

No. 13,222.

OLNEY'S SENSATION

He Suddenly Summons Cabinet Ministers to a Conference.

The hearing of arguments in regard to claims for sugar bounty by Controller Bowler until next month.

THE CUBAN INSURRECTION DISCUSSED

A Strict Enforcement of the Neutrality Laws Decided On.

THE SPANISH MINISTER HERE

Secretary Olney has provided the sensation of the day. He swooped down on this city yesterday without warning and started all sorts of sensational rumors by hastily summoning all the members of the cabinet in the city to a secret conference at the State Department. The efforts, however, to secure the attendance of Secretaries Lamont and Smith were unavailing. Secretary Olney saw each of those gentlemen during the day and informed them of the nature of his business in Washington. He saw Secretary Smith during the day and spent a long time in company with Secretary Lamont in the evening.

A Long Session.

Those present at the midsummer cabinet meeting at the State Department were Secretary Olney, Chairman and Herbert, Attorney General Harmon and Assistant Secretary Adee of the State Department. Although Mr. Olney arrived here early in the day, the fact of his presence was so well concealed that only a few persons in the diplomatic room of the State Department, shortly after 4 o'clock. The session lasted for about four hours. Secretary Olney came out frequently in search of official documents needed for a better understanding of the situation. The exact nature of this subject was not disclosed by any of those who took part in the deliberations. Their manner upon entering indicated that the subject was of a business a close secret from the public, at the present stage of the proceedings at least.

On the Cuban Insurrection.

It was clearly evident, however, that it was of a grave and important matter, and there are excellent reasons for the belief that it relates primarily to the insurrection in Cuba and incidentally to the settlement of the Morristown claim. There are said to be important questions to be immediately settled in fulfillment of our neutrality obligations under the act of March 2, 1892, which in Cuba, and that they are responsible for yesterday's cabinet meeting. This has some color from the fact that the State Department were just those who would be charged with the execution of the neutrality laws. The Secretary of the State Department would look after the enforcement of the law through the collectors of customs and revenue cutters, would care for the ports and coasts, and the Secretary of the Navy would maintain the sea patrol. In further confirmation of this theory the Spanish minister, Senor Dupuy de Lome, suddenly arrived at the State Department some time ago, and was met by Secretary Olney.

Watching Cuban Sympathizers.

The Spanish officials in this country have been closely watching the movements and proceedings of the Cuban sympathizers in this city. It is believed that the open and questionable operations at the New York meeting lately, when a convention was held at the Hotel Hamilton, and the fact that the Cuban government has given rise to some doubt on the part of our government as to whether this was a proceeding that did not in itself constitute an act of war, has been a matter of principle of the neutrality laws which forbids the use of the United States territory for the purpose of carrying on a war with which the United States is on terms of peace. If this view was taken of the matter by the cabinet, it is likely that it would result in the issue of instructions to the officers of the government that will summarily check any hostile propaganda that the Spaniards in Cuba from this country.

To Enforce Neutrality Laws.

It is confidently asserted today that the coincident visit to this city of the Secretary of State and the Spanish minister, who have recently been in personal negotiation at a Marion, near the President, is entirely due to the fact that the Secretary of State and it is believed that the open and questionable operations at the New York meeting lately, when a convention was held at the Hotel Hamilton, and the fact that the Cuban government has given rise to some doubt on the part of our government as to whether this was a proceeding that did not in itself constitute an act of war, has been a matter of principle of the neutrality laws which forbids the use of the United States territory for the purpose of carrying on a war with which the United States is on terms of peace. If this view was taken of the matter by the cabinet, it is likely that it would result in the issue of instructions to the officers of the government that will summarily check any hostile propaganda that the Spaniards in Cuba from this country.

A Proposed Expedition.

Under the circumstances it is, of course, difficult to secure details as to the proposed expedition or of the steps which are being taken to prevent it, but it is definitely known that the Spanish minister has information that the American sympathizers are preparing to send to Cuba a well-equipped party to Cuba, and that the friends of the Cuban cause consider that the best information obtainable would indicate that the proposed expedition is being very conveniently upon the expedition's being able to evade the vigilance of the United States and slipping off in good shape at no very distant date.

Belief That It Will Not Leave.

It cannot be learned definitely whether the proposed expedition will actually leave the coast of the United States. Senor de Lome will return tonight to Swamscott, where he has a private residence. Secretary Olney spent about an hour at the State Department this morning in conference with Assistant Secretary Adee, and the returned to his residence at 10 o'clock. Before settling down to rest, however, he will visit Gray Gables, in order to promptly acquaint the family with the result of his mission to the national capital.

