THE SEATTLE POST-INTELLIGENCER.

VOL. XXIX. NO. 42. SEATTLE, WASHINGTON, FRIDAY, DECEMBER 27, 1895. EIGHT-PAGE EDITION.

Special Price
Today and Tomorrow!

CODFISH

10 Cents for a Brick Containing Two Pounds.

Better try a few bricks. It's about 15 cents per brick less than the ordinary price. Just for today and tomorrow.

Cooper & Levy,
GROCERS.
104 and 106 Commercial St., First door south of Yesler Ave.

FRISCH BROS., Jewelers,
720 FRONT ST.

Puget Sound Machinery Depot
SEATTLE, WASH.
—MANUFACTURERS AND DEALERS IN—
Machinery and Mill Supplies
Engines, Boilers, Injectors, Inspirators, Belting, Pulleys, Pipe, Pipe Fittings, Valves, Link Belt, Sprocket Wheels, Shafting, Etc.
WE HAVE A LARGE AND EXCELLENTLY EQUIPPED MACHINE SHOP AND SOLICIT REPAIR WORK.

Buy Your Wine Sets.....
WINE GLASSES AND GLASSWARE
—DURING—
OUR IMPERATIVE REMOVAL SALE.
M. SELLER & CO.,
714 Second Av., Boston Block.

Useful Presents for Xmas.
A complete line of Dinner Sets, Chamber Sets, Salad Sets, Fancy Cups and Saucers and an unequaled stock of all kinds of Lamps in the latest designs.
RIALTO CROCKERY DEPARTMENT

Hams, Bacon, Lard.
ASK FOR F. B. Co. ....BRAND
Made in Seattle.

THE SEATTLE TRANSFER CO.
Main Office, Corner of Third and Weller Streets.
Hacks, Cabs and Baggage Office, Telephone Main 41, 214 Cherry St.; Freight and Drays, Telephone Main 46, Warehouse, Coal Telephone 41 or 869.
STORAGE and INSURANCE at the LOWEST RATES

Our Popcorn Always Pops
LOUCH, AUGUSTINE & Co.,
815 and 817 Front St.

M. LEVY & CO. 111 COMMERCIAL STREET
Terry-Denny Building.
Importers and Jobbers of TELEPHONE BLACK 311.
CIGARS AND TOBACCO, SMOKERS' ARTICLES, ETC.

HOLIDAY PRESENTS
Fine Opera Glasses, Gold Spectacles and Eye Glasses, Reading Glasses, Lorgnettes, Etc.
H. Clay Eversole,
OPTICIAN, 720 Front St.

The Standard of Quality..... MOUNT VERNON PURE RYE WHISKEY
BOTTLED AT THE DISTILLERY with an absolutely satisfactory guarantee of the original condition as distilled and aged in United States bonded warehouses. ESPECIALLY VALUABLE FOR MEDICINAL USE.
F. A. BUCK & CO., distributors for Seattle.

"USE THE MEANS AND HEAVEN WILL GIVE YOU THE BLESSING." NEVER NEGLECT A USEFUL ARTICLE LIKE
SAPOLIO

LA FLORIDA 5¢
TAMPA, FLORIDA.
MADE BY THE FLORIDA CIGAR CO., TAMPA, FLORIDA.

WASHINGTON IRON WORKS CO.
J. R. KING, Sup't.
WORKS—Grant St. Bridge, S.E. Norman and R. Sts.
FOUNDRY, MACHINE AND BOILER SHOPS.

TARIFF BILL PASSED

For the Express Purpose of Stopping the Deficit.

NOT A REPUBLICAN MEASURE.

It Increases the Duties in the Present Law by 15 Per Cent.

Except on Sugar, Which Remains the Same, and Wool and Lumber, Which Are Taken From the Free List—President Will Probably Sign the Bill If Passed by Senate.

Washington City, Dec. 26.—The house today responded to the appeal of the president by passing a tariff bill, the operation of which is limited to two and a half years, and which is designed to raise $40,000,000 for the relief of the treasury. The bond bill will be passed tomorrow. The vote today was on party lines, with two exceptions. The Republicans all voted for the bill except Hartman, of Montana, who did not vote, and the Democrats and Populists against it, save Newlands, Pop., of Nevada, who voted in favor of the measure.

