

THE SITUATION CRITICAL.

MILITARY AND NAVAL OFFICIALS HASTEN PREPARATIONS.

The President of the Court of Inquiry said to the President in Conference with Leaders of Both Parties in Congress, and it is agreed that the report will be referred without debate to the President.

WASHINGTON, March 24.—The situation in Washington to-night is grave. The feeling of restlessness was particularly noticeable to-day in both houses of Congress and at the White House. At the War and Navy departments the strain was apparent, but the anxiety was concealed by the activity of preparations.

At to-morrow's meeting of the Cabinet the President will submit the report of the Naval Court of Inquiry on the causes of the explosion of the Maine in Havana on the night of Feb. 15, resulting in the death of 268 of her officers and crew. The report was placed in the hands of the Secretary of the Navy to-night by the Judge-Advocate of the Court, Lieutenant-Commander Marix, who brought with him a document which contains the report in full.

The document is a long and detailed one, and it is said that they are the only persons who will see the report in advance of its publication. It is authority for the statement, however, that the President of the United States and a few higher officials of the Administration know now as well as they will know to-morrow the nature of the findings of the court.

The President is said to be in a state of mind to do with the management of the army and the navy undoubtedly directly to that knowledge. Of course, no one speaking for the President or for the Secretary of the Navy will admit this to be the fact, but it is nevertheless true.

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In the House of Representatives the situation is much the same. The President has appealed to the prominent and influential men among the Democrats and Republicans to support him in his policy. He has asked them to support him in his policy.

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SPEECHES OF SENATORS PROCTOR, GALLIGER, AND THURSTON. THE SUPPLIES WILL BE SENT IN MERCHANT VESSELS OR WAR VESSELS, AS THE ADMINISTRATION MAY SEE FIT, AND IF SPAIN SHOULD RESIST THIS ATTEMPT TO RELIEVE SUFFERING HUMANITY SHE WILL BE MADE THE AGGRESSOR IN A WAR IN BEHALF OF CIVILIZATION.

The President may or may not make known his subsequent Cuban policy at the time he asks for the appropriation for the starving people. Circumstances will determine this. He has decided upon his policy, however, but its successful operation depends upon the aid of the United States. It will be assumed toward it by the Spanish Government. In order to ascertain what this attitude will be, the President, through Judge Day, the Acting Secretary of State, has been in correspondence with the Sagasta Ministry for several days.

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A DEFENSE BOARD SELECTED.

WASHINGTON, March 24.—To secure harmony and unanimity in the defense preparations the President to-day directed the formation of a Board on Defense, to consist of one naval officer and one army officer. The naval representative will be Capt. Alfred S. Barker, until recently in command of the battleship Oregon, and now special aide in the office of Secretary Long. Capt. Joseph Rodgers, of the Army, is to represent the military service, but other important duty on which he is engaged prevented his appointment. The army member will be selected to-morrow. It will be the duty of the Defense Board to bring about harmony in the emergency work which is now being done by the War and Navy departments. Matters which can be attended better by joint action of the military services will be arranged under the direction of Capt. Barker and his army colleague. One particular branch of preparation will occupy their attention immediately—concerns the laying submarine mines, and it will be the aim of the board to secure harmonious operations between the naval militia organizations, to which this duty will be assigned in some parts of the United States, and the army Engineers Corps.

SPAIN'S FLOTILLA COMING.

SEEK TORPEDO BOAT FLEET STARTS FOR THE WEST INDIES.

Consists of Six Torpedo Boat Destroyers, Seven Torpedo Boats, a Cruiser, and a Converted Vessel—Their Coming Looked Upon as a Preparation for Hostilities, and a Fleet of Yachts and Sea-Going Tugs is to be Fitted Out to Be Picket Duty for the Atlantic Squadron—The Revenue Cutters and Eight-horse Tenders Also Ordered Into Service.

