

SCHELEY WILL COMMAND

THE HAMPTON ROADS FLYING SQUADRON

AN OFFICER OF DISCRETION

Won't Talk at All on the Subject of Intercepting the Spanish Torpedo Flotilla

Associated Press Special Wire

WASHINGTON, March 25.—Commodore Winfield Scott Schley, at present connected with the Lighthouse Board, has been ordered to command the flying squadron at Hampton Roads with the Brooklyn as his flagship.

Commodore Schley received the news of his assignment at the Lighthouse Board, where he was engaged in closing some of the work of the bureau. He expects that it will be a day or two before he finishes his work here and takes command of the squadron. His command at present comprises three vessels—the Brooklyn, Columbia and Minneapolis, all ocean greyhounds, but in a short time his squadron probably will be swelled to about a dozen ships.

Commodore Schley refused to talk at all concerning rumors that the Flying Squadron might be sent out to intercept the Spanish torpedo boat flotilla. He said that was a matter concerning which he could say nothing at all.

Commodore Schley has a fine record for discretion, good judgment and fighting qualities. He was in command of the Baltimore during the Chilean trouble, which threatened to end in war, and the peaceful termination of which, it is believed, was due largely to his tact and discretion. The three vessels at present under his command are swift cruisers and among the others which will probably be added are the St. Paul and St. Louis of the American Line, which were built so that they could be turned into efficient fighting machines at a few days' notice. These vessels have not been impressed as yet, but arrangements have been perfected between the government and President Grisco so that no delay will result when the decision is reached that the outlook justifies the large expenditure of money necessary for their transfer to the Navy Department.

Commander W. H. Emory and Commander Willard H. Brownson, at present in Europe on a special mission for the government, it is expected, will be assigned to command of the St. Paul and the St. Louis.

Two battleships, the Texas and Massachusetts, are on the way to add to the fighting strength of the Flying Squadron.

One of them may reach Hampton Roads today and the other should be there tomorrow. The Massachusetts is a first-class battleship of 10,288 tons displacement, while the Texas is a second-class battleship of 6,335 tons. Both are heavily armored and will add immensely to the strength of the squadron. They are less speedy than the cruisers, which naturally would do the scouting while the battleships would bear the brunt of the hot work of battle.

Commodore Schley visited the Navy Department before noon and after a talk with Assistant Secretary Roosevelt, said he would assume command of the Flying Squadron Monday. The formal orders posted at the department today, stating that Commodore Schley was displaced from his service on the Lighthouse Board and was ordered to command the Flying Squadron on the 27th inst., public admission of the Navy Department of the creation of a Flying Squadron. The fact that the squadron was contemplated has been well known but not until today has the department defined its character. The designation of "Flying" has a distinct meaning in naval parlance. It will give the ships a base at Hampton Roads, but they will be subject at all times to Commodore Schley's orders for immediate service at any other point along the Atlantic coast, or indeed throughout the world.

At present the five armored cruiser Brooklyn, which is to be Commodore Schley's flagship, and the battleship Texas, which, it was learned later, arrived last night, are the only ships of the Flying Squadron at Hampton Roads. The battleship Massachusetts is hourly expected, and the crack cruisers Columbia and Minneapolis are en route to the League Island Navy Yard and will proceed to Hampton Roads at an early date as well.

The cruiser Cincinnati and the gunboat Wilmington probably will be added to this squadron; also the Bancroft, now on her way across the Atlantic. An official order was issued today detaching Captain Chester, Commander of the Cincinnati, from the South Atlantic Squadron. The effect of this is to remove the Cincinnati from the South Atlantic service and make her available for the North Atlantic station, where her speed would make her a valuable adjunct to the quick maneuvers of a flying squadron.

Commodore Schley's orders, in terms, make him commander of a distinct squadron so that the ships at Hampton Roads will be entirely apart from the North Atlantic Squadron, of which Captain Sampson is in command.

This is an unusual expedient, as the North Atlantic vessels have been intact heretofore.

SCARD BELIEVED WASHINGTON, March 25.—An order, issued by the Navy Department today, carries out the suggestion of Secretary Long that Captain Sampson would command the North Atlantic Squadron. The order, as issued, reads: "Commander-in-Chief of the North Atlantic Station."