The special order under which the bill was brought to a vote at 5 o'clock, after three and one-half hours' of debate, was ironclad in its character, and compelled the members to adopt or reject it, without opportunity of offering amendments of any kind. Although there was the brilliant setting which usually accompanies a field-day in the house, the debate lacked much of the spirit and vim which generally characterizes a partisan bill in the lower branch of congress. Even the preliminary skirmish over the adoption of the rule, which ordinarily precipitates the fiercest wrangling, passed off quietly. The debate itself was participated in by the leaders on both sides. The Republicans contended that the first necessity for the treasury was revenue to supply the continued deficiency. Every speaker denied that the proposed measure was a Republican protection bill. It was, they claimed, an emergency revenue bill on protective lines. It was significant that several, notably Dalzell, Payne, Hopkins and Grosvenor, predicted the passage of a genuine protective measure as soon as the Republicans gained control of the White House. The Democrats took the position that there was no lack of revenue in the treasury, and that the passing of a bill to increase the taxation would in no wise help the situation or furnish the relief desired by the president and secretary of the treasury.

The bill passed today repeals the present tariff law until August 1, 1896. It restores 60 per cent. of the McKinley rates on wool and woolens, lumber and carpets, and makes a horizontal increase of the present rates in all other schedules, except sugar, of 15 per cent. When the bill was put upon its passage it was passed, 205 to 81, the vote being taken by yea and nay. There was no demonstration of any kind at the announcement of the vote.

Mr. Cannon, the delegate from Utah, asked for immediate consideration of a joint resolution directing the secretary of the territory of Utah to turn over to the governor of Utah, upon the issuance of the executive proclamation admitting the territory as a state, all United States property in the hands of the secretary. The resolution was adopted, and then, at 5:37, the house adjourned until tomorrow.

Immediately after the reading of the journal Dingley, chairman of the ways and means committee, reported from that committee the revenue bill, which the speaker forthwith referred to the committee of the whole.

Crisp, leader of the Democrats, said that the house minority had had no opportunity to prepare and file the views of the minority.

Henderson, from the committee on rules, then presented the special order under which the house must operate. It was ironclad in its character. It provided that immediately after the adoption of the order it would be in order to call up the revenue bill just presented by Dingley, and that the debate should run until 5 o'clock. Then, without intervening motion, the vote should be taken on the passage of the bill. Henderson demanded the previous question on the adoption of the order, which was ordered without division.

Henderson then took the floor and explained briefly the urgency which necessitated such summary action of the house on such an important measure.

Crisp called the attention of the house to the effect of the rule under which it was proposed to operate, and asked every member to weigh his responsibility when he voted for it. He protested against the use of the whip and spur for the passage of this bill before the opinion of the experts of the treasury department could be obtained as to its effect.

Linney, Rep., N. C., after first stating that as a Republican he favored the measure which it was proposed to pass, asked if this rule would not extend to Democrats the privilege of offering amendments before the vote was taken.

"It will not," replied Henderson.

The Democrats applauded this reply, and Crisp affirmed that the truth regarding the purpose of the rule had only been half elicited by this question and response. Its object, he said, was not only to gag the Democrats, but to prevent the Republicans from offering amendments which they might deem wise. It was an attempt to make the Republicans appear unanimous. (Democratic applause.)

Henderson replied that there were no differences on his side. This was an emergency revenue bill, not a careful revision of the tariff, and they were all agreed. It was useless to allow the Democrats to introduce amendments. The important consideration was time, and any amendments offered from the other side would only delay the passage of the bill. None would be adopted.

The rules committee order was then adopted by a strict party vote, save that Linney, Rep., N. C., and Connelly, Rep., Ill., voted with the Democrats.

The bill was then read by the direction of Speaker Reed, who said Dingley would be recognized to control the time on one side and Crisp on the other.

Dingley took the floor in advocacy of the bill, and said the Republicans had assumed the responsibility placed on them by the president in a patriotic manner, and had gone to work to prepare measures to meet the treasury situation. He then launched into an explanation of the cause of the existing weakness of the treasury, following closely the lines of his report of the bill.

