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ADMIRAL ERBEN ON THE WAR

His Interesting Review of the Present Situation.

MOVEMENT OF SPANISH FLEET

It Will Not Cross the Atlantic to Fight—The Question of Coal an All-Important One to Spain—He Looks for Prompt Action—The American Navy.

The operations of the United States naval forces are directed by the members of the Board of Strategy, of which the Secretary of the Navy is the official head. Admiral Sampson, Commodore Schley and all the other commanders of fleets or of vessels acting singly receive their orders from that board.

With regard to the possible outcome of the war and the movements that will probably be made by the United States fleets, Rear Admiral Henry Erben, retired, one of the ablest naval commanders of the age, and one of the best-known tacticians this country has ever produced, has given out an interesting statement.

The admiral was in command of the European squadron some years ago, and Capt. Mahan, the greatest living authority on ships of war, was the commander of Admiral Erben's flagship, the cruiser Chicago.

"While no man can predict what another may do, and particularly when the other party is a Spaniard," said Admiral Erben, "yet I am of the opinion that there will be no great naval engagement fought—for some time to come, at least. In the first place, the largest force of Spain's navy, her most modern ships, are now at anchor at the Cape Verde Islands. This is the most formidable fleet of warships Spain ever had together at any one time. It has been known for some time that the United States would practically take possession of Cuba. Such a move was anticipated. Spain well knew whether she would give up her province willingly or not. She knew that her possessions on this side of the Atlantic are practically unprotected. Had she contemplated fighting for her possessions in Cuba and Porto Rico, then the fleet of Spain's warships would have left Cape Verde long ago and would now be heading for Porto Rico or for Havana. Instead, we find that the fleet is snugly anchored on the other side.

Will Stay at Cape Verde.

"The enemy's fleet will not cross the Atlantic at present. The commander-in-chief of the fleet at Cape Verde can watch the affairs as they transpire well from where he is. He prefers to keep over there. What good would such a fleet be after it had crossed the Atlantic? In the first place, a good deal depends upon the safety of the torpedo boats. Can these vessels cross the Atlantic this time of the year? And if they should be lucky enough to have fine weather all the way over, the question of coal would come up constantly.

"You take the fleet of Spain's ships away from Cape Verde and start it for this side of the Atlantic, you take it away from its base of supplies, for Cuba is practically in the hands of the Americans, and as for Porto Rico, she is only an after consideration.

"If you know the Spaniard you will understand that he is in no hurry to act. It is the same old cry of 'Manana!' we have heard so often. Once you let this fleet start across the Atlantic and it will be impossible for the home country to communicate with the fleet until Porto Rico or Cuba is reached. And it may be said that even then the chances are against establishing such communication. In order to come here it would be necessary for Spain to take large supply ships along. This would be impracticable. And yet it would be necessary in case a start should be contemplated.

Cuban Blockade Effective.

"The blockade of Cuba is as effective as it can be made under the circumstances. We have blocked the principal ports only. We blockade practically the entire north coast, but on the south coast we take possession of the principal seaport town only. There are a number of small harbors which are thus unguarded. But this amounts to nothing. The blockade is established principally to cut off the food supply. We have our ships guarding the approaches to the principal ports, and this seems to be quite enough. I don't think that anybody would attempt to supply food by using small ports as a port of entry. And then, again, it would be a very hard thing for the Spaniards in Cuba to communicate with the outside world."

Admiral Erben's attention was called to a report circulated some days ago that there were 80,000 tons of coal belonging to Spain at the capital of Porto Rico. The admiral was asked whether he would suggest an immediate blockade of that port.

"If there are 80,000 tons of coal there," said the admiral, "then let us go down there in a hurry and take charge of it. But I don't think there can be that much there. That would represent about $300,000 and I don't think that Spain would spend so much money on coal, especially when chances are that that coal pile can be captured so easily.