WASHINGTON, March 24.—In sending her torpedo boat flotilla to waters near the coast of the United States, Spain has gone beyond the bounds of the excessive caution which has characterized the policy of the Sagasta Ministry in the present crisis in the relations of that country and the United States. Although nearly every day since Representative Cassin of Illinois, at the request of President McKinley, introduced in the House of Representatives the bill appropriating \$50,000,000 for national defense has been full of activity and excitement in the executive departments intimately concerned with the preparations for a resort to hostilities, it is not until to-day that the news came that the flotilla had sailed for the West Indies the excitement exceeded anything that was visible on previous days in this time of rapid and stirring events.

There is every reason to believe that this Government took steps to-day to know the meaning of the flotilla's business in American waters. A cable message to the Spanish Minister, Señor Polo y Bernabé, the Spanish Minister to the United States, called at the State Department this afternoon and had a long conversation with Mr. Day, the Assistant Secretary of State. The departure of the flotilla toward the West Indies was undoubtedly discussed, with what result cannot be ascertained. It is too late now to stop the destroyers and their escort. As matters stand, Spain has, by allowing them to depart against the known wishes of the United States, committed the first act of aggression. A cable message to the Secretary of the Navy from Lieut. George L. Dyer, the naval attaché of the American Legation at Madrid, brought the first notification that the flotilla had sailed from the Canaries. He said that Porto Rico was its destination. A little later a despatch containing the same information was received at the State Department from Minister Woodford. Secretary Long and Assistant Secretary Day immediately went to the White House and laid the information before President McKinley.

There had been a belief in official circles that the flotilla would remain at the Canaries in order to await the development of the Government's policy in regard to the report of the Maine Court of Inquiry. President McKinley had been urged by some of his most intimate confidants and advisers to consider the sailing of the flotilla to Porto Rico as a serious matter. Under other circumstances this view might have been adopted, but in discussing the matter to-day with the representatives of the State and the Navy Departments, he showed a desire to be conservative at this critical period, when hasty action might place the United States in a wrong light in the eyes of nations, and he decided that forbearance was the best policy and declined to sanction a counter-movement of hostile meaning on the part of the United States. But the defiance expressed by Spain in ordering the flotilla to continue its voyage was not lost on the President, and he gave personal directions for additional preparations.

The torpedo boat flotilla consists of two divisions. The first left Cadix on Sunday evening, March 13, and reached the Canaries four days later. There it awaited the arrival of the second division, which left Cadix on the 17th. Six torpedo-boat destroyers, seven torpedo boats, an armored cruiser, and a converted vessel composed the fleet. It is estimated that two weeks will be required for the flotilla to reach its destination, as it will be necessary for the tiny torpedo boats to coal every few days from the steamship, thus losing much time. It is the destroyers that the President administration fears most, and they are swift vessels of the gunboat type, fitted with torpedo tubes and rapid-fire batteries. So high is their speed that they can outrun the fastest vessel owned by the United States. A prominent naval officer to-day said that every precaution should be taken from now on to guard the safety of the squadrons stationed at Key West and Hampton Roads, for the destroyers and their tiny counterparts might suddenly make a movement against them under cover of nightfall, even before war was declared. If Spain believed that hostilities with the United States could not be avoided, the sailing of the torpedo-boat destroyer type in the American Navy, and the only one that can be obtained at once, an unarmed Italian craft building near Genoa and described in THE SUN this morning, may not be completed in time for use in an emergency. It is the opinion of naval officers that the flotilla, if sent with international law that Spain is sending the flotilla to the vicinity of the United States has given occasion for an offensive movement on the part of this country. In view, however, of the eager wishes expressed in the Court of Inquiry report and the involvement of the Cuban matter, it is not likely that the Government will make an issue on the flotilla's presence in the West Indies at this time. Later on it may play an important part in the relations of Spain and the United States.