Although Key West advices state that the battleship Iowa probably will be Captain Sampson's flagship, the order standing at the Navy Department is that the cruiser New York will continue as flagship.

Admiral Seward was detached from command of the North Atlantic Squadron and allowed six months' leave by orders issued today. The effect of this six months' leave is practically to close Admiral Seward's active service in the navy. He retires, under the age limit of sixty-two, on Sept. 1, which is just six months hence. This will give him only six days' active service when his leave expires. This is a source of the sincerest regret to Secretary Long and all Naval officials, who pay the highest tribute to the devoted services of Admiral Seward throughout the recent crisis, and to his personal bravery in remaining at his post while his health was in a precarious condition.

NOT YET TRANSFERRED KEY WEST, Fla., March 25.—The command of the fleet has not yet been transferred from Rear-Admiral Seward to Captain Sampson as the necessary order from Washington has not yet arrived here. Captain Sampson came ashore this

morning and had a long conference with Admiral Seward.

Mrs. Jenkins has telegraphed to have the body of Lieutenant Jenkins sent direct to Pittsburg. It is expected to arrive tomorrow night on the Olivette and will go right through to Pittsburg via Tampa.

A Two-Million Mortgage SAN FRANCISCO, March 25.—A deed of trust, executed by G. Falache, as president of the California Northwestern Railway company, to Ignatz Steinhart, of the London, Paris and American bank, was filed with the recorder today. All the holdings of the company are included in the deed. There are 200 five per cent twenty-year bonds set at \$100 each.

Indian School Buildings PHOENIX, Ariz., March 25.—Contracts were let today for the erection of additional buildings at the National Indian school, north of Phoenix, at a cost of \$32,000. The contract was secured by Pugh & Gray of Portland, Or.

RULINGS OF CZAR REED

RAISE A RUDE RUMPUS IN THE HOUSE

Result Only in Delay of the Matter Under Consideration, Which Is the Naval Bill

Associated Press Special Wire

WASHINGTON, March 25.—The stirring scenes of the Fifty-first congress, when members of the minority were charging down the aisles protesting against the ruling of Speaker Reed, were recalled today in the turbulent protests made by the minority against the ruling of the chair during the consideration of the naval appropriation bill. The ruling in effect compelled members to confine their remarks under the five-minute rule to the subject before the house, and was made against Mr. Hartman of Montana, Silver Republican, who attempted to make a political speech. The ruling was denounced as a usurpation, and appeal after appeal was taken. When all else failed, every expedient was resorted to to block progress with the bill. As a result but four pages were disposed of.

Before the bill was taken up for amendment Mr. Foss of Illinois, Republican, a member of the naval committee, made a general speech in advocacy of building up a strong and powerful navy.

Mr. Hartman created the diversion which caused the blocking of business during the rest of the day by delivering a five-minute speech satirizing the Republican party, and when, under cover of a second pro forma amendment, he attempted to proceed Mr. Boutelle called him to order. He made the point that Mr. Hartman's remarks were not pertinent to the amendment. A lively parliamentary wrangle followed, when the chair sustained a point of order.

After the debate on appeal had run for an hour Mr. Boutelle moved to close the debate on the appeal. Instantly a point of order was made against Mr. Boutelle's motion, which was overruled.

Party feeling ran high. The vote was taken on Mr. Boutelle's motion to close debate on the appeal and carried—111 to 95.

The vote then came up on the appeal from the decision of the chair. The chair was sustained—120 to 92.

Mr. Hartman, after this hour's wrangle, again got the floor and was proceeding with his speech which had been interrupted when Mr. Boutelle again interposed a point of order. It was again sustained, and when Mr. Bailey again appealed the point was made that the appeal was dilatory, and the chair declined to entertain the appeal.

Mr. Hartman then changed his tactics and rose to a point of personal privilege.

Mr. Dingley made the point that no question of personal privilege could be raised in committee of the whole.

Pending a decision upon Mr. Dingley's point of order, Mr. Hartman was allowed to proceed, and he flushed face, Mr. Hartman shouted out that he would refuse to be intimidated by the gentleman from Maine.