"Now, no matter how much coal there may be at Porto Rico, there is not enough to induce Spain to send her fleet across the ocean. If we captured the coal there then the Spanish ships would have to look for coal elsewhere. It could not be had anywhere on this side of the Atlantic, and in order to coal Spain would have to send her ships all the way across the Atlantic again to refill her ships' bunkers."

Admiral Erben said that Porto Rico was really an after consideration, and that the main point of operation for the present would be Cuba.

Admiral Erben was asked to draw a comparison between the American fleets and those of Spain.

"There is no doubt that the Spaniards have some good ships," said Admiral Erben, "but you must not forget that our ships are almost brand new, that we have the very best of everything and, above all things, that we are operating from the very source of supply at all times. This is one of the most important factors, and not to be overlooked. We have as good torpedoes as Spain has, and we can handle our ships and our guns as well, if not better, than the Spanish officers and sailors can. Our officers are the finest in the world. Our men are excellent men. Spanish naval officers are said to be fine men. They are said to be superior in every respect to the army officers.

"Now the question is whether the Spaniard will send his fleet over here or whether he will wait on the other side for us to go and fight him. The question can be answered this way: We have determined to drive Spain from Cuba. Well, if we succeed in doing this, and we certainly will, then it should remain for Spain to come here and oppose us and not for her to wait on the other side and see us take away her possessions. You see how in this way the war can be dragged along for time and time to come."

Asked if there would be any battle between the American and Spanish ships in Cuban waters Admiral Erben thought there would be no regular engagements. "As far as I know," said he, "the Spanish warships stationed in Cuban waters are of the inferior class only and, under those circumstances, would be no match for our modern fighting craft. It would be suicidal for any Spanish commander to attempt to fight us under those circumstances. There are a few light-draft vessels under the Spanish flag on patrol duty. These vessels would remain in the harbors, of course. Thus, you see, the entire matter is confined then to the blockade only.

"Whether we shall bombard Havana or other principal ports in Cuba remains to be seen. I don't know what the plans of the department are in that respect. And then again all this depends largely upon circumstances. Occasions may arise when it would be absolutely necessary for our ships to open fire, notwithstanding the fact that the original instructions to the commander-in-chief might be to the effect to abstain from bombarding, but simply to carry on an effective patrol and blockade."

Asked how he would go about taking Havana, Admiral Erben said: "That again depends upon circumstances. Under no circumstances would I land the men from the ships. Unless it is absolutely necessary the navy should wait before taking possession of the island until the army is ready to land. If everything is in readiness then the landing can be effected after the battleships have cleared the coast sufficiently to enable the troop ships to proceed to the shore and land the troops. This again should be done under the protection of our guns only. The transport ships should be convoyed under all circumstances. The old-established rule is to clear away the beach, that is, to bombard the shore, drive away the enemy and then keep him back with the guns from the ships while the boats with the military aboard head for the shore."

As to heavy fighting on shore Admiral Erben said he had not considered that point. "I hardly think that such would be the case," he added. "I think we shall have no trouble in subduing the 30,000 or more Spanish soldiers in Cuba. What shall we do with them afterward? Oh, that question would come up later. Turn them loose and take their parole that they will not bear arms against the United States again."

"Do you think an attempt will be made by the Spaniards to bombard New York?"

"No, sir; Spain will not send her fleet to this shore. New York is perfectly safe from any foreign attack. No doubt the torpedoes have been laid."

Admiral Erben said that he had inspected the New Orleans, which was bought in England for this country. He said he was delighted with the ship, that her officers spoke of her in the highest terms, and that she was altogether an excellent boat of her kind and class. He feared that the little torpedo-boat bought in Germany and now undergoing repairs in Falmouth, England, would never cross the ocean.

"She was not built for that," said the admiral. "But few attempts have been made to send small torpedo boats across the Atlantic. England has succeeded in sending a few over to this side, but every time it was necessary to select a very southerly passage. It is for that reason that I have my doubts as to the advisability of sending the torpedo boats of Spain from Cape Verde Islands to this country or to Cuba or Porto Rico."