The President was urged to send the Hampton Roads squadron to Porto Rico at once to be prepared to intercept the flotilla if a hostile movement occur before its arrival. He took the suggestion under advisement, but intimated that he would not take such a radical step just now. With the knowledge conveyed by the departure of the Spanish torpedo boat flotilla for Porto Rico the Spanish was preparing to meet a hostile outcome of the Maine affair and the Cuban question, and was even disposed to be defiant. President McKinley, quickly recognizing the difficult issue presented, took prompt steps to put the forces of the United States in the best condition for offensive and defensive operations possible at this time and within the scope of the \$50,000,000 appropriation. By his personal direction, after consulting with the officials of the naval administration, Capt. Frederick Rodgers, President of the Board on Auxiliary Vessels, now in session in New York, was ordered by telegram to select and purchase at once a dozen staunch steam yachts and tugs, to be used for picket duty with the Atlantic squadron. Capt. Rodgers acted promptly. He had already picked out a number of vessels of these classes, and very soon after the orders to him were sent he telegraphed the names of eight fast yachts and four tugs, the best on his list. The Navy Department declines to tell anything about these craft. They will be purchased immediately, and under orders issued later in the day, will be taken to the Brooklyn Navy yard and converted into improved naval vessels, and will have a battery of quick-firing guns. It is the purpose of the department to rush the work of conversion so that all will be ready for service with the Key West and the Hampton Roads squadrons by the time the Spanish flotilla gets into neighboring waters. Nominally the yachts and tugs will be torpedo boat destroyers, but they do not approach in either fighting ability or speed the Spanish vessels of that type now on their way westward from the Canaries.

It is believed at the department that none of the new additions to the navy can be fitted with torpedo tubes, and even if they are so converted, the tubes can be inserted, the work will consume so much time that it will hardly be attempted. Most of the yachts and

THE ARMY SOON TO MOVE.

ORDERS SENT YESTERDAY TO THE MILITARY DEPARTMENT.

All Steps, Field and Rapid-Fire Guns in Use East of Denver Are Ordered to Be Shipped Immediately to the Atlantic Seaboard—The Troops Will Be on the Move in a Day or Two.

WASHINGTON, March 24.—Orders were issued late this afternoon to the commanders of military departments and posts in various parts of the United States calling for the immediate shipment to the Atlantic seaboard of all field, field and rapid-fire guns in use at all infantry stations east of Denver. The Commissary Department authorized manufacturers of tents, camp equipage and clothing for the Government to furnish such articles in unlimited quantities for the use of the army until further notice. Accommodations within the Quartermaster-General's office were made for the use of the State militia organizations as well as for the standing army. The orders for the shipment of heavy ordnance from the various posts were issued as the first step in the general plan outlined for the movement of all the cavalry, infantry, and other troops to the coast, except those on the Pacific coast, as told in THE SUN several days ago. The orders for carrying out the rest of the plan have been prepared in every detail and the papers for the execution of each step have to be signed by the Secretary of War, the major-general in command of the army, and by the other appropriate officers of the army administration in whose departments the authority for such action is vested.

The preparations for the general movement of troops have provided for the transportation of supplies by special trains, and contracts have been made with the managers of all the lines of railroads which are to be used between the points of departure and destination. It is found that as a result of these careful arrangements all the infantry and cavalry troops east of Denver can be set on their feet within forty-eight hours of the receipt of orders to move. Since the heavy ordnance of the troops must go by freight, it was estimated that in order to have the troops and their belongings reach their destination simultaneously, the ordnance should be shipped immediately in advance of the troops. According to this plan, orders for the movement of the troops may be expected within one or two days. In order to save the expense of transportation and for the purpose of accomplishing the movement with the greatest promptness the general rule will be followed of assigning the troops from points farthest west to stations on the Texas and Louisiana, and of troops in the middle west to points in the east and southeast.