Crisp, who followed Dingley, said the latter had asserted that this extraordinary bill had been precipitated upon the country and this extraordinary spectacle created by the president's message. In making this assertion, Dingley had not observed his usual care. It was true, Crisp confessed, that the daily receipts were smaller than the daily expenses, but there was a surplus in the vaults of the treasury sufficient to meet any probable deficiency three times over. It was not a question of borrowing money, but a question of using an asset which we have already—a question of getting money to pile up in the treasury. Crisp then proceeded to argue that the McKinley law had been responsible for whatever deficiency there was. He instanced the fact that the receipts under this law had fallen off until during the four months preceding the inauguration of Mr. Cleveland there was a deficiency of over $4,000,000. This shortage had, he said, occurred under a law which was the peculiar pet of the Republican party. Furthermore, he had understood Dingley to say there had been no exportation of gold previous to the inauguration of the Democratic administration, whereas, as a matter of fact, more than $38,000,000 of gold had been sent abroad during the nine months immediately preceding March, 1893.

Dalzell, Rep., said the pending measure was not a Republican tariff bill. It corrected none of the inequalities of the present law. It was an emergency measure formulated under the whip and spur of a pressing necessity, and history would record it to be a conspicuous tribute to the patriotism of the Republican party, which had risen above party lines to respond to the summons of a Democratic president.

Crisp yielded a few minutes to Bell, Pop., Col., who upon behalf of the Populists denounced this attempt to pass a general tariff bill.

Dockery, Dem., declared that the adverse business conditions that obtained under the McKinley law in 1892 had caused the overthrow of the Republican party in the fall of that year. These adverse conditions, he asserted, compelled the secretary of the treasury, Mr. Foster, to use $54,000,000 of trust funds. Even with the use of that money he insisted that the treasury was on the threshold of a bond issue when Mr. Cleveland was inaugurated. He produced something of a sensation by holding up and reading Secretary Foster's original order to the chief of the bureau of engraving and printing to "prepare with all possible speed" the plates for a bond issue.

Hopkins, Rep., asked why, if the other side did not believe the pending bill would relieve the situation, they had not suggested some remedy.

Dolliver, Rep., closed the debate for the majority. His speech was a most eloquent effort. As he spoke the Republicans crowded about him, and there was much applause and enthusiasm.

The bill was put upon its passage, the vote being taken by yea and nay. It was passed, 205 to 81. At 5:35 the house adjourned.

THE PURPOSE OF THE BILL.

An Elaborate Statement by the Ways and Means Committee.

Washington City, Dec. 26.—Chairman Dingley, of the ways and means committee, today reported to the house the tariff and bond bills agreed upon by the majority of the committee. They were accompanied by the following report:

"The committee on ways and means, to whom was referred so much of the president's annual message and so much of the annual report of the secretary of the treasury as relates to revenue and to the condition of the treasury, and also the president's special message presenting the urgency of immediate action by congress in a direction calculated to bring relief, report that the committee appreciates the seriousness of the situation and the importance of prompt remedies so far as congress can give them.

"Your committee regard the chronic deficiency of revenue for the past two years and a half as a most potent cause of the difficulties which the treasury has encountered and an important factor in the creation and promotion of that serious distrust which has paralyzed business and dangerously shaken confidence even in the financial operations of the government. It is as impossible for a government to have a continuous deficiency of revenue for two years and a half without affecting its financial standing as it is for an individual. It is impossible also for a government to continue in this condition without casting a shadow of doubt and discouragement over all business operations within its borders.

"The serious fact which we are called upon to confront is that in the two and a half years that have elapsed since July 1, 1893, this government has had an insufficiency of revenue to meet current expenditures, amounting in the aggregate to about $133,000,000, and in the first half of the present fiscal year, even, the deficiency will reach about $20,000,000 and about $3,000,000 in this present month.

