitcomb Company, of 25 Union Square, are now sending out their cars and special trains, which run through from New York to California points without change, and offer superior accommodations to those required for strictly first class arrangements for reaching California. Other trains will leave New York in January and travel through old Mexico, visiting with their "hotel on wheels" places most interesting, that are otherwise inaccessible. They have superior facilities for tours to Florida, Europe, Round the World, Cuba, Porto Rico, Oriental Lands and sell railroad and steamship tickets to all parts of the world. Circulars will be mailed to those interested.—Adv.

WINTER HOMES IN THE SOUTH. Issued by the Southern Ry. Complete list of resorts, hotels, etc. Address, N. Y. Offices, 21 & 115 Broadway.—Adv.



THE MONUMENT ERECTED AT PUERTO CABELLO IN MEMORY OF AMERICANS WHO DIED FOR VENEZUELAN INDEPENDENCE.

HEAVY SNOW BLOCKS TRAFFIC

STREETCAR LINES CRIPPLED AND PEOPLE SUFFER FROM WIND AND COLD.

Commissioner Woodbury Begins Removal of Snow With the Forces of His Department—The Coal Situation Easy.

NEARLY A BLIZZARD

Snow, Cutting Wind and Low Temperature Mark the Day.

All New-York was satisfied yesterday that winter had come in earnest. The great storm from the Gulf that spread over many States of the Union, and was central in Ohio and moving in a northeasterly direction, causing floods in the South and snowdrifts in the North, was trying in this city to imitate a blizzard. Snow and sleet fell continuously throughout the day and part of last evening, but the Weather Bureau gave its prediction that they would not continue to fall to-day. The temperature in the city kept below the freezing point, not falling so low as to make the cold extreme, and thus preventing genuine blizzard weather, but there was a brisk wind that helped greatly to make the storm uncomfortable to everybody who had to go out of doors.

Travel in the city was slow and uncomfortable on account of the storm. Throughout the day and night, and early this morning trains on the elevated roads and cars on the surface lines continued to run, but there were many delays. Blockades on the surface lines were frequent, and early in the day lack of power stalled many cars of the Broadway line for about twenty minutes. The daily blockade of trolley cars on the Brooklyn Bridge occurred at the rush hour in the morning yesterday, and many people who wanted to ride walked over the bridge. There were several blockades on the elevated roads late in the afternoon and evening.

People caught in the blockade on the bridge had perhaps the most uncomfortable experiences of the day in the stalled cars. The cold became unbearable on account of the high wind, and people left the cars and walked in preference to sitting still and freezing. For a long time before the tieup came the cars had been moving by fits and starts, with intervals of waiting long enough to make the passengers impatient.

In Manhattan the worst blockades of the day were on the surface lines, and most of them were caused by vehicles getting into the way of the cars and stopping because the horses fell or were unable to pull the loads. Wheeling in the streets was heavy because of the fine snow, which did not pack. It was a common sight to see motormen of the electric cars helping to push an overloaded truck out of the way of a car.

Trains entering the city were delayed by snow in the country. Mails from the West were late. Telegraph wires in the West were down in places and telegraph communication was delayed. Trains on the New-York Central and New-York, New-Haven and Hartford railroads were badly delayed by the storm. The Southwestern Express from St. Louis, due to arrive at Gray m. did not get in until after midnight, and the Lake Shore Limited, due at 6:30 p. m., was eight hours late, though part of this delay was, it was said, caused by heavy snow west of Buffalo. The trains from Boston also ran far behind schedule time; the train due at 10 p. m. did not get in until after 12 p. m. and the one due at 11 p. m. was three hours late.

Commissioner Woodbury of the Department of Street Cleaning started the work of snow removal yesterday afternoon, although the snow contract with William Bradley had not been executed by the filing of bonds. The entire force of street sweepers received orders to begin heaping up snow for removal in the streets in which there is most traffic, although the depth of snow on the surface was only about two inches. Commissioner Woodbury said the department would take the first job of snow removal with out the help of the contractor. At all stations of the department there were calls for extra laborers to shovel snow at \$2 a day of eight hours, and for carts and horses to help in carrying the snow to the rivers.