Thereupon Mr. Payne called him to order and the chair ordered him to take his seat.

Mr. Bailey moved that he be allowed to "retire" as an "excuse."

"The motion was opposed by the majority and defeated—91 to 110.

The minority then inaugurated a filibuster, demanding a vote by tellers on the pro forma amendment, to which Mr. Hartman had been speaking.

Mr. Payne made the point that the demand was dilatory and was sustained. The chair also sustained a similar point against an appeal. A moment later when another demand was made for tellers and it was denied, Mr. Bailey denounced the ruling.

Denunciatory speeches were also made by Messrs. McMillin of Tennessee, Democrat, and Bland of Missouri, Democrat.

The chair finally announced that he did not desire to deprive any member of a right honestly demanded. If the gentleman from Texas would state that the demand for tellers was made in good faith he would entertain the demand.

"I retort," retorted Bailey, "that demand from the occupant of the chair." (Democratic applause.)

Thereupon the chair insisted upon his ruling and the reading of the bill proceeded. At the end of the first paragraph read Hartman again offered a pro forma amendment, and after some perfunctory remarks in denunciation of what he characterized as an attempt to "chrottle free speech," was proceeding with the speech he began hours before, when he was again called to order.

The turbulent scenes continued the remainder of the day, the minority resisting every step in the progress of the bill. Only four pages were disposed of.

STATESMEN OF SPAIN

ARE FORCED TO ADMIT THINGS LOOK SERIOUS

Belief Expressed that the United States Cannot Refuse to Arbitrate the Maine Affair

NEW YORK, March 25.—A dispatch to the World from Madrid says:

The feeling among statesmen and financiers of the newspapers and the friends of the ministers admit that American-Spanish affairs have entered upon a very critical stage. The Council of Ministers decided to send by cable a note to Washington expressing surprise, the impartial reports, at receiving a request for permission to destroy the wreck of the Maine before the two governments have communicated officially to each other the reports of their commissioners of investigation with the necessary data to determine subsequent action.

Spain hopes that President McKinley will await this customary exchange of correspondence before seeking to begin negotiations on a matter requiring the most sincerity, because Spain's honor and dignity demand public recognition of the honesty of her acts and intentions. It is probable that the note dwells on the damage done Spanish plans in Cuba, the Imperial says, by the preparations and movements of American war vessels.

Premier Sagasta and Colonial Minister Moret went to the palace to convey to the Queen the report of the Spanish minister. Lee had been instructed to ask permission of the authorities at Havana to begin to remove the wreck of the Maine, with her permission, and that General Blanco had refused.

On leaving the palace, Senor Sagasta told the Spanish minister that the government had decided to cable its approval of Blanco's refusal.

This incident created a profound sensation. After the cabinet council the usual official communication was made to the press. It contains an account of the usual official communication was made to the press.

"The council approved the conduct of Marshal Blanco. At the same time having been informed that the Inquiry of the North American Commission on the catastrophe or explosion on said vessel had terminated its examination on the question raised by the catastrophe, the council commissioned the Minister of State to take into account opportunely all that has been exposed in order to defend what is just and the interests of Spain."

The Madrid newspapers unanimously applauded both Marshal Blanco and the government for resisting the "American pretensions," in asking to be allowed to remove what remains of the Maine. They are equally unanimous in saying that America had committed an egregious blunder, one calculated to impress the whole world unfavorably in regard to the American case, on account of the usual official communication was made to the press.

It is not a blunder, the Madrid press argues in effect, the proposition shows that America is preparing to cast off the mask and reveal clearly that the Maine incident only serves as a pretext for the opening up of other issues in the Cuban question, which have absolutely nothing to do with the unfortunate accidental catastrophe.

Public sentiment sustains the government in insisting upon discussing the Maine incident separately on its merits, and taking up the respective reports of investigation with a purpose to sift the technical evidence and vindicate the honor and dignity of Spain. Consequently it could not assent to the destruction of the wreck, the principal element in the conflicting evidence.

The Spaniards do not want the wreck removed yet, as they think it may be very useful for the purpose of arbitration.

They affect to believe that it is impossible that America would object to allowing the report of the principal element in the reports of the Spanish Commission and the Havana authorities that an accidental and exterior explosion caused the destruction of the Maine.