"Up to the present time there is no sufficient ground for opining that this insufficiency of revenue will not continue during the remainder of the fiscal year, and how much longer no one can safely predict. If the consequences of such a chronic deficiency were only the necessity of borrowing money to meet current expenses in time of peace, even this would afford abundant reasons for increasing the revenue. But the consequences are more wide-reaching than that. The insufficiency of revenue has made it necessary to use the redeemed United States legal notes to pay current expenses and thus to supply additional means to draw gold from the greenback redemption fund—in short, to create the 'endless chain' of which the secretary of the treasury complains, and which has made it necessary to sell issue after issue of bonds to replenish the reserve.

"This will be clearly seen when it is remembered that the secretary of the treasury has issued and sold a little over $162,000,000 of 5 per cent. ten-year and 4 per cent. thirty-year bonds, from which he has realized about $162,000,000, and after redeeming $162,000,000 of United States legal tender notes with the proceeds he has been obliged to immediately pay out $133,000,000 of these demand notes to meet current expenses, and thus has furnished $133,000,000 of governmental demand notes, to be again and again used to draw gold from the treasury. It is evident that so long as there is insufficient revenue this performance will go on, and bond sale after bond sale will be required. It is also evident that if there had been a sufficiency of revenue these redeemed legal tender notes would not have been paid out at once, and there would have been so much the less opportunity to draw gold from the treasury. Indeed, there is good reason to believe that if, in the first six months of the distrust which inaugurated the run on the redemption fund, the treasury had been receiving revenue more than adequate to meet expenses, so as to temporarily hold the redeemed government notes, the disposition to present these notes for redemption would soon have been overcome. That would undoubtedly have been the case if the redemption fund had been increased in the spring of 1889 and never allowed to fall below the $100,000,000 minimum.

"And the necessity for more revenue, from the point of view of the maintenance of the redemption fund, is not taken away by the fact that we have $50,000,000 of cash in the treasury in addition to the $100,000,000 of gold required for the redemption fund and the twenty-odd millions required as a working balance. This $50,000,000 represents $50,000,000 of redeemed United States legal tender notes, for whose redemption we borrowed $50,000,000 in gold. If we continue to pay them out to meet a deficiency of revenue, then presently they will come back again to draw $50,000,000 more from the treasury, which we must supply by selling $50,000,000 more of bonds. The suggestion, therefore, that we need no more revenue because we have a cash balance of $50,000,000 of government notes in the treasury that can be used to pay any deficiency for the next six or twelve months, is in effect a proposition to issue more bonds to meet a deficiency which should be met at once by providing that revenue. In other words, those who oppose raising more revenue in such a situation in effect—whether they intend to do so or not—favor borrowing in preference to paying as we go along.

"Your committee believes that it is the duty of the house of representatives, to which body the constitution commits the inauguration of revenue bills, to frame and pass a measure that will yield not far from $40,000,000 additional, sufficient to put an end to a deficiency—and to do this without delay, too—leaving others whose co-operation is required to finally place such legislation on the statute books to meet the responsibility in their own way, and the president's special message, setting forth so pointedly the seriousness of the situation and the necessity for the promptest action, only emphasizes the duty of the house. In response to the urgent call of the president, your committee has felt impelled to act with all possible dispatch.

"Two facts have led your committee to look to an increase of customs duties as the most appropriate source of revenue.

Continued on Second Page.

ADRIFT SIXTY-SIX DAYS

Zigzag Course of Strathnevis at the Mercy of the Seas.

BROACHED THE CARGO FOR FOOD

Anxiety as to the Fate of Her First Rescuer, the Miowera.

The Captain of the Strathnevis Says She Returned to Victoria for Fuel and Must Be Disabled; Her Agent Here Says the Statement Is Absurd—Seattle Passengers Aboard—The Strathnevis About to Go on the Rocks When the Mineola Came Up.

The long lost Northern Pacific steamer Strathnevis, now in the harbor at Port Townsend, was all day yesterday the center of curiosity and interest, and the story of her rescue will today be read with interest by millions of people all the world over. The Post-Intelligencer was able to give a brief account of her arrival at Port Townsend in yesterday's issue, and today is able to supplement it with a story that is seldom duplicated in the annals of marine history, and more especially on the North Pacific ocean.

