

known. The president reported the facts to congress, and in his message asked for authority to make a demonstration of force, which would insure suitable redress. In response to this, congress authorized him "to use such force as is necessary" to secure ample reparation. Accordingly an armed fleet was hastily assembled on a scale which was regarded as remarkable for those days. The expedition included nineteen armed ships, twenty-five heavy guns and 2,500 sailors and marines. Accompanying this formidable outfit were civilian plenipotentiaries prepared to make the demands of the government and then enforce them by calling on the armed ships. The expedition made a formidable showing in the South American waters, and President Lopez's government was awed into complete submission by its presence. The American commissioners and naval officers were received at Ascension with much honor, and every reparation within the power of the republic was given. This included an abject apology, a sweeping disavowal and \$10,000 for the sufferers from the outrage. As the republic was willing to grant full reparation, the naval expedition did not exert the force it was prepared to use in case a refusal had been offered. When the facts of the expedition were reported to the American congress the president stated that the dispatch of this formidable naval fleet had had a salutary influence throughout the world, and had convinced foreign nations that the United States would protect the lives of its citizens with all the force at its command.

Britain Paid for the Chesapeake.
The case of the firing on the United States ship Chesapeake by the British ship Leopard is another case affording a precedent as to the government's mode of action. The Chesapeake was proceeding to sea, when she was hailed by the commander of the Leopard with a demand that British deserters, said to be in the hold of the Chesapeake, be surrendered. The American commander refused to comply, whereupon the Leopard first fired a shot across the bows of the Chesapeake, and followed this with two broadsides. The American commander was severely wounded, three sailors were killed outright and many were wounded. Being unprepared for action, it being a time of peace, the American commander hailed down his colors and surrendered. Tremendous excitement prevailed in the United States over the outrage. President Madison speedily issued a proclamation excluding from American ports all British warships. He also caused energetic protests and demands to be presented at London. The British authorities promptly disavowed the action, recalled the admiral under whom the outrage had been perpetrated, and without request tendered indemnity sufficient to support the wives and families of all those who had been killed and wounded.

Reparation for the Prometheus.
In a later case, the American ship Prometheus was fired upon in the harbor of Greytown. The ship had declined to pay excessive port charges imposed by the king of the Mosquito coast, controlling the country under British protectorate. The king called upon the British warship Express to sustain his demands, and the Express promptly sent a broadside into the Prometheus. There were no persons killed, but the United States made a prompt demand for reparation. The British government gave this in the fullest manner, and without question disavowing the act and condemning the officer of the Express.

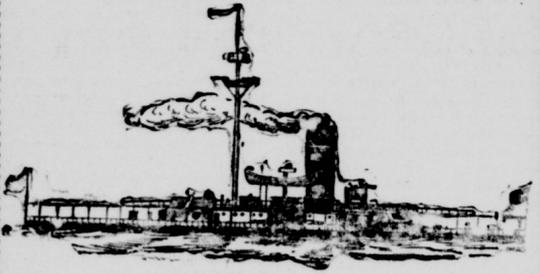
Japan and Java Apologized.
Displays of force were resorted to by the United States in 1852 against Japan, and in 1853 against Java. In the case of Japan, American sailors had been severely handled in Japanese ports, and the native courts failed to give adequate redress. A naval expedition was sent to Japanese waters, and this had the effect of securing the fullest apology, and also an agreement by which every protection was guaranteed to American citizens and property in Japan. In the case of Java, the secretary of the navy sent a large naval force to the waters of Java to demand that the native trial courts should give the fullest protection to Americans. The expedition was successful in its purpose, and all the assurances desired were given. In 1818, seven Americans were killed and about sixty were wounded while they were being detained in the British prison at Dartmoor. This was brought on by a clamor for rations, which was resisted by the prison guard. The United States demanded satisfactory and suitable reparation, and the British government complied by an indemnity for the support of the families of those killed and wounded.