Government Receipts.

National bank notes received for redemption today, \$67,770. Government receipts—internal revenue, \$1,083,721; customs, \$42,417; miscellaneous, \$27,690.

SUGAR BOUNTY CLAIMS

The Hearing Postponed by Controller Bowler Until Next Month.

This Was Done So That Ex-Senator Manderson, the Chief Counsel, Might Be Present.

The hearing of arguments in regard to claims for sugar bounty by Controller Bowler in the first instance by the Court of Claims of the Treasury Department has been postponed from the sixth instant until August 7. The postponement was ordered at the request of counsel for the claimants in the test case in order to permit the attendance of ex-Senator Manderson of Nebraska. He is the principal counsel for the Oxnard Beet Sugar Company of Nebraska and has engagements which will not permit him to be here before the date mentioned.

The Main Question to Be Considered.

The validity of the sugar bounty law is the main question to be considered at this hearing and the payment of claims aggregating \$5,250,000 will depend upon the decision of the controller. Judge Bowler did not raise the question of the constitutionality of the sugar bounty, that having been done in the first instance by the Court of Appeals of the District of Columbia in considering a petition for a mandamus against the collector of internal revenue to compel the payment of bounty in a certain case.

What the Controller Did Do.

The controller did not disallow the claim of the Oxnard Beet Sugar Company that in view of the opinion expressed by the District Court of Appeals, he would like to hear from them on the legal features of the case before taking final action. Inasmuch as there is no appeal from his decision, the controller is disposed to act with great deliberation in this case, and will grant a full hearing to the parties concerned.

THE ERICSSON ACCIDENT.

Caused by the Very Means Adopted to Prevent Such an Occurrence.

Further details of the accident to the torpedo boat Ericsson during her preliminary trial run on Long Island sound on the 17th were received at the Navy Department in an official report from Lieut. U. S. Fisher, naval inspector. He says that the accident was the result of a defect in the engine, and that it occurred to the starboard instead of the port engine. The low pressure piston rod was broken clean off just below the piston head; the cylinder head was knocked off, striking and breaking the piston rod. The explosion was caused by the piston rod striking the cylinder head, and the second intermediate cylinder was destroyed. This will involve the construction of two new cylinders, with their pistons and piston rods. The steam pressure at the time of the accident was 250 pounds per square inch, and the weight of the cylinder and 20 pounds in the low pressure.

Personal Mention.

Right Rev. C. K. Nelson, bishop of Georgia, is in the city, and will officiate tomorrow at St. Church of the Ascension.

Lieut. Wm. G. Cutler and Lieut. J. A. Hoagwood of the navy are on a visit to this city.

Mr. Charles H. White of the treasurer's office has gone to Buffalo, and will attend the reunion of the twenty-first regiment, New York volunteers.

Mr. A. H. Shattuck of the office of auditor for the Interior Department, who was aboard a carriage the 4th instant and severely injured, has been removed to Atlantic City for treatment by direction of his physician.

Mr. Alfred W. Hopkins of Rensselaer, N. Y., left Indiana on his bicycle July 1, and after spending some eight weeks in the West, he arrived here Friday morning. Before returning he will visit Niagara Falls and points further east.

Henry B. Fennell, son of Wood's Hill, Mass. He will later go to Martha's Vineyard and Nantucket, and then to Newport, R. I.

Mr. Hagner is at the Fifth Avenue Hotel, New York.

Senor Stewart is in New York.

Secretary Hoke Smith left for Georgia last night, where he will deliver several financial speeches. He goes direct to Athens, and will make his first address at Gainesville Tuesday next. He was accompanied by his private secretary, Mr. J. S. Calhoun.

Senator Blackburn has notified friends in this city that he will arrive here this afternoon for a short visit.

Death of Lieut. Col. Dallas.

Lieut. Col. A. J. Dallas, retired, died at the Hamilton House yesterday afternoon. He had been in bad health for some time, and had recently come to Washington from his winter home in the south for medical treatment. Mr. Dallas was also a native of this city, with him at the time of his death. Col. Dallas was born in the District, and was the son of Commodore Dallas, United States navy. He entered the army April 27, 1861, as a private in company B, 1st Maine Infantry, and served with distinction in the Mexican war as an aide-camp to Commodore Perry. He was afterward a lieutenant in the marine corps, and finally resigned from that service in 1855. He was engaged in important hydrographic and coast survey work, and the arrangements for the funeral have not been made.