What has become of the Canadian Pacific's Australian steamer Miowera, which towed the stranded vessel for five days and then lost her, is not definitely known, but it is believed that she went on her way to Honolulu, after losing sight of the Strathnevis, fearing to run any further risk of breaking her mail contract. The steamer Mineola, that brought the Strathnevis to Port Townsend from Destruction Island, will, it is said, put in a claim for salvage of $100,000, and the question of salvage is likely to be complicated. The Strathnevis was towed out of Port Townsend late last night for Tacoma, where her cargo and passengers will be reshipped.

The Strathnevis seems externally little the worse for her two months' battle with the storms of the North Pacific, and her crew and passengers yesterday made up for their sufferings and deprivations in every way that a return to port after such an experience made most enjoyable. Probably no company in the whole world had better cause for a merry Christmas than had these 205 people, who only three days ago were wondering among themselves if they would be saved when this vessel struck the rocks—an event that was momentarily expected.

How the Voyage Began.

The steamship Strathnevis sailed from Tacoma on October 12 with a number of wealthy Chinamen from New York, Philadelphia and other Eastern cities, going to China to purchase Christmas goods, five Japanese students from Yale college, going home to spend the vacation, and a number of Chinese being deported by the United States government.

The steamer left Victoria on October 13, and she then had 173 Chinese and Japanese passengers and a crew numbering thirty-seven. She had no white passengers. A number of Chinese were taken on one who were being deported by the Canadian government for failure to pay the entrance fee of $8, and these behaved so badly that the captain, at the last moment, sent for a case of arms and ammunition, which he took care the Chinese should see and understand. After starting the merchant Chinese went among their angry countrymen and advised them to behave. After that there was no more trouble from them during the voyage. One of the Chinese, an old man, died of sickness, and this was the only fatality, if it may be called one, that the Strathnevis experienced in all her troubles.

Twenty days after, her owners had received no word of the arrival of the steamer at Yokohama. From then on speculations as to her fate began to be published in the newspapers, and as time went on and she remained unheard of, public interest became excited in regard to the missing steamer, and every vessel that plowed the Pacific was eagerly questioned as it came into port for news.

News That She Is Disabled.

But there came no news until December 6, when it was reported from Vancouver that the bark John Gambles, sugar laden from Java, had sighted the missing vessel in latitude 49:30 north and longitude 145 west. The Gambles brought the news that the vessel was driving under small sails, with her main shaft broken. The accident had occurred on October 20, in latitude 49:14 north and longitude 164:27 west.

This point is 800 miles west of Carmanah point, Vancouver Island, three days' run from Victoria, and but thirty miles from the steamer's regular route from Puget sound to Yokohama. This news was telegraphed all over the country and increased the general interest and anxiety. Rescuers started out in search of the disabled ship. The British battleship Royal Arthur, the old liner Danube, the Costa Rica, and the tug Mischief were among these. The Tacoma and Empress of India had special orders to look out for the Strathnevis on their voyages over much the same route. All the vessels searching for her gave her up as lost, with the exception of the Danube, which at last reports was still searching. It is known now that the Miowera met with the Strathnevis, and towed her for five days, but this was not known until the news came that the vessel was safe in the Sound waters.

Why the Searchers Failed.

One circumstance which may help to account for the fact that all these vessels on the lookout for the missing ship failed to discover her, was the general impression that the ocean currents would carry the disabled vessel north. This belief has been accepted as absolutely true, and all the vessels on the search accordingly took a northerly direction. It happily took a northerly direction, however, that the Strathnevis proved an exception. As will be seen from the accompanying map she drifted in a southerly direction. When her officers, who also held the general opinion as to the effect of the currents, became convinced that their vessel was making steadily to the south, they decided to try to get on the line of the Australian steamers or to put into some Californian port. When picked up by the Miowera she was right in the track of the Australian steamers, and much nearer to San Francisco than to Puget sound, but both vessels preferred to put back to their respective ports.