Citation of Leading Cases.
There are quite a number of recent cases, the latest being that of the German occupation of Kiaochau, over the outrages committed by the Chinese on German missionaries. In that case, the German government acquired as indemnity a large portion of Chinese territory, as well as one of the most valuable strategic ports of China. The principle of money indemnity for the killing of foreigners has been recognized in several recent cases in the United States. One of these was the killing of Italians at New Orleans by a mob. In that case, while the United States did not admit the responsibility of the Federal government for the act of a mob, yet indemnity was paid out of the Federal treasury as a matter of international comity. Similar action

Why do so many buy their Outfits of the Seattle-Alaska General Supply Co. in the Dexter Horton Bank Building on First Avenue South?

was taken in indemnifying China for her citizens killed at Rock Springs. In the case of the Virginian, a large money indemnity was paid. Demands by the United States are now pending against Turkey for the burning of American missionaries' property in Turkey during the Armenian outbreak. There are many individual claims against Spain, including the Ruiz case, and that of Dr. Delgado, now pending. President Buchanan adopted the procedure of reprisal in 1853. This is a meas-

MONITOR MONTEREY Which Would Probably Defend Puget Sound in Event of War.



The Monterey is a twin-screw steel-armored monitor of 4,084 tons displacement. In fighting trim the displacement is 4,350 tons. The length between perpendiculars is 250 feet; over all, 282 feet 4 inches. It is 17 feet from keel to main deck and the mean draft when the turret armor is put on will be 14.8 feet, leaving a freeboard of 2.3 feet. The barbette armor is 13 inches thick and the turret armor 8 inches thick. The light draft enables the Monterey to choose her own fighting waters. She is short enough to be easily handled, making a complete turn in five minutes, and broad enough for good stability. She is so low in the water as to present a limited target to the shots of the enemy's guns, and is well protected with armor as to prevent her engines or guns being disabled by the heaviest ordnance. The bow is ram-shaped and has been strengthened for ramming purposes. The thickness of her armor belt is 13 inches, and her speed is 16 knots an hour. The main or primary battery consists of four monster guns. In the forward turret are two 12-inch and in the aft turret two 16-inch steel breech-loading guns. These guns are handled by hydraulic power, and shoot an 800-pound cartridge requiring 45 pounds of powder for a single discharge. The range is twenty miles. The secondary battery consists of six 6-pounder Hotchkiss rapid-firing rifled cannon and four 1-pounder Hotchkiss rapid-firing guns. The vessel is also plentifully supplied with small arms, cutlasses, etc. The ship is submerged to her fighting level by admitting water into the double bottom. The coal bunkers, six separate compartments, three on each side, fore and aft, have a capacity of 2,000 tons of anthracite coal. The steering is done by hydraulic power, pressure being created either by a three-cylinder plunger pump in the port engine room or by the pumping engine supplying power for turning the turrets and working the guns. Another steering gear, which can be worked by hand, is below aft, for use in case the upper works are shot away. The screw propellers are of manganese bronze, ten feet two inches in diameter, the starboard wheel being right-handed and the port wheel left-handed. The vessels has six boilers, two Scotch single-end boilers and four Ward boilers, placed in two fore and aft water-tight compartments. The two Scotch boilers are end to end, one being in one room and the other in an adjoining room.

ure just short of war. Mexico was charged at that time with assisting to spoliate along the United States border. President Buchanan asked congress for authority to send a military force to secure indemnity, as diplomatic negotiations had failed to bring redress from Mexico. This course was adopted by congress, and the preparations for the military reprisal soon brought about a satisfactory adjustment. Non-intercourse with Great Britain was one of the measures adopted in 1809, by which it was known as the non-intercourse act was put in effect as a means of stopping associations which up to that time had involved many complications and embarrassments. Embargoes have also been resorted to as a measure of offense against foreign nations, short of war, the purpose being to prevent the shipping of supplies needed by the offending nation.

AMERICAN TROOPS COULD OVERRUN CUBA.

The Plant System Completes Arrangements to Hurry Soldiers to the Island.
TAMPA, Feb. 25.—Although the officials of the company have not so stated publicly, pretty much everybody here understands that the Plant system has completed arrangements for the transportation of troops and munitions of war to Havana on short notice. All of its ships have been placed in condition for an emergency. Should war be declared, it is said that the company has perfected plans to land a large body of troops in Havana within thirty-six hours after their arrival at this place. Troops can be transported from Washington and New York to this port in from twenty-four to thirty hours. The company has also made arrangements, it is understood, promptly to land men and arms at Key West, and all strategic points on the coast of Florida and at Mobile.