TIDEWATER COAL PRICE.

What the Roads Deliver It for and What the Retailer Asks.

The Tribune is enabled to announce authoritatively the price at which the coal carrying roads have been delivering coal at tide water. A single road is given, because the price of any one of the five roads is, with slight temporary variations, that of them all. The Delaware, Lackawanna and Western Railroad Company, taking it as typical, has for the last month maintained the following average prices a ton: Egg, \$4.99; stove, \$5; chestnut, \$5; and pea, \$3.29. At these rates the road has been sending in from 6,000 to 7,000 tons daily. These figures are unimpeachable, and that being so, it is fair to ask why coal when it reaches the average citizen costs \$10. It is now conceded on all sides that charity coal is abundant, and the pall distribution system is increasing each day. This condition is due to the fact that there are no middlemen between the operators and the poor. The four allied charities are supplied at bottom prices, and such coal yards as distribute pitfalls to the poor at 10, 12 and 15 cents have a definite understanding with the companies, with a probable rebate at the end of the season, the coal being purchased direct.

But the householder who goes forth to purchase must make up his mind to pay \$10 a ton for coal. This is an increase of \$5 from the time it reaches tidewater. The poor are paying \$6.50, the \$1.50 increase being legitimate for the transportation, unloading and handling. But \$5 additional is exorbitant. The coal has come to the consumer from his retail dealer, who has had it direct from the sales agent of the coal carrying road. It begins to look as if some of the local dealers should be brought to account for an illegitimate "take off." The point is not that there is a coal famine, for there is coal for daily needs, but that the honest citizen is paying too much for it, and unless he pays the high price is forced to wait.

No other theory will account for the instance of a man purchasing coal of one of the dealers at \$9.50 with difficulty, and a half hour later, another man with more influence obtaining his heart's desire at \$7.50. If something like that had not been the legitimate price, Burns Bros. would not have been delivering coal to their customers for the last month at \$7. Barge rates from Hoboken to Manhattan will not account for the rise from \$5 to \$10. These rates have increased from 15 cents a ton in some instances to 25 cents, but that addition and the advanced rates for stevedoring do not account for the \$5.

Rates to the West as made by the six allied companies, the Central, Lackawanna, Erie, Delaware and Hudson, Lehigh Valley and Ontario and Western, are as follows: Egg, \$4.98; stove, \$4.98; chestnut, \$4.98, and pea, \$3.17.

President R. M. Olyphant of the Delaware and Hudson Railway Company said to a Tribune reporter yesterday: "This talk of conspiracy and holding back on the coal supply is rot. We are doing our best to meet the situation. I cannot understand why people are taken in for a moment by these stories of a 'combine.' I admit that there is a certain amount of apprehension, but I am at a loss to see why it should exist. Our road is bringing to tidewater 4,500 tons a day. That is just a trifle below the amount handled for the corresponding month of last year."

President Truesdale of the Delaware, Lackawanna and Western said: "This talk of a conspiracy is utter nonsense. It would be poor business policy if coal is mined to hold it back when there is a market so ready and eager for it as New-York. The

Continued on fifth page. IT SAVES A DAY. The 20th Century Limited, via New York Central and Lake Shore, leaves New York 2:45 p. m., arrives Chicago 9:45 next morning.—Adv. SOUTHERN'S PALM LIMITED. NEW YORK & ST. AUGUSTINE. Via P. R. R. & Southern Ry. Resumes service Jan. 12th, 1903. Diagrams now open. N. Y. Offices, 21 & 115 Broadway.—Adv. SEABOARD AIR LINE RAILWAY. Magnificent trains, fast schedules to Pinehurst, Camden, and all Florida points. Christmas holiday rates to all Southern points. Through sleeping and dining cars. Office, 115 Broadway.—Adv.

DR. LORENZ HERE.

Will Begin His Series of Operations in This City To-morrow.