The orders issued to-day for the shipment of guns indicate in some cases the various forts in the Atlantic and Gulf States as destinations, but in many instances the guns will be sent to points where it is proposed to establish new garrisons which will be quartered in tents for the present. The principal stations regularly established in the Southern seaboard States, some of which have at present no garrisons, are Fort Barrancas, Florida; Fort Cassin, Florida; Fort Clark, Texas; Fort Clinch, Florida; Fort Gaines, Alabama; Jackson Barracks, Louisiana; Fort Jackson, Louisiana; Fort Jefferson, Florida; Fort Livingston, Texas; Fort Marion, Florida; Fort McIntosh, Texas; Fort Morgan, Alabama; Fort Pickens, Florida; Fort Sumner, Mississippi; Fort Totten, Louisiana; Fort Taylor, Florida; Fort Taylor, Louisiana; Fort Taylor, Florida.

The commanders of all military departments and posts involved in the movements have been notified of all the instructions regarding the topography of Cuba, the outlining islands of the West Indies and of the Philippines which the Bureau of Military Information of the War Department has been busily engaged in obtaining from every available source during the last few weeks. Charts of various kinds, showing every point of military interest, and of value in the anticipated field of operation, with a full description of it and its surroundings and value to the enemy, have been prepared by the bureau for the instruction of officers of the army. Special attention has been given by the Bureau of Information to the work of securing facts in reference to the southern coal supply in Cuba and the Philippines and the means of cutting off such supply from the enemy in the event of war with Spain. The War Department appreciates the value of the advantage which the navy would enjoy of being able to sever the southern coal supply in Cuba, and its slender basis of supplies in Cuba.

Senator Proctor, whose late experience as Secretary of War and whose recent visit to Cuba render his counsels of special value, has been in consultation with Secretary Alger and the leading officials of the War Department nearly every day since he returned to Washington from Havana. He had a long talk with the department officials to-day, and his contribution to the fund of information which is being obtained in reference to the field of expected operations was made use of by the department.

An order was issued to-day by Adj. Gen. Corbin, by direct Gen. Miles, commanding the army, providing for the preparation of charts for the various artillery posts on the coast. Harbor charts will provide suitable base lines, carefully measured and indicated for use as range and position finders. In places where electrical installations have not been made, however, range finders are to be made on the War Department for telephones, connecting batteries, base ends and other paraphernalia necessary for such plants. At posts where eight-inch converted rifles and ten and fifteen inch smooth-bore guns are already mounted and overlooking the coast, especially on the sites of forts, and mine fields, post commanders are instructed to place the ordnance in as good condition as possible. Requisitions for ammunition at such posts as are not provided with it are to be made on the Ordnance Bureau in Washington.

The War Department has decided to expend nearly the entire amount of \$1,050,000 allotted by the President yesterday for its use in the purchase of coast defense guns in foreign markets. In case of war it is likely that not one of the eighty or ninety splendid new coast defense guns now lying at the Sandy Hook proving grounds will be used, for the reason that they are not provided with carriages, and a long time would be required to manufacture suitable mounts. The Government is compelled, therefore, in the present critical situation, to look for guns ready mounted in England and elsewhere abroad. The guns which the Government expects to buy, with their carriages and 300 rounds of ammunition each, are for the greater part of the rapid-fire variety, and will be used as auxiliary pieces to cover torpedo and mine fields in various harbors and at the mouths of rivers.

Contracts have been awarded to-day for supplying 1,000 cast-iron projectiles for large coast defense guns. They will be delivered in installments as rapidly as completed. The contracting firm are the Petersburg Iron Works and the Tredegar Company, both of Virginia.

Plans have been before the officials of the War Department by Gen. A. W. Greely, Chief Signal Officer of the Army, for the establishment of electrical communication between the various fortifications along the coast. Gen. Greely has advised the department to use a part of the emergency funds at its disposal in providing for the use of the army in case of war. He has brought to the matter officially before Congress on several occasions in recent years, but no provision for the project has been made. Gen. Greely believes that balloons would be of invaluable service in signaling.