Carbin Made Adjutant-General.
WASHINGTON, Feb. 25.—The president today appointed Col. Henry C. Carbin adjutant-general of the army, to succeed Gen. Samuel Breck, retired on account of age. Gen. Breck had held the office only since September 11 last, when he succeeded Gen. Ruggles. Henry C. Carbin is a native of Ohio, and entered the army as an enlisted man at the beginning of the late war. He has a most brilliant career, and earned brevets for gal-

lant and meritorious service at Decatur and Nashville. In 1866 he was transferred to the regular service as second lieutenant of the Seventeenth United States Infantry. President Hayes appointed him to the staff in 1880, making him a major and assistant adjutant-general. Gen. Carbin has seen service in the Indian campaigns at Pine Ridge, in Arizona, and elsewhere.

Cowboy Soldiers from Dakota.
SIOUX FALLS, Feb. 25.—Col. Sheafe, commanding officer of the South Dakota National Guard, is recruiting a regiment of cowboys for service in Cuba. He says that these men are the hardest on earth. They are insured to hardships, and have fought the Sioux Indians. He believes that if they are turned loose against the Spaniards in Cuba they can do their full share of hard fighting.

Torpedo Company Licensed.
SPRINGFIELD, Ill., Feb. 25.—Secretary of State Rose today licensed the Mann Torpedo Company, of Chicago, capital \$500,000, to manufacture torpedo guns and high explosives.

Gen. Campson Tenders His Services.
PORTLAND, Or., Feb. 25.—Gen. H. B. Campson, late brigadier general of the Oregon National Guard, today sent the following message to the Oregon delegation in congress: "In event of war with Spain, I request

The stipulations of the contracts just placed are that the coal so ordered shall be delivered at the designated coaling stations as soon as it is possible to do so, and that the utmost secrecy be observed about the matter. In carrying out these contracts the railroads play a most prominent part, and for the purpose of moving everything as soon as possible, President Ingalls, of the Chesapeake & Ohio, and General Manager Loece, of the Pennsylvania, went to Washington and consulted with Secretary Long about the matter. Contracts and all arrangements for the rapid handling of the coal were made, and the government, it is understood, is to pay a bonus to both the coal miners and the railroads if the 300,000 tons are delivered within a specified time.

NAVAL MILITIA MEN VISITING WASHINGTON.

They Are Urging the Passage of a Bill for the Building of Torpedo Boats for Their Use.

WASHINGTON, Feb. 25.—A delegation from the Naval Militia Association of the United States was at the navy department today. The visit, however, was not in response to any requests sent out by the department, as has been represented, but was simply preliminary to a visit to the capital, where they are to be given a hearing by the naval committee on the Barber bill to further increase the naval establishment of the United States by the construction of twenty torpedo boats designed principally for the use of the militia.

While at the navy department the delegation had a pleasant interview with Assistant Secretary Roosevelt, who has general supervision of the naval militia association, and with whom the provisions of the bill were briefly discussed. The measure, however, has not been formally referred to the navy department by congress, and the officials consequently have not given their opinion regarding its provisions.

The boats provided for in the bill are to be of about 150 tons displacement, to have a speed of not less than twenty-five knots, and are to cost, including armament, not exceeding \$250,000. Two of the boats, the bill provides, are to be built on the Pacific coast. When completed, they are to be stationed at the principal ports at which naval militia organizations exist, and are to be manned by skeleton crews from the United States naval establishment, ready for the full complement of officers and men to be filled out from the militia when drill or other occasion arises.

The association also desires to urge upon congress greater liberality in the appropriations for the naval militia so that they may be furnished their uniforms, camp equipments, etc. Commander Ed Buckland, of the Connecticut militia, who was with the party, in a brief conversation just after leaving Assistant Secretary Roosevelt's room, asked that he had been summoned here for conference with the officials of the navy department, and added that his visit here was simply for the purpose of appearing before the naval committee of congress for the purpose stated.

THREE BATTLESHIPS ARE NOW ON THE WAYS.

Double Launching of the Kentucky and Kearsarge—The Illinois Nearly Ready.

RICHMOND, Feb. 25.—The officers of the Newport News shipyard announce that the double launching of the battleships Kentucky and Kearsarge will take place March 21, and will be the first double launching of first-class battleships in the world.

Gov. Bradley and staff will come from Kentucky, and Miss Christine Bradley will christen the Kentucky with a bottle of water from the spring from which Abraham Lincoln drank when a boy, while Mrs. Winslow, wife of Lieut. Winslow, U. S. N., will stand sponsor for the Kearsarge. The ships could be put in commission in six months, if necessary, but the contractors have received no hurry orders. The Illinois, the third big battleship building at Newport News, is only a month or two behind the others.