The map herewith will show the eccentric course made by the vessel, and the ship's log and the statements of her officers will tell the rest of the story. The officers are: Captain, James Pattie; chief officer, J. S. Duncan; second officer, W. Robertson; third officer, W. McFarland; chief engineer, J. Rose; second engineer, A. Bell; third engineer, L. Cutter; fourth officer, J. Love; purser, J. McDonald. The vessel when she left Victoria struck a ten-mile-an-hour gait, and everything went smoothly on until October 20, when at 7:40 in the morning, in latitude 49:14 north and longitude 164:27 west, there was a sudden terrific crash, followed by a trembling that lasted some seconds. The shaft had snapped close to the propeller, and the propeller had dropped to the bottom of the ocean. A northerly gale was coming on, and the two small fore and aft masts without yards were rigged with sails. Jury yards were rigged, and square sails were improvised from tarpaulins and awnings. These sails were often split by the storms, and as often repaired. They gave the vessel no headway, but they kept her steady, and the officers say that under the circumstances she behaved splendidly. During the nine weeks she was out without a propeller there was a succession of heavy gales almost every day, and on the days there were no gales the seas were very high, and the steamer would get into the trough of the seas, but the waves rarely broke over her. Whenever there was a chance to sail the ship and she would answer her helm slow progress was made in an easterly direction for the American coast. There was little or no real apprehension as to the ultimate safety of the vessel, and there was perfect order and discipline on board among both crew and passengers, as it was believed they could not fail to be picked up by a passing steamer, and all hands kept an anxious lookout.

Picked Up by the Miowera.

It was not until November 19 that another vessel was sighted, that being the bark John Gambles, as already told. After she had passed on there was a weary time of it riding the billows until Wednesday morning, December 18, when the Canadian-Australian liner Miowera hove in sight on her way westward, and at once approached the disabled vessel, connecting her line with little difficulty. This was in latitude 48, longitude 132. The Miowera headed for Cape Flattery. After twelve hours towing the hawser parted, and on account of the gale and the heavy seas running at the time it was thirty-six hours before another hawser was connected. This one lasted just thirty minutes before it parted, but within a short time two hawsers, one of steel and one of manila, were connected with the Strathnevis, and once more they headed for the cape.

At 1 o'clock last Monday morning, when just fifteen miles off Cape Flattery, the Miowera's two hawsers parted, and in the terrible sea that was running it seemed that it would be impossible to again get hold of the disabled steamer. It was accordingly arranged that the Miowera was to stand by and save life when the Strathnevis went ashore, as it seemed certain she would do in a very short time. A heavy squall then came on, the weather being so thick that even the Miowera's electric lights were invisible to those on board the other steamer. When the squall had passed over, at 4 o'clock in the morning, the Miowera was nowhere to be seen, and there was consequent consternation on board the Strathnevis. Capt. Pattie did not think so seriously of the disappearance of the other steamer, because Capt. Stott had told him that his steamer would be able to tow only three days with her limited coal supply, and even made arrangements to take part of the Strathnevis' coal cargo when they arrived in Victoria, in case there would be delay in waiting for coal at the bunkers there.

Drifted to Destruction Island.

By noon on Monday the Strathnevis was thirty miles off Destruction island, making slowly but surely for the rocky shore, and it seemed to all on board the steamer that their doom was sealed. As they approached nearer and nearer the shore, with the wind behind them, all hands began making final preparations for the expected dashing of the steamer to pieces on the rocks, but when within seven miles of the island the wind shifted to the north, and to the delight of all, the anchor which was heaved over held fast. The chain soon parted, however, and the second and last anchor on board the vessel was sent down, with what proved better success, for it held fast.

About 9 o'clock on Tuesday morning Purser McDonald and Third Officer Barnes volunteered to go off to the island in a boat with three Japanese sailors, in the hope that they might reach a telegraph station and wire for assistance. At noon the same day the collier Mineola, Capt. Pillsbury, hove in sight and bore down on the Strathnevis, soon getting a hawser on board, and heading for the Straits. It was slow work getting around the cape, and when in the Straits off Race rocks the hawser parted, and in getting another one connected an able seaman fell overboard from the Mineola, but, being an expert swimmer, was saved from drowning.

When the Strathnevis arrived at Port Townsend last evening the wires were down and there seemed no way of sending the news out. Capt. J. B. Libby, manager of the Puget Sound Tugboat Company, volunteered to send the Post-Intelligencer dispatches to Seattle by the tug Tyee, and by this means the news was given to the world twelve hours earlier than it could otherwise have been.