Dr. Adolf Lorenz, the Austrian specialist, has at last arrived in New-York. He came late yesterday afternoon from Philadelphia in a train that had its own troubles with the snowstorm. He was accompanied by his assistant, Dr. Frederick Müller. Dr. Virgil P. Gibney headed a reception committee, who met Dr. Lorenz and conducted him at once to his apartments at the Holland House. In the evening a dinner was given for him at Dr. Gibney's home, No. 16 Park-ave, and later he and a number of physicians went to Wallack's Theatre, where they saw Hackett play "The Crisis." The surgeon, from his long beard, was recognized by the audience who watched his box curiously. After the play he went behind the scenes and met Mr. Hackett. He had enjoyed the play immensely, he said, and had understood all save one word. After several trials he managed to inform the rest that the word was "Gosh!" He was speedily enlightened.

The surgeon, when he left the theatre, said that he had made up his mind to go to a play every evening during his stay in New-York. This afternoon Dr. Lorenz will have a sleigh ride in the park. In the evening he will be met by Dr. Carl Beck, representing the German Medical Society, and introduced to the members of that organization. The professor will preside at a number of clinics in the course of the week. On Thursday he will have charge of Professor Shaffer's clinic at the Cornell University Medical College, to which invitations have been issued.

Dr. Lorenz does not look fatigued after his strenuous tour over the country and is in the best of spirits. To-day and this evening he will rest prior to beginning his week of operations here, the programme of which was published in yesterday's Tribune.

THE SENATE RELENTING

May Repeal Law Against Sale of Liquor in the Capitol.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, Dec. 13.—There is a disposition among certain Senators not to rub in too hard the ten-acre rider placed on the Immigration bill by the House. The rider was passed by the Senate after much discussion, chiefly because the Senators were tired at the action of the House in saddling similar measures on legislation and putting responsibility for the sale of liquor in the Capitol on the upper house. The latest proposition on the part of the Senate is to pass the provision along with the Immigration bill, let it become a law and then repeal it. This is a compromise, and the House itself will introduce and pass the repeal bill. By this course, it is explained, the Senate would get even for its little joke, and it would be "up to" the House to express its own desire for a today. "If the House really wants the sale of liquors continued," said one Senator sarcastically to-day, "why did it pass the prohibitory provision?"

As the matter now stands, the House is completely at the mercy of the Senate, and about the only thing that it can do is to await final action on the Immigration bill and hope for the best. As action on the Immigration bill is not likely to be had until after the Statehood bill has been either passed or killed, it is probable that it will be a week or more before the House will know its fate.

REICHSTAG PASSES TARIFF BILL.

Berlin, Dec. 14.—The Tariff bill was passed at 4:15 this morning by a vote of 292 to 100. There was great disorder, but the debate was closed, and the motion adopted.

THIEF GOT 8600 IN BAG.

While standing at Seventh-ave. and Fiftieth-st., waiting for a car, on Friday night, Mrs. Annie Rickhardt, of No. 7 West Ninety-eighth-st., was robbed of a chateleine bag containing \$8000 in money, a gold watch and chain, and a ring, set with two diamonds and a pearl, valued at \$300. The bag was snatched from her hand by a man, who took to his heels and escaped. Detective Herbenick, of the West Forty-seventh-st. station, last night arrested James Crawford, who says he is a driver, living at No. 301 West Fifty-first-st., on suspicion of being the thief. He was held, and when he is arraigned in the West Side court this morning an effort will be made to have him remanded.

A BLOODLESS CAPTURE.

Caracas, Dec. 13.—The following details of the capture of the Venezuelan vessels at La Guayra on Tuesday by the Anglo-German forces have reached here. At 4 o'clock on Tuesday af-

TEXAS—CALIFORNIA—MEXICO.

SUNSET LIMITED ROUTE. Via P. R. R., Southern Ry., A. & W. P. W. of A. L. & N. Leave New York daily 4:25 P. M. Special Sunset Limited Stateroom and Drawing Room Car. Dining Car service. N. Y. Offices, 21 & 115 Broadway.—Adv.

HOLIDAY RATES SOUTH

Via Southern Railway, N. Y. Offices, 21 & 115 Broadway.—Adv.

ITALIAN ULTIMATUM.

CASTRO LESS WARLIKE.

Orders Property Restored and Waits on Arbitration Plan.

Caracas, Dec. 14.—It is now stated that Italy has handed to the Venezuelan Government similar demands to those made by Germany and Great Britain for the payment of her claims.