ONLY A SINGLE VOTE AGAINST ARTILLERYMEN.

Sentiment Overwhelmingly in Favor of the New Military Measure—Cox Delays.

WASHINGTON, Feb. 25.—There was only one vote in the house committee on military affairs today against favorably reporting the senate bill providing for two additional regiments of artillery. It was cast by Cox, Democrat, of Tennessee. The sentiment in the committee was overwhelming for those two additional regiments to promptly man the guns which are being erected along the coast. In the house an unsuccessful effort was made to secure consideration of the bill, but an objection from Cox it went over.

SECRETARY OF NAVY IS TAKING A REST.

Roosevelt Is Left in Charge—Cruiser Montgomery Sails for Key West.

WASHINGTON, Feb. 25.—Secretary Long has been under a heavy and almost constant strain ever since he was awakened in the middle of the night a week ago last Tuesday by the news of the loss of the Maine, and now that matters are, at least for the present, in a quieter state, he has gone away for a few days' rest, leaving Assistant Secretary Roosevelt to manage the department. The latter has been thoroughly advised at every step of the secretary's policy of the treatment of the Maine affair, so that there is not likely to be any change in that respect caused by the temporary assumption of the duties of the secretary by Mr. Roosevelt. Since so much depends upon the report

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of the court of inquiry, it may be interesting to note that so far Secretary Long himself does not know when to expect this important document, having heard nothing from any of the members of the cabinet on this point. He rather expected the court, which has complete power to work on its lines, would wind up its work at Havana before leaving, so as to avoid the necessity for a return trip. One member of the cabinet had a more definite opinion on the subject, expecting the receipt of the report from the court about the middle of next week.

Just before the department closed, Assistant Secretary Roosevelt had word of the sailing of the cruiser Montgomery from Tampa for Key West. Up to that time the vessel had been given no orders, so that the date of her departure for Havana, if she is to go at all, is conjectural. The ship went to Tampa instead of Key West on her return from San Domingo, in order to facilitate the speedy return to his duties in Washington of Capt. Crowninshield, the chief of the navigation bureau, who saved a full day by the movement.

The Castine, the second of the United States warships on the South Atlantic station, arrived today at Barbadoes, where she joined the Cincinnati. It may be that the Castine may go to Martinique to be docked, as she is in need of cleaning after her trip.

NEW YORK PROTECTED BY MANY TORPEDOES.

A Complete Line Is to Be Stretched Across the River Channel, Which Will Be Invulnerable.

NEW YORK, February 25.—The Brooklyn Eagle today says: At Wille's point precaution is being taken to make the outside river entrance to New York invulnerable. A so-called skirmish line of torpedoes is projected from Wille's point across the channel to Fort Schuyler. The torpedoes will be anchored so close together that it may be made impossible for a hostile vessel to cross the line without being blown up. The torpedoes will be connected with electric wires, and to make doubly sure that their plans cannot be frustrated, the engineers have arranged to have batteries located at each end of the line so that in case an apparatus was used by the enemy to sever the connected wires and break the circuit, the torpedoes still could be exploded from either end of the line. The channel is already protected from the Wille's point shore to the center of the channel by two groups of submarine mines. Each group of the mines consists of twenty-two torpedoes, forty-four together, containing 120 pounds of giant powder.

At Fort Schuyler, directly opposite Wille's point, considerable engineering work has been done. A torpedo magazine and experimenting gallery was recently completed. It is considered the strongest magazine on any United States fortification.

ON SECRET MISSION TO CUBA'S CAPITAL.

Senator Proctor Goes to Havana—Americans Are Preparing to Come Home.

KEY WEST, Feb. 25.—Senator Proctor will have tonight by the steamer Olivette for Havana. He says he goes to Havana merely for a pleasure trip and for his health. Although he disclaims having been sent on any special mission by the president there is good ground for the belief that he will be in possession of a vast amount of valuable information when he returns. It is evident that Gen. Lee has some slight foreknowledge of what is likely to happen in Havana when the facts connected with the sinking of the Maine are fully developed, because of advising Americans to leave. There was not a full passenger list on the Olivette, and those who came over were mainly tourists. The exploit will become general, it is thought, by next week, when the harbor will be without an American ship of any kind. There is danger here of an uprising against the Spaniards in Key West. The people of this town are fretting over the delay of the government, and are each day growing more and more intolerant here of the presence of the naval attaché of the Spanish consulate, Fernandez. He refused to half-mast the flag over the consulate on learning of the Maine disaster, although every other flag in Key West was at half-mast.