"And when, in your opinion, will the war be ended? How long can it last?"

Admiral Erben threw up both hands, leaned back in his chair and shook his head.

"Don't ask me," he said, "for I will never tell you. Nobody can tell this now. It may not be concluded for some time to come. This is the most natural thing to believe."

THEIR SERVICES DECLINED.

Women Must Not Go as Nurses to Cuba.

Surgeon General Sternberg, U. S. N., when asked about the official ultimatum that no women would be sent as nurses to Cuba, said:

"It is true. It is not my intention to send any women nurses to the Key West hospital or to Cuba. We have a hospital corps of trained men, whose duty it is to go with the troops in the field, and if we require additional assistance in Cuba or on the Gulf coast I shall accept only those who are immune to yellow fever, from having had the disease or passed through one or more epidemics. In case hospitals are established farther North, it is possible that we may require the assistance of trained women nurses. A large number have already volunteered their services. All applications are placed upon file for future reference, and it is impossible to say at present whether the services of any can be accepted.

"A large number of patriotic women, who have had no special training as nurses, have also volunteered their services. While fully appreciating the motives which led to this offer, it is evident that there is no probability that their services can be utilized in the care of the sick and wounded of our armies."

The surgeon general said further:

"I am receiving daily a great many letters from physicians in all parts of the country, volunteering their services in any capacity in which they might be required. I have already on file more than 1,200 such applications, many of them from prominent surgeons, and a considerable number from surgeons who have seen service during the civil war. There is no reason to believe that any great number of these will be required. Certainly no one will be sent with the troops to Cuba who is not immune from yellow fever. To send non-immune physicians or nurses would be simply to provide additional patients to be taken care of and would be a great wrong."

John Addison Porter, secretary to President McKinley, was seen, and while he said that business of the greatest possible moment demanded all his time, he would gladly spare a few minutes to encourage the patriotic spirit which today fills the hearts of all true American women.

Mr. Porter was asked what the President and Mrs. McKinley felt about the good work women could do in this time of war.

He said: "Both the President and Mrs. McKinley feel that, if the war is of long duration, women will be of service in many valuable ways, but just what these ways will be is hard to tell at the present time. Their uses, however, will be determined by the necessity for them." Mr. Porter added that he was voicing the President's and Mrs. McKinley's feelings, as neither of them will be interviewed personally, the Chief Executive feeling that his time should be devoted to the vital questions that are now before the country.

THE FLAG OF SPAIN BURNED.

Torn Down, Trampled on and Then Destroyed.

New York, April 24.—Yesterday morning J. Schwane, the proprietor of a hotel at 106 Vesey Street, bought an American, a Cuban and a Spanish flag. He hung the three out in front of the building, the American highest, the Cuban just beneath, and the Spanish at the bottom, upside down and in tatters. A marketman came along last night at 6 o'clock. On each lapel of his coat was an American emblem.

When he saw the Spanish flag he gave a whoop. It was such a whoop as attracts people in the neighborhood of the market. Men fresh from the shambles appeared, and youths with big baskets on their arms. The marketman, who afterward refused to give his name but was addressed as "Sim" by one of the crowd, called for a barrel. Six were forthcoming. Sim straddled two and reached for the Spanish flag.

He tore it down and the crowd trampled on it. Then a pile of excelsior was brought and lighted. The flag was thrown into the fire and burned up, while the crowd cheered for Old Glory.

Disrating Himself.

(From the Richmond Times.)

Tucker—Good morning, colonel; what's the war news?

Hawkins—Say, old man, never mind about that "colonel."

Tucker—Why, I thought everyone called you colonel?

Hawkins—Well, they did use to do it; but, really, now, there's nothing in it.

SOCIAL AND PERSONAL.

The social event of this evening will be the grand promenade concert to be given by the Art Loan Committee at the old Corcoran Gallery, for the benefit of wounded soldiers and sailors.