To Be Retired.

Major Wm. M. Maynadler, brigadier, has been ordered to examination for retirement by a board, of which Brigadier General Forsyth is president, to convene at San Francisco. Capt. Frazier A. Boutelle, first cavalry, has been ordered to appear before a retiring board at Vancouver barracks, of which Brigadier General Otis is president.

DEFENDER WINS

She Leads the Vigilant From the Start to the Finish.

PRETTY JOCKEYING FOR ADVANTAGES

Heavy Fog Spoils Sight of the Contest.

DEFENDER SAILS WELL

NEW YORK, July 20.—The Defender crossed the finish line at 2:49, a winner.

A Large fleet of pleasure craft and excursion boats crowded the line to witness the finish of the race. On each side of the two yachts a great number of steam yachts and launches were steaming along.

The Defender was evidently winner by three minutes. As the finish line is not distinguishable from here in the mist, the time of the finish can be only approximately stated.

The spinners of the two boats were pulling like horses and belling out before they crossed the line.

The victor was greeted with the usual tooting of steam whistles and the firing of cannons on shore. The Vigilant is standing up toward the Hook under all sail. The Vigilant passed the finish line at 2:52.34.

HIGHLANDS, 2:49 p.m.—The second yacht finished at 2:52.

The Vigilant was greeted with the same uproarious screaming of whistles on the excursion steamers and yachts and the cheering of the spectators. The boats are now standing up toward the harbor, accompanied by the fleet that witnessed the finish.

In the light breeze and the haze during the start the two great, white yachts, Defender and Vigilant, with their white-spread canvas, moved slowly hither and thither, this morning awaiting the signal guns. Even at a distance the difference in sail area was noticeable, and in the maneuvering for positions Defender seemed to move more easily than Vigilant. So thick was the haze that the coast line seemed lost in the distance. The wind was from the southeast, a few sails were set, and a great line of pleasure craft drew up about the swinging old Scotland lightship.

It was the scene of two years ago over the Defender and the Vigilant, when they met for the honor of two countries. Today it was the new against the old, and both for the honor of America.

At 11:20 the preparatory signal, was to have been fired at 11 o'clock, but at that hour the yachts were still jockeying, and the signal was not fired until 11:25. Then from the flagboat the signal "B" was sent up, which meant that the course was to be sailed in a westerly direction.

At this time, too, the fog lifted somewhat, and both boats were side by side, moving easily in the direction of the Scotland lightship. They were under all lower sails and club topsails. At 11:30 they were ready to start, but a further delay of five minutes ensued, and the yachts were not under way until 11:35, and a clever exhibition by the skippers of two racers was indulged in.

The Starting Gun.

At 11:20 the first gun was fired and at 11:25 the second. The Vigilant was first across at 11:25:20, both yachts passing Scotland lightship on port tack, standing southeast. At 11:35 Defender came about, standing down on the starboard tack, and Vigilant immediately did the same thing, Defender being on the weather bow of the latter. Within the first twelve minutes the Defender had a slight advantage, outgunning the Gould boat and seemingly outpointing her. At 11:44 the wind seemed to be growing a little stronger and the fog was going out to sea. Ten minutes later the Defender was again leading, and the Vigilant was evidently holding off shore on a reach for fear of losing the wind under the Highland's. From the Highland's of Navesink and from other points along the coast just a dim glimpse of the yachts could be had through the haze over the water. The course, but gradually they grew dimmer, until at 12:48 from the Highland's they had disappeared entirely. The Defender was on a south-southwest, a twelve-mile an hour breeze. From shore, before they were lost in the mist, however, seemed to have been from the other. The next indication that the racers were still winging their lazy way toward the Hook, it being impossible to see the area of the two ships in the distance, was that the Defender was to be seen from the Long Branch life saving station, which reported the yachts off that place, neither outlined distinctly enough to be seen, but one apparently about the headquarters of a mile ahead of the other. They were standing off shore on the starboard tack, and disappeared about 1:15.

AN UNCERTAIN START.

Both Yachts Jockeyed for Advantage Over the Line.

HIGHLANDS OF NAVESINK, July 20, 11 a.m.—At the hour when the race was announced to start the two big sloops were seen, when the fog lifted momentarily, to be side by side on the starboard tack heading for Scotland lightship. They were under all lower sails and club topsails. The fog lifts and shuts down continually, giving the observer only momentary glimpses of the two yachts.