Senator Proctor, before sailing, was shown a dispatch reporting considerable excitement over his expected visit. He read it, laughed and said: "Absurd." In a reply to a request for a detailed statement regarding his visit, Senator Proctor said: "It's all simple and straight as day. I have been to Havana several times before, and have many friends there. I've been fishing in Florida with Col. Parker, a business man of Washington and a friend of mine, and we have decided to go over to Havana."

The correspondent of the Associated Press suggested that some people might think Havana a strange place to go for

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fishing just now. Senator Proctor laughingly replied: "To tell the truth, we are just going over there to see what's going on; to be where the excitement is. Does not everybody want to go there? Don't you? There is not a bit of political significance about it. I may stay in Havana a day or a week. I haven't the remotest idea how long."

Commander Clifford, of the staff of Admiral Sicard, also sailed today. When asked as to the purpose of his visit to Havana, he replied: "I cannot say anything for publication."

SPAIN IS ADVISED TO STRIKE US FIRST.

Ministry Anticipates War, and Newspapers Recommend Immediate Hostilities.

LONDON, Feb. 25.—According to a special dispatch from Madrid, reports received there from the United States are to the effect that public opinion in the latter country is becoming more excited owing to the impression that the Maine disaster was not due to accident, are "re-stirring popular feeling here (in Madrid), and the conviction is increasing in ministerial circles that the worst must be expected." Continuing, the dispatch says: "The government has no choice if the United States adopts a threatening attitude, for the prospect of war is popular with all parties, and the more excitable newspapers are already urging the government to take measures to enable Spain to strike the first and decisive blow."

THE CRUISER VIZCAYA STARTS FOR HAVANA.

Spanish Warship Leaves New York, With No Parting Ceremonies, and Is Escorted Out.

NEW YORK, Feb. 25.—The Spanish cruiser Vizcaya, after spending a week in this port on a friendly visit to the United States, got up anchor at 1:30 o'clock this afternoon and started to sea. Her destination is Havana. There were no ceremonies or incidents of any kind connected with the vessel's departure. The fires under the boilers were lighted at daybreak and by 8 o'clock the vessel was clear of everything and waiting the pleasure of her commander. At 1:30 o'clock Capt. Eulate mounted the flying bridge with the pilot and gave the word to hoist the anchor. Few spectators were on the neighboring wharves at the time. The big anchor had hardly been cleared from the mud before the vessel got under way and by the time it was catted, the Vizcaya had stretched forth from The Narrows. The naval tug Nina and the police boat Patrol accompanied the Vizcaya as far as Fort Wadsworth, where they saluted and went about.

EXPLOSION WAS CAUSED BY EXTERNAL AGENCY.

Cabinet Officers Are Non-Committal, But Unofficial Reports Confirm Worst Suspicions.

WASHINGTON, Feb. 25.—In spite of the stress that came from unofficial sources in Havana as to sensational developments in connection with the work on the Maine's hull, the administration remains firm in its statement that there is no credible evidence one way or the other as to the cause of the disaster, and holds to its purpose to await the conclusion of the investigation now making by the court of inquiry. This position was emphasized at today's cabinet meeting. People who looked for some startling announcement were disappointed, as the members without reservation frankly admitted that the subject of the loss of the Maine had been discussed, but said the government had received no information from Havana since yesterday, and had no intention of changing its

policy until there was something of substance to warrant it.

Today's meeting was the first full meeting of the cabinet in some weeks. Both Alger and Sherman, who have been sick, were present.

The Spanish legation was equally in the dark as to any such discoveries reported, as was shown by a message from Capt. Gen. Blanco.

Damage Too Great for Torpedo.

NEW YORK, Feb. 25.—Regarding the ten-inch loaded powder cases and the empty one, smashed and burned, recovered from the wreck of the Maine, Rear Admiral Erben said to a World reporter: "I should certainly take the first as an indication that the magazine containing the ten-inch ammunition did not explode. I agree that if the empty powder case had exploded there would have been nothing left of it. It is more than likely that the empty case was one of those returned to the magazine after target practice. In the absence of other information than that in the newspapers we cannot tell anything definite about it, but if the magazine did not explode, what kind of torpedo could do it? Let them tell us that. No torpedo that I ever heard of could do that amount of damage."

Continuing, the admiral said: "While I do not think much of the theory

Continued on Page 6.

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