A wedding of interest to a number of Washington friends was that of Miss Mary Maynadier Steele, daughter of the Rev. J. N. Steele, vicar of Trinity Church, New York, to Mr. Theodore W. Morris, jr., of the same city, which occurred Wednesday last at noon at Trinity Church, the ceremony being performed by the bride's father, assisted by the Rev. Dr. Dix. Among the bridal attendants was Miss Valerie Worthington, of this city, who was gowned, as were the other maids, in white organdie and pink sash, with a picture hat trimmed with pink and white plumes. Her flowers were pink sweet peas. The full vested choir of Trinity Church rendered beautifully several selections during the ceremony. A pretty feature of the wedding was the entering of the bridesmaids and flower girls from the chancel and walking down the center aisle to meet the bride. An informal reception was held after the father and mother, No. 15 West Eighteenth Street.

Mrs. Janin, of Lafayette Square, will entertain at a dance on next Thursday evening.

The engagement has been announced of Miss Campbell, daughter of Mrs. Duncan Campbell, of Washington, to Mr. McFee, of Delaware.

Mrs. Robert B. Morison, who has been visiting her sister, Mrs. Chatard, has returned to her home in Baltimore.

The last meeting of the Short Story Club of this city was a particularly brilliant one. There was a large attendance of members and visitors, the parlors of the club being filled.

The story of the evening, entitled "In the Latin Quarter," was read by the author, Miss Edith Ogden, a talented young sculptress of this city, being a sketch from life among the artists in Paris, while Miss Ogden was studying there.

Mrs. Pennebaker, the leading soprano of St. Matthew's choir, sang a solo, which was vociferously encored, to which she responded.

Miss Corrine Hay read an original short story, which was well received.

Mr. H. L. Statham, the well known baritone of the city, sang "The Gallants of England," and in response to an encore, rendered "The Palms" in a masterly manner.

"An Outing in Fiji," was the title of a sketch written and read by Mrs. G. Rodney Burt, which was most entertaining.

The subject for discussion by the members was "American Authors," Mr. Whittaker, Prof. Kirk, Mrs. Lockwood, Major Willis, and others speaking on the subject.

A most excellent program and a delightful evening were brought to a close by a humorous recitation by Mrs. Hart, in that lady's own clever style.

Mrs. Seaton Schroeder is spending a fortnight at Fort Monroe.

Mrs. George M. Thomas was summoned last week to her home in Vanceburg, Ky., on account of the death of her brother, Mr. William Williams, of that place.

Continental Chapter, D. A. R., will hold its last public meeting of the season this evening at 8 o'clock at the Elsmere.

SAILORS' SAD WIVES.

Where Preparations for Hostilities Cause the Greatest Alarm.

A considerable portion of the population of Washington is composed of the families of army and navy officers, and just now this community is profoundly agitated with apprehension concerning the war. The wives and families of many of the officers who have been ordered to the fighting squadrons who do not live permanently in Washington have come here for sympathetic surroundings, and are filling up the hotels and boarding houses. The mediums of communication between these families and the War and Navy Departments are the army and navy relief associations. These are benevolent societies which have no official character, but have an official sanction, and are in charge of retired officers, who make it their business to look after the necessities of the families of comrades who are in active service. They have headquarters in the Army and Navy Building, and insure the lives of the members of this association. When an officer is killed an assessment is made upon all the members, which is paid by the paymaster and deducted from their salaries. When an officer goes to sea he assigns a certain portion of his pay to his family, who receive it through the regular paymaster. If there is any trouble the matter is looked after by the secretary or other officers of the association. They also keep a record of the address of the families of navy and army officers, so that they can reach them promptly whenever necessary.

The close personal interest which this community has in the war has had a gloomy effect on Washington society, for on every side one encounters weeping wives and tearful daughters, who eagerly discuss plans and probabilities and anxiously await information from the source of power and authority concerning the movements of the army and fleets and the probabilities of a conflict.