It is curious to observe how the opinion is gaining ground in the government circles in Spain that all the present difficulties between the two countries, including the Maine affair, might be settled peacefully if both sides would only make up their minds to go half way, and if the two governments would not allow themselves to be forced on by popular and parliamentary pressure.

SHOT FOUR TIMES

Chase After a Supposed Burglar Last Thursday Night

Constable Harry Johnston got the wrong man Thursday night, and his fellow gave him as much trouble as if he had been some desperate character.

A stairbuilder who resides on Ceres avenue near the Arcade depot went to the side of his cottage to place some paint underneath, as he desired to do some work the next day. Somebody passing mistook him for a burglar, and on being approached and ordered to throw up his hands the stairbuilder got frightened and started to run. The man raised a cry, which was taken up by a crowd of men, and all joined in a hot chase after the stairbuilder. Harry Johnson joined, too, and he drew his revolver and fired four times before he could bring the man to a standstill. Of course the fellow was turned loose after explaining the matter satisfactorily.

A Small Fire

The department responded to an alarm of fire last night about 11:45 o'clock from box 52 at the corner of Bunker Hill avenue and Temple streets. The fire was caused by the explosion of a coal oil stove in the residence of Mrs. Robinson at 710 Temple street and was extinguished with a loss of \$20.

A team hauling a swill cart took fright at the engine on Broadway and Temple street and bolted south on Broadway, spilling the swill along the street. The team finally stopped on Broadway, near Fourth street.

An Actress Divorced

CHICAGO, March 25.—Judge Brentano today granted to Claudia Carlstadt, the actress, a divorce after a hearing lasting but a few minutes. The divorce was granted under the name of Claudia Theria-Christie. Mrs. Christie, it is said, will marry Albert Gallatin Wheeler, the New York millionaire.

The Winchester Millions

NEW HAVEN, Conn., March 25.—Mrs. Jane Winchester, widow of the founder and proprietor of the Winchester Repeating Arms Company, is dead. She was ninety-one years of age. Her estate is estimated at \$400,000. Under the new inheritance tax law, about \$1,000,000 will come to the State by the transfer of her property to her heirs.

CONDENSED TELEGRAMS

A telegram from Tromsø, Tromsø Island, reports that forty-five fishermen have been drowned off the north coast of Norway in a heavy storm.

The firing of a dynamite cartridge in the Hazard coal mine, near Liege, Belgium, yesterday, caused an explosion of coal gas. Twenty miners were killed.

A special to the Free Press from Fort William, Ont., says an accident occurred to the second section of the westbound Canadian Pacific express at English river yesterday. It is known that two were killed and twenty wounded. The train was derailed by a broken rail.

As a result of the discovery of wholesale and serious bribery and corruption at Sebastopol, 100 dock yard officials and officers of the Russian Black sea fleet have been arrested. Admiral Kopyloff, commander of the fleet, has been dismissed. Five officers have committed suicide since their arrest.

Young Lady Hurt

Miss Lucille Chandler of San Francisco was badly injured Thursday afternoon by being thrown out of an English trap. Miss Nora Sierry, a daughter of Judge Sierry

WAR IMMINENT!!

The rattle of battle is in the air. We have prepared for a lively engagement today, from sunrise till far into night.

Reserves Called Out!!

Extra salespeople mustered into service. Extra counters entrenched with extra stocks piled extra high. Extra ammunition after this is exhausted.

Second Great Battle of the 3-Day-Special Campaign.

A Regiment of Shoes Ordered to the Front.

LADIES' Tan Oxford, medium heel, flexible sole, sizes 3 to 7, priced down from \$1.50 99c

LADIES' Hand-turned Southern Ties, either pointed or square toe, sold always for \$1.50 \$1.09

MISSES' green cloth top, patent tip, dongola kid, lace shoe, spring heel, strong duck lining, good \$2.50 value \$1.49

MEN'S Tan Shoes, oxford or chocolate color, new coin toe, extension sole, hook lace, a \$5 shoe for \$2.85

BOYS' Calf Shoe, double sole, full cut and vamp, coin toe, hook, lace, sizes 12 to 2, normal price \$1.50, sale price 93c

INFANTS' Dongola Shoes, with patent leather tip 25c

TODAY AND MONDAY.