Special Cable Dispatch to THE SUN. KINGSTON, Jamaica, March 24.—The United States cruiser Cincinnati and the gunboat Wilmington, which, together with the gunboat Castine, sailed from Port Antonio yesterday on a short cruise, returned to Port Antonio and sailed again at midnight last night. It is thought here that their destination is Key West.

Moreover, news and night boats will be sent to Key West on the West on one of the great trains of the New York Central—justly styled "America's Greatest Railroad."

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CAPT. SAMPTON IN COMMAND.

HE IS ORDERED TO SUCCEED ADMIRAL SICARD—WASHINGTON, MARCH 24.—When Secretary Long announced this afternoon that Rear Admiral Montgomery Sicard had been relieved from duty as Commander-in-Chief of the North Atlantic Squadron, Capt. William T. Sampson, of the battleship Iowa assigned to that command, there was very little surprise felt in naval circles. It has been a foregone conclusion that Admiral Sicard would be found incapacitated for active service on account of illness by the Medical Board engaged in examining into his physical condition.

Capt. Sampson had been known to the North Atlantic Squadron, and Capt. William T. Sampson, of the battleship Iowa assigned to that command, there was very little surprise felt in naval circles. It has been a foregone conclusion that Admiral Sicard would be found incapacitated for active service on account of illness by the Medical Board engaged in examining into his physical condition. Capt. Sampson's selection as his successor was not so certain, but it was felt by the higher officers of the naval administration that he was the right man for the place, and the strongest recommendations of his bravery, cool-headedness, and general ability were given to the President and Secretary Long, both of whom, however, had been impressed with Capt. Sampson's claims for consideration when they considered the question of selecting the members of the Maine Court of Inquiry. As the senior Captain of the navy, the commander of the most formidable vessel owned by the United States, and the President of the Maine Court of Inquiry, he was a man worthy of the highest regard for his professional and personal qualities.

The only question that lay in the way of his selection for the most important naval command at the disposal of the Government was that he had not attained flag rank. Other officers, Rear Admiral Commodore Schley, in command of the service, and it was felt by the President and Secretary Long that some feeling might be caused by overlooking this in determining Admiral Sicard's successor. When the report of the Medical Board was received to-day, however, the Medical Board advised that Admiral Sicard was too ill to perform duty at present, was followed by granting that distinguished officer sick leave for six months, the President and Secretary Long determined at once, and they were not long in making up their minds that Capt. Sampson, despite his lack of rank, was the best person to be entrusted with the command in which the Government will place its main reliance in a war with Spain. Accordingly orders were sent granting Admiral Sicard six months' sick leave, and assigning Capt. Sampson to the command of the squadron at Key West.

Capt. Robley D. Evans, perhaps the best-known officer of the navy and one of its most popular, was assigned to command the Iowa. He had a talk with Secretary Long this morning, and his request to be taken from lighthouse inspection duty and assigned to a ship was granted promptly. Secretary Long's statement announcing the changes was as follows: "Admiral Sicard has been given leave, which the department very much regrets, and only on account of his health. Sampson has been made Commander-in-Chief of the fleet down there. Evans is ordered to the Iowa. The command in regard to the squadron at Hampton Roads have not been issued."

To-morrow Secretary Long will assign Commodore Winfield Scott Schley, the President of the Lighthouse Board, to command the Hampton Roads division of the North Atlantic Squadron. Commodore Schley is known as the commander of the Bear in the Greely relief expedition and the commander of the cruiser Baltimore when men of her crew were assaulted in the streets of Valparaiso. He was commanding the armored battleship Oregon when she was ordered to duty in Washington. It is the intention of Secretary Long to appoint a high ranking officer to command the Key West and Hampton Roads naval division when acting jointly. The selection has not yet been made. Admiral F. M. Buño, Commander of the New York Navy Yard, is believed to be the front-runner.