The Volunteers Probably Safe.

No further news came to hand yesterday as to the volunteers who had landed on Destruction island, or as to the whereabouts of the Miowera. Destruction island is the most dangerous place on the coast to try to effect a landing. The seas are honeycombed with ragged, needle-shaped rocks. No attempt has ever been made to land there during the winter months, and only expert canoemen have ever dared to land in summer. However, the officers of the Strathnevis believe the boat got under the lee side of Destruction island, where they could land and procure shelter and food from the lighthouse keeper.

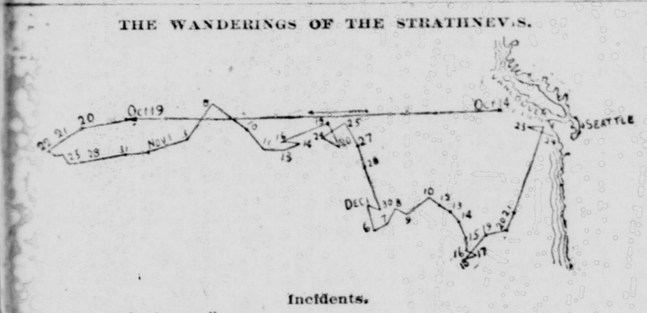
McDonald is a man of about 40 years of age, well known among steamboat men on the Sound, and is the owner of a fine ranch near this city. He came here from St. Johns, N. B., and had held several positions on British steamers, from which he bore high recommendations. He was purser on the boats of the Washington Steamboat & Transportation Company, W. K. Merwin, City of Seattle and City of Quincy, and was with that company's successor, the Puget Sound & Alaska Steamship Company, until 1893, when he resigned for his present engagement with the Northern Pacific Steamship Company.

The Miowera is one of the finest British steamers on the Pacific coast, originally costing $600,000, and designed for European and colonial trade via the Cape of Good Hope. However, she seems to have been launched under an unlucky star, and has narrowly escaped being lost on three or four occasions. But this time the general opinion seems to be that she has simply gone on her way.

The Miowera belongs to the Canadian

Continued on Third Page.

THE WANDERINGS OF THE STRATHNEVIS.



Incidents.

October 20—Lost propeller.
November 19—Spoken by bark John Gambles.
December 18—Picked up by Miowera.
December 19—Towline broke, 1 a. m.; resumed towing 6:30 p. m.
December 23—Towline parted; Miowera left.
December 24—Lost anchor; taken in tow by Mineola.

CAMPOS BADLY SCARED

He Says the Army of Liberty Has Begun a Retreat.

YET HE IS FORTIFYING HAVANA.

Sailors Landed From Warships and Men Drafted Into the Army.

Beside the 120,000 Troops Sent From Spain, Campos Presses Civilians Into Service—No News From Gomez and Maceo, Who, With Only 10,000 Men, Seem to Go Where They Please.

Havana, Dec. 26.—Since the arrival here last night of Capt. Gen. Martinez Campos from Matanzas he has been in conference with the leading military and naval officers, the civil dignitaries and the leaders of the different political parties. They assembled at the palace last night, and in the course of a number of patriotic speeches pledged their unconditional support to the government in its efforts to suppress the insurrection, and promised to do everything possible in the way of moral and actual assistance.

Senor Galvez, president of the Autonomist party, during the course of a speech which was warmly applauded advised the captain general not to expose himself to the fire of the insurgents, who, the speaker claimed, made war against the lives and property of civilians, never making a stand long enough to cause an engagement between the troops, and adopting all methods of savage warfare. Senor Galvez also stated that, in spite of the supreme efforts made by the insurgents they had not heard of the capture of any town, the mischief of the enemy being confined to small villages and the plantations of the island. He compared the army of Gomez and Maceo to "wandering hordes of Tartars," and expressed the opinion that the raid of the Cubans into the province of Matanzas, where they had done so much injury to crops, would turn out to be the worst for them in the long run, as the fields, cleared of standing cane, are now much better suited for military operations.