At the same time these brave women take a pride and interest in the hopes and ambitions of their husbands who have gone to sea to win glory for themselves, as well as freedom for the people of Cuba. They have been assured individually over and over again that their husbands and sons are not in the slightest danger; that it is impossible for the Spaniards to capture or destroy or even injure the ships of our fleet. One family here has contributed two officers—a father and a son-in-law—to Capt. Sampson's squadron, and the wife of the younger officer was talking to a voluble admiral on the retired list the other day on the all-prevailing topic.

"Do you think the Dolphin will be in danger?" she inquired.

"If she were hit by a shell or a shot from one of those Spanish cruisers you would never know what became of her," replied the admiral, unoungtilessly.

"Goodness gracious!" exclaimed the bride. "Tom wrote me that all the ships in the Spanish navy could fire at the Dolphin all day and would never hurt her a bit."

The admiral appreciated the situation and replied: "The Dolphin, eh? Why, of course not, they never would hit her," and the trustful woman went off with renewed confidence.

But sometimes this comforting is overdone. The wife of the commander of one of the merchantmen that had been converted into a cruiser has been going round with tearful eyes for several days, while her friends in and out of the navy have been trying to brace up her courage and assure her that her husband could not be in any danger. They finally told her that his ship was not likely to see any fighting at all; that it probably would be used exclusively for coast defense, and of course the Spanish fleets would never get far enough west to give them any employment. It was almost certain, her friends told her, that her husband would not get within sound of the shooting. This made her very indignant and she started for the Navy Department to demand of Capt. Crowninshield, chief of the bureau of navigation, who makes the assignments of officers to ships, that her husband should have as good a chance as the rest of the navy to fight the Spaniards.

Not a Member.

Mr. D. Laughran desires to state that he is in no way connected with the volunteer company recently organized in the First Ward, as stated in The Times Saturday morning.

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THE SQUADRON CLOSING IN

Easily Intercepts Vessels Leaving Havana Harbor.

THE FIRST PRIZES OF THE WAR

The Gunboats Got a Taste of Blockade Duty in the Gulf Stream With Contrary Winds Blowing—Men on Torpedo Boats Have an Unfortunate Time.

Key West, Fla., April 24.—The captured Spanish steamer Buena Ventura arrived in Key West soon after 10 o'clock on Friday night. There was intense excitement ashore and afloat. At the time the monitors Puritan and Amphitrite had a schooner lashed between them, from which they were replenishing their coal supplies, while the Marblehead and Detroit were earlier engaged in like fashion. All were working with energy and the enthusiasm borne of excitement caused by the arrival of the first prize of the war of Spanish expulsion, but they found time to stop work and cheer the arrival and then laugh at the sight of a cow and her calf pastured on the quarter-deck.

At this time the Sun yacht was bound out, en route to Havana, in the wake of the squadron, which now had nearly thirty miles start. It was not until about 5 o'clock in the afternoon that the squadron was overhauled. The blue cast line of Cuba was then in sight, dead ahead. It was a most beautiful evening in the trade wind region of the tropics as the squadron approached shore.

It had been joined, while yet disposing of the prize Buena Ventura, by the monitor Terror, cruiser Cincinnati, torpedo boats Dupont, Porter, Ericsson and Winslow, so that the squadron consisted of the flagship New York, battleships Iowa and Indiana, monitor Terror, in line to windward, and the Wilmington, Machias, Newport, in another parallel line, a half mile away down wind. There were also the tug Leyden and five torpedo boats that went at pleasure gait among the larger boats of the squadron.

The voyage to Cuba was uneventful and except for torpedo boats a comtfortable trip across. The sea was just heavy enough to roll the rails of torpedo boats under water on an average of six or eight times per minute.

Just as the coast was sighted a large Spanish ship was seen leaving Havana, bound eastward. The New York, being the nearest of the squadron, started in pursuit, leaving the rest of the fleet to take their places off the harbor. The New York had scarcely left her place in line when increasing clouds of smoke were seen flowing out of the stranger's funnels, showing that she was firing up and would make a dash to escape. The word was passed to the engine room of the New York and answering smoke clouds rolled from her funnel. Away the two ran in the first race of the war.