Capt. Sampson will assume command of the Key West division at once. Admiral Sicard's leave of absence will take him over his 63d birthday, when he will be placed on the retired list for age. Commodore Schley and Capt. Evans had a talk with Secretary Long to-day, and Capt. Evans told Secretary Long that he would leave for Key West, whence he arrived in Washington this morning, to-morrow night.

Other important assignments of naval officers to commands were announced this morning. Commander M. R. Mackenzie, who had been on sick leave for some time, is assigned to the command of the Mayflower, the steel steam yacht recently purchased by the Government from the Ogden Goelet estate. Lieut. Commander C. A. Adams is detached from the Monterey on the arrival of that monitor at Mare Island and assigned to the Independence as executive officer. Commander J. W. Casler, who was detached from the Independence and assigned to the Monterey as executive officer, to succeed Lieutenant-Commander Adams. Lieut. J. M. Ripley is detached as Assistant Inspector in charge of the Third Lighthouse district and assigned to the Mayflower as executive officer. Capt. Charles D. Sigbee was this morning detached from the command of the battleship Maine and ordered home on waiting orders. His home is in Washington, and it is expected that the Navy Department will allow him some time to recuperate from the trying ordeal which began with the blowing up of his ship in Havana harbor before being assigned to another command. Capt. Sigbee is expected to come North from Havana immediately. Six other officers of the Maine were detached from the ship, with which they were technically connected, and placed on waiting orders. These are Chaplain J. P. Childwick, whose heroic services in caring for the wounded and dead sailors of the Maine have won universal admiration; Chief Engineer C. P. Howell, Burgeon L. G. Henneberger, Paymaster Charles M. Ray, who had been attached to the Maine only two weeks when the ship was destroyed, and Naval Cadets J. H. Holden and W. T. Cluverous.

SICARD STILL COMMANDS.

The Official Order Relieving Him Has Not Yet Arrived.

KEY WEST, Fla., March 24.—Admiral Sicard had but little to say after the news that he had been relieved of the command of the North Atlantic Squadron arrived, but he was manifestly glad to have done with the work which has been a constant strain on him day and night. The other officers of the fleet, without exception, testify to the efficiency of the work done by him.

Capt. W. Sampson, who takes the Admiral's place, will fly the flag of senior officer at present, but as he heads the list of Captains he is sure to be entitled to the Commodore's broad pennant very soon. He has the respect and confidence of the entire fleet.

Changes have been made in Capt. Sampson's command leads many here to guess that a very serious emergency was at hand regarding a man of full strength and vigor at the wheel. On the other hand, the majority of the officers with whom your correspondent has talked do not expect war at all.

Admiral Sicard has received his official orders, and is, therefore, still in command. The orders are expected to come by mail. He does not know when he will leave the station, nor does Capt. Evans know when he will arrive to take command of the Iowa.

Large Order for Harrier Shells. RICHMOND, Va., March 24.—The Government has awarded to the Tredegar Works of Richmond a contract to manufacture 185 12-inch mortar shells of 800 pounds each and 400 10-inch mortar shells of 400 pounds each. A like contract has also been given the iron works at Petersburg, Va.

Latest Marine Intelligence. Arrived—St. Edm., Brussels, Amsterdam.

MAINE REPORT RECEIVED.

BROUGHT TO WASHINGTON BY LIEUTENANT-COMMANDER MARIX.

It Was Enclosed in a Canvas Bag and Was Taken to the Hotel by Marix and His Companions, All of Whom Were Armed—Will Be Delivered to Secretary Long This Morning.