11:15 a.m.—The fog has lifted again and both boats are headed back in the port direction toward the Hook. It is impossible to tell from here whether the race has been started or not. From the position of the yachts it would seem that the Defender is leading.

11:16 a.m.—The Vigilant is still standing off shore. The Defender has tacked and is standing on the starboard tack down toward the lightship. The Vigilant is hauling up into the wind and both boats are now heading directly for the lightship. The Defender is tacking and is now heading for the lightship. They are evidently jockeying for positions for the start.

11:20 a.m.—Both boats are standing away from the lightship on the port tack, the Vigilant being farther to the leeward.

11:25 a.m.—The Defender went about and crossed the lightship. The Vigilant is on the starboard tack toward the lightship. The Vigilant immediately tacked and went after the Defender. The contrast in the sailing of the two sloops is noticeable, even at this great distance.

11:30 a.m.—The boats are indulging in a race of tactics. The Defender seems to have fallen away and has allowed the Vigilant to pass her, and then goes astern of her to windward of the Vigilant very cleverly. The Defender seems to be able to work around the Vigilant as she pleases.

11:35 a.m.—The Defender has come about and is standing down on the starboard tack, while the Vigilant out in the fog is apparently standing in the same direction. No tacking has been made in the sails of the boats. They are still under plain lower sails and club topsails.

The Defender Gains.

11:39 a.m.—The boats appear to be racing, although the start could not be seen from this point. They tacked together and are now standing down the Jersey coast, the Defender being on the weather bow of the Vigilant.

11:41 a.m.—The Defender is slowly and steadily widening the gap between herself

QUEER, IF CORRECT

Commissioners Said to Be Afraid to Remove the Trolley Nuisance.

REASONS FOR THIS SENTIMENT

There Are Liabilities to Be Trolley Men on Congressional Committees.

INVESTIGATION MAY FOLLOW

There is a dearth of trolley news at the Commissioners' office these days, and every one seems to be waiting for the motion of the Eckington Railroad Company to quash the indictment brought against it for maintaining an obstruction to the streets in the shape of trolley poles and overhead wires. While on the surface of affairs everything appears tranquil, the undercurrent, which represents the trolley interests, is doing wonderful things.

No matter what may be the outcome of the case now before the Police Court, it is stated on an authority that cannot be questioned, that the Commissioners have determined not to resort to force and pull down the poles and wires. They prefer to move carefully in the matter and not offend the trolley interests, which will be represented on several important committees in Congress at its next session.

A Southerly Breeze.

SPRING LAKE, N. J., July 20, 1:20 p.m.—At this hour the wind is from southward direction and quite brisk. Heavy haze-like smoke is upon the water, and powerful glasses are not strong enough to discern the coast of the Jersey coast. Nothing can be seen of the yachts at this hour.

HIGHLANDS LIGHT TOWER, July 20, 1:50 p.m.—Wind is now southwest, about twelve knots an hour, and as steady as a clock. The breeze is now southerly, twenty miles to see the boats until about 2:30 o'clock.

A Lively Pace.

2:24 p.m.—The two sloops are coming up the coast about two miles off shore. The Defender is evidently in the lead, being ahead of the Vigilant by a mile. They are running before the wind with main and fore sails set, and the Defender is making port. A large fleet of steam yachts and excursion steamers surround the craft. The wind is apparently much stronger off shore than along the beach, and the two sloops are making good time. The Defender is about three miles from the coast, and the Vigilant is about two miles from the coast. The Defender is making good time, and the Vigilant is making good time. The Defender is making good time, and the Vigilant is making good time.

THE DAY FOR THE RACE.

It Promised Ill at Daybreak, With Haze and Calm.

NEW YORK, July 20.—The morning broke with summer haze in the city, and a light and moist air straight off the ocean from the southwest. To yachtsmen the outlook was not dispiriting, because they well appreciate the possibilities of weather change between daybreak and 11 o'clock, which was the hour fixed for the start. Down at Sandy Hook the old Defender and the Vigilant were under way. Close to the cap the steam yacht Alma and several small sailing craft. In the sail down the harbor last night the Vigilant's spinnaker boom showed some weakness, and early today it was adjusted at the machine shop of the ordinance department at Sandy Hook. The weather was not so good as it seemed on the water, the wind traveling only about six miles an hour. There was early a light and moist air straight off the ocean from the southwest. 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