Clothing Departments Eager for the Fray.

The division of \$5.75 Men's Suits has made a formidable advance. Several companies left yesterday. Several more, perhaps all, will leave today. Come down today and see them marching out. Help them if you wish.

We told you yesterday how we scooped up 100 of the best \$10 suits to be had in the Eastern markets at an "Emergency" cash figure; that's how we come to sell you the same suit which costs other stores \$6.50, for just \$5.75

A handsome battalion of Boys' Suits arrived only yesterday; they won't stay long; we were tempted to mark them \$2.25, for they look like \$3 goods; but to speed them farewell, we rank them all at \$1.45

TODAY AND MONDAY.

General Old-fashioned Honesty

Is In Supreme Command. His Tactics Are Bour. J to Win.

Jacoby Bros.,

128, 130, 132, 134, 136, 138 North Spring Street.

THE SIGN ORDINANCE

MODIFICATION RECOMMENDED TO THE COUNCIL

BRIDGE AND FIRE BONDS

Preparations for Calling a Special Election—The Griffith Demand Still Hung Up—Notes

Before the board of public works yesterday the sign ordinance controversy was again brought up upon a petition from a number of merchants asking that signs permanently attached to buildings be exempted from the provisions of the ordinance prohibiting any sign from extending over the sidewalk line. A delegation appeared to voice their side of the case and support the petition.

The declaration that the authorities were carrying the requirements of the ordinance to an absurd length. The ordinance was a good one, declared Mr. Crandall, as applied to obstructions such as signs, posts and bulletin boards over the sidewalks, but the police authorities were trying to make him remove a sign which was nailed tight to a bay window above the first story. The police, he said, declared that inasmuch as the bay window projected over the walk, over signs could be painted on the windows.

The councilmen expressed themselves as of the opinion that the ordinance was never meant to cover such signs and adopted a recommendation that the city attorney prepare and present an amendment to the ordinance permitting the maintenance of such signs as are now permanently attached to the buildings erected on the principal streets and which are not a menace to the public.

This vexatious matter having been disposed of, the board next took up the petition of J. L. Wilson asking that an ordinance be passed prohibiting the festive small boy from flying kites or playing ball on public streets. After a grave and serious discussion of the menace to the public arising from the indulgence in such reprehensible practices on the streets, it was decided to recommend that the city attorney draw up an ordinance as prayed for.

Routine matters were acted upon as follows: Recommend that the petition from E. Lissner be referred to the city engineer with instructions to define the lines of alley in block bounded by Ninth, Tenth, Hill and Olive streets as petitioned for.

Recommend that the petition from Poin-dexter & Wadsworth, asking that cement walks and curbs be constructed on the north side of Twenty-fourth street between Tanager street and Union avenue be referred to the city engineer for investigation.

We recommend that the petition from William Dryden and others be referred to the city engineer with instructions to make an estimate of the cost of grading, curbing and sidewalking with cement five feet wide Jefferson street between McClintock and Vermont avenues, and if said estimate exceeds the amount required by law then to present an ordinance of intention for such work under the bond act. We recommend further that said proceedings provide that walks on the south side of said street four feet wide on grade or nearly so be left intact if practicable.

We recommend that the petition from Edward S. Shattuck asking that he be

Hit on the Head

M. S. Maloney and a couple of friends went into the "400" saloon at the corner of Fourth and Main streets yesterday afternoon and got into a squabble. Maloney claims he was struck over the head by the barkeeper with a heavy instrument of some kind. In any event Maloney showed up at the receiving hospital with a bad scalp wound, which Dr. Hagan had to sew up. The wound was five inches in length and reached the bone.

Out His Head

An unknown bicycle rider collided with Alex Hammond of 909 Court street at the corner of Fifth and Main streets, yesterday morning. Hammond received a bad scalp wound, which was dressed by Dr. F. C. Shurtloff. The scorcher picked himself up and made no effort to aid the man he had injured by his carelessness.

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Full information on request. Write today. STATE MEDICAL CO. Suite 921 Range Block, Omaha, Neb.

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