News of recent date seems to be interrupted by rail and telegraph, and no details are obtainable concerning the movements of the insurgents. The captain general upon his arrival here announced that the Spanish troops in Matanzas occupied advantageous positions, and that the Cubans would be compelled to fight a pitched battle in that province or surrender. It is not generally believed, however, that the march of Gomez and Maceo upon Havana has really been stopped, and that they are in retreat. In support of this, it is said that if Maceo and Gomez were retreating the government would not be slow in making public every item of news obtainable concerning this feature of the hitherto triumphant march of the insurgents from the province of Puerto Principe through the province of Santa Clara and the province of Havana, in spite of the numerous columns of Spanish troops in the territory traversed. The last news from the Spanish columns was that they were heading for Guanabana, the headquarters recently evacuated by Campos.

The fact is that so many announcements have been made of the defeat and retreat of the insurgents that it will require something confirmatory to make anybody here believe that such is an actual fact. When the insurgents first entered the province of Santa Clara it was announced that they had been defeated with great loss, and had retreated across the border. But the next news received from the front was that the Cuban army was threatening Placetas, more than half way between the border and the capital, Santa Clara, and since then they have apparently pushed onward with little or no interruption.

The absence of news from the insurgents is causing some anxiety among their friends here, but they claim that Gomez and Maceo are in possession of the railroad and telegraph lines, and that it was with difficulty that Campos succeeded in reaching Havana last night. Be that as it may, the only news obtainable is that furnished by rumor, and if the authorities are in possession of any additional facts all such matter is carefully suppressed.

In the meanwhile active preparations are being made here for the defense and forwarding to the front of all the troops that can be spared. It is understood that the Spanish columns in the rear of the insurgent army have been ordered to concentrate as quickly as possible on the frontier of Matanzas and that every effort is to be made to prevent the retreat of the Cubans into Santa Clara. While these preparations are being made apparently to stop the insurgents from escaping back into Santa Clara, the land fortifications of Havana are receiving attention day and night. A number of additional earthworks have been thrown up during the last month also, and these are being hastily completed and supplied with ammunition, and the outposts of the Spanish troops around Havana are being strengthened and more securely fortified. Throughout the night and all day there has been an air of hurry and anxiety at the different headquarters here, which does not seem to indicate that the supreme authorities are in any way satisfied that the insurgents are retreating, and if military activity goes for anything the most determined efforts were being made to prevent a surprise.

There is considerable speculation here as to the actual number of men under the command of Gomez and Maceo. The highest estimates have it that the Cuban army numbers 12,000 men, while the lowest is 6,000. It is to be presumed, however, that Gomez and Maceo may have 10,000 men with them, as they are known to have been joined by large numbers of adherents since they approached the province of Matanzas. The insurgents are also plentifully supplied with ammunition, said to have been stored for their use at different points and accumulated and hidden for months past.

In order to enable as many troops as possible to be sent to the front, all the marines and sailors who could be spared from the Spanish fleet have been landed, and the former are now doing duty as artillerymen wherever their services are needed. All the volunteers available are under arms, and every male inhabitant capable of doing active service is being called upon to bear arms.

It is reported here tonight that the insurgent forces have taken up a line of retreat from about the city of Matanzas through Sidra, Navajas and Corral Falls in the direction of Jaguey Grande, in the southern part of Matanzas. This is beyond Union Reyes, where it was reported that the Spanish troops were being concentrated to cut off their retreat.

The insurgent leader Acebo was executed today at Cienfuegos.

Manitoba Positively Refuses.

Winnipeg, Dec. 26.—Manitoba's reply to the Dominion government on the separate school question is out today. Manitoba positively refuses to consider any proposal to establish Roman Catholic separate schools.

To the aged, with their poor appetite, feeble circulation and impoverished blood, Ayer's Sarsaparilla is a boon beyond price. Its effect is to check the ravages of time, by invigorating every organ, nerve, and tissue of the body. See Ayer's Almanac for the new year.

Xmas Examiners by all news dealers, 5c.

The Royal band, of Hawaii, are stranded, and showing in Massillon, O. They were formerly proteges of Queen Lil.