WASHINGTON, March 24.—The Maine report reached Washington to-night and will remain in the possession of Lieutenant-Commander Marix, the man who brought it, until to-morrow morning, when it will be delivered to Secretary Long. The important document is still enclosed in the canvas bag in which it left Key West, and it will almost literally spend the night under the pillow of its watchful guardian. In accordance with the programme already arranged, the report will be transmitted to both houses of Congress on Monday, and there is no possibility that the public will be apprised of its contents before that time. Lieutenant-Commander Marix and his party arrived in Washington at 9:35 o'clock over the Southern Railway from Jacksonville, Fla. The party accompanying him consisted of Lieut. John Hood, Lieut. Carl W. Jungen, Passed Assistant Engineer F. C. Howers, and Naval Cadet A. Brown. The report was received by the party were exhausted by the long journey and by the trying events which preceded it, and they looked careworn as they stepped from the train to the platform of the Pennsylvania station, and were received only by Ensign Ward, an assistant in the Bureau of Navigation of the Navy Department in Washington. An immense crowd of curious persons were gathered outside of the gates, but none was allowed inside except bearers of a special permit from the Secretary of the Navy. As one of these permits was issued to the Ensign Ward, no person was allowed to pass the gates, and even the newspaper reporters were excluded.

Commander Marix and party stepped from the platform to the street by a side exit and entered carriages awaiting them. The bag containing the report of the Court of Inquiry was carried by the Ensign Ward, and was closely surrounded by his companions as they walked to their carriages. All of the party were armed and their weapons were plainly discernible. They were driven to the Ebbitt House, where they retired almost immediately, after yielding themselves to all callers.

SPAIN WILL DRAW THE SWORD.

War Will Be the Only Arbitrator Between Her and the United States.

HAVANA, March 24.—A despatch from Madrid received here to-day says that El Correo, a newspaper which receives direct inspiration from the Government, declares that on all the pending questions between the United States and Spain, Spain will not agree to arbitrate save by the sword.

The correspondent in this city of El Herald de Madrid cables to his paper that the situation is critical. The same correspondent has received instructions from his office for the event of a sudden outbreak of hostilities, because the diplomatic relations between both countries are more strained than ever.

The steamer Alfonso XII. arrived to-day with 1,800 soldiers from Spain. They were received with great enthusiasm.

ONE OF THE MAINE DIVERS.

He Says the Explosion Must Have Been Caused by a Submarine Mine.

Special Cable Dispatch to THE SUN. DRESDEN, March 24.—A newspaper here has received a letter from a native of Dresden, who was one of the divers employed in examining the wreck of the American battleship Maine in the harbor of Havana. The letter is dated March 7, and in it the writer declares it to be beyond a doubt that the explosion was caused by a submarine mine.

The largest torpedo man, he says, could not have caused such devastation. The divers found the Maine's magazine and also her powder and filled shells intact.

NO MEDICINE FOR THE SICK.

Shocking Condition of Affairs in the Matanzas Hospital.

HAVANA, March 24.—Another body was recovered to-day from the Maine by the divers. It is believed to be the front-runner. Dr. Hubbell has asked the Spanish Government to confide to the Red Cross Society the management of the civil hospitals in Matanzas, inasmuch as the municipality of that city declares that it has no money whatever to support the sick. The Spanish authorities say that the Government will be prevailed upon to send more serious attack and carried the force.

It is announced here to-day that telegraphic communication has been established between Havana and Matanzas, and that reports will be received hereafter from Puerto Principe.

THE TERROR HAS GONE SOUTH.

Her Sailing Delayed Until Afternoon by the Parting of a Chain Cable.

The monitor Torrey sailed yesterday afternoon for Key West by way of Hampton Roads. The Torrey was scheduled to sail about 6 A. M., but while the crew were getting up her anchors the cable of one of them parted and the anchor with fourteen fathoms of chain remained in the bay. The Merritt-Chapman Wrecking Company rent down the tug William, which was used to haul the anchor and chain, and raised it in the meantime another anchor had been sent from the Torrey. The Torrey cleared the bar at 3:08 P. M. and should reach Hampton Roads in about thirty hours.

War Material for Cases Bay. Boston, March 24.—Steamers from this port to Portland have recently carried about thirty tons of parts of mortar carriages and a considerable quantity of shell, destined for Fort Preble and fortifications in Casco Bay. The guns and carriages were shipped from the Waterville arsenal.