The news of the arrival of Commodore Montgomerie, of the British navy, at La Guayra has created excitement in Caracas, but up to 5 o'clock to-night the authorities here have no knowledge of his designs. In government circles it is believed that a notification of the blockade of the Venezuelan coasts will be transmitted. It is learned from a government source that on the advice of Minister Bowen a calm and cool attitude for twenty-four hours more has been preached, and that if the Anglo-German forces disembark at La Guayra the troops at the forts and in the newly erected redoubts will not fire on them, the object being to obtain time for Washington to answer the proposal for arbitration to be Berlin and London.

President Castro has taken up a new attitude. Strong in Venezuela's rights, he has ordered that reprisals are to cease, and yesterday gave instructions that all the property of the British and German railroads and British telephone companies should be returned. The government will retain control of the La Guayra Railroad, but its administration will be left independent. Patriotic demonstrations took place again yesterday and to-day. The Venezuelans have decided to boycott all goods manufactured in Germany and Great Britain, and in all stores notices are posted declaring that henceforth the owners will refuse to sell goods coming from those countries.

At 1 o'clock this afternoon a special train left Caracas for La Guayra, taking Alfred Blohm, a leading German merchant and a German banker of Caracas. The German consul accompanied them for part of the journey. They are going on board the Vineta on a special mission to try to persuade Germany to accept arbitration. President Castro gave them passports, though the initiative in this mission was taken by Germans and not by the government. Three thousand two hundred Venezuelan troops are in the neighborhood of La Guayra.

La Guayra, Dec. 13.—The British steamer Topaze, from Cardiff, was seized and pillaged on Wednesday by the rabble at Porto Cabello. The captain and crew were held prisoners, but were released to-day and the steamer will sail at noon to-morrow for Cienfuegos.

The German cruisers Falke and Panther have arrived here and the German training ship Stosch is cruising around outside, on the lookout.

The steamer Prins Willem IV entered the port this afternoon and discharged her cargo. She is now about to sail again. Other ships which arrived off the port this morning will proceed without communicating.

A commission composed of leading merchants of Caracas have arrived here, and has been on board the British cruiser Charybdis and the German cruiser Vineta. On the departure of the commission the Vineta sailed for an unknown destination.

The fortresses here have now been evacuated and all the soldiers have left the town. The militia has been called out to maintain order. All the drinking saloons and booths have been closed by order of the Prefect.

The United States gunboat Marietta arrived to-day from Curaçoa and has anchored outside the harbor.

THE RESTAURADOR CAPTURED.

German Cruiser Takes Gunboat Formerly George J. Gould's Yacht.

La Guayra, Dec. 13.—The German cruiser Vineta yesterday captured near Guanta the Venezuelan gunboat Restaurador, formerly George J. Gould's yacht Atalanta. A crew from the Vineta was put aboard and the captured vessel was sent to Trinidad.

"NO." IS CASTRO'S REPLY

He Refuses to Yield on Any Point of German Ultimatum.

Berlin, Dec. 13.—President Castro's reply to the German ultimatum is a refusal to yield on any point. The Foreign Office has not yet received the text of the reply, only a bulletin from the German Chargé d'Affaires, Herr von Pilgrim-Baltazzi, dated December 10, announcing that the President's answer had been placed in his hands that day and that Castro refused to yield to the German demands on all points.

This telegram, with the text of the reply, was filed at Port of Spain. With this exception, the Foreign Office has received no news since yesterday to indicate that the situation has grown worse. A landing in force is not considered probable under any stand, and that is all the blockade the coast stand, and that is all the naval commanders are, for the present, authorized to do. Any proposition that Minister Bowen might make in behalf of President Castro would be received in a good spirit and carefully considered, out of regard for the channel of its transmission. But no proposition to arbitrate has yet reached Berlin. Neither is the Foreign Office aware that the United States has made, so far, any suggestion to arbitrate.

Herr von Pilgrim-Baltazzi is still on a British vessel in the harbor of La Guayra.

VENEZUELAN SAILORS MADE NO RESISTANCE TO THE ALLIES.

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