The sunset that night was a glorious spectacle and there is no officer on board the New York who is not alive to such beauties, but not one saw the sun go down. Every man of them whose duty permitted was on deck, and eager eyes looked into the thickening gloom as the chase ahead, with lights out, reached away for liberty. The efforts of the chase were unavailing, for in spite of the grass on the New York she soon reached a speed of sixteen knots, and the stranger was not able to sustain anything near that.

Yet so well did she run that she was off Matanzas when a shot from a four-inch rifle across her bow brought her to. Ensign Brumoy and six men in a whaleboat were soon alongside and the briefest examination of papers showed that she was the Spanish liner Pedro, en route to San Juan, Porto Rico and Cadiz. The departure of the squadron from Key West had not been cabled to Havana, and the Pedro had sailed as usual. She was a much more valuable prize than the Buena Ventura, and her cargo included a considerable quantity of tobacco. A number of passengers were on board who were bound for Spain, in anticipation of war. The contents of the captured mails were not made public. Lieut. Capehart, with two junior officers, four marines and eight sailors took charge of the vessel and sailed with her to Key West, where they arrived yesterday morning.

In the meantime the squadron had stretched out in two lines, perhaps three miles off the port of Havana, the cruisers and gunboats being next to shore. An unknown bark was seen heading from port for open sea. The Cincinnati and a torpedo boat went after her. When near enough a blank shot was fired from the bow gun, but the captain of the bark apparently did not understand, for he held on his way serenely. A minute later a five-inch solid shot went whistling across his bow. At that the captain howled for "all hands," and hurrying about the deck made the sailors grin and say things. Her mainsail was hauled up in a jiffy and the next minute the main yard swung across the wind, leaving her rolling easily over the trade wind swells. The Swedish flag was at the gaff.

Lieut. Craven, with an ensign and eight men, pulled from the Cincinnati in a whaleboat. They learned that the vessel was the Swedish bark Yom Fruland, with a neutral cargo, and after writing notice of blockade in the ship's log Lieut. Craven apologized and rowed back to the Cincinnati.

During this time still another bark was seen under sail to the westward, heading north. A torpedo boat was sent to overhaul her. Her name was not learned, but she was detained long enough to formally serve the notice to neutrals.

As night drew on the clouds gathered and there were flashes of lightning that at first looked as if there was a searchlight signaling on shore. The lighthouse on Morro Castle flashed out at regular intervals. As soon as the sun went down the myriad lights of Havana came piercing through the gloom. At 7 o'clock a big steamship, showing many port lights, came out of the harbor.

Th gunboat Wilmington, with the torpedo boat Ericsson, went in chase. The latter brought her to and found she was the German steamer Remus. She soon went on her way.

By 8 o'clock the wind freshened up and the gunboats, especially the Wilmington, began to get a taste of what the blockade duty in the Gulf Stream, with contrary winds blowing, amounted to. With one accord they turned stern to the swell and drifted away down the wind for three or four miles, and then came around and steamed up head to wind under slow speed. It was the best way to ease ship in the swell, but they rolled in spite of it in a most aggravating fashion, but if working of gunboats was wearisome to the crews life on the torpedo boats was simply distressing.

The torpedo boats were obliged to go cruising about as messengers regardless of the direction of the wind or sea. They plunged and the solid water rose to the feet of the men and spray flew over them in such clouds as to hide the men on deck from view, drenching everyone there. But that was the least of the troubles of the crews. There was no lying in bunks to sleep. Worse yet, it was impossible to cook and serve hot food save coffee. Five of the tiny boats had rolled and dived away across Florida Strait. They swam through the Gulf Stream the whole night, running so fast at times that the stokers sent flaring flames from the smokestacks, with never a wink of sleep for any man on board.

During the night there was only one incident worth mentioning. The light house on Morro Castle burned in peace till 11:10 o'clock, and there was no sign ashore that any person had seen the squadron, let alone comprehending its object in visiting Cuban waters. But at that instant the light winked for the last time and disappeared altogether. A moment later a red flash near the base of the light house tower was seen and then came another and another until eight were seen and as many dull roars came rolling over the six miles of sea to where the squadron was rolling. Very likely the number of shots indicated that eight ten-inch rifles are mounted at Morro Castle instead of six, as was reported some time ago, but whatever their number or character they were not trained, or else were not able to reach out to the ships, for no one afloat saw or heard anything of any projectiles.

It is learned that Havana, Mariel, Matanzas and Cardenas are the only ports to be blockaded at present.

BOYS FOR THE NAVY.

They Rush by Hundreds in Times Like These to the Navy Yards.

(From the New York Sun.)

Ever since the talk of war began there has been a rush of boys at all therecruting stations of the Army and Navy. They have been of all kinds, small boys with hollow chests and sallow faces, big raw-boned boys who think that life in the barracks or on board a warship would be pleasanter than work in a shop or factory, poor boyys with shabby clothes and no homes, well-dressed boys in search of adventure, foreign-born boys, who can hardly speak English, American boys who offer their services for the flag.

"I don't know where all the boys come from," said the recruiting officer of the receiving ship Vermont at the Brooklyn navy yard, "but whenever there is talk of war we have from ten to fifty of them a day. Of course we can take very few, and unless a boy has a very cheerless prospect in life we try to discourage him, for after serving his apprenticeship on a warship the youngster can only become a seaman. He cannot rise to become an officer, for the Government gets its officers from the Naval Academy at Annapolis.

"If the boys knew exactly what was before them, most of them wouldn't be so anxious to enlist, for the life is a hard one, and unless a fellow is naturally fond of the sea he soon tires of it. A good many of the boys who come in here and want to enlist have run away from home. We can generally tell it by their timid manner. They often hang about for an hour or two before they muster courage to come in, and then they look about as though they expected to see their fathers after them. If we think that it will do them good, we get one of the men to talk to them and tell horrible yarns of the cat-o'-nine-tails and the cruel treatment they will receive on shipboard. That generally satisfies them, and they are glad to scamper back home as fast as they can.

"Occasionally one persists, but the rules are strict in saying that the consent of the boy's father of guardian must be obtained. We always explain this to them, and tell them to come back the next day with one of their parents. That is usually the last we see of them. Once in a while we get hold of a boy whose parents cannot take care of him, and so are willing to have him enlist. Then, if he comes up to the necessary requiremnts, he is allowed to sign papers. But we always explain, both to the boy and his parents, that this is a serious business, for once in the service, he bound until he becomes twenty-one, and will not be released except under extraordinary circumstances.

"These requirements are not severe, although the aim is, of course, to get as strong and hardy boys as possible, and those who are poorly developed or who have any bad habits are quickly rejected. In the first place the boys must be between the ages of fourteen and seventeen years. They must be able to read and write. They must have good eyesight and hearing, a strong heart and lungs, and sound teeth. Then their height, weight and chest measurements must conform to a certain standard, which for the different age is as follows:

Age.	Height Not Less Than—	Weight Not Less Than—	Chest Measurement, Breathing Naturally, Not Less Than—
14 years	4ft. 9 in.	70 lbs.	25 in.
15 years	4 ft. 11 in.	80 lbs.	27 in.
16 years	5 ft. 1 in.	90 lbs.	28 in.

"Of all the boys who apply to us about 90 per cent are rejected because they have not the consent of their parents or have been sent to a reform school, or for some similar reason. Of the remainder from one-tenth to one-quarter fail in the physical or mental requirements. The kind that we prefer are Americans or native-born lads, who have been brought up near the water. They generally know how to handle a boat and to swim, and won't get seasick when rough weather comes along. But we sometimes get very good boys from the country.

"When the boy has passed his examination he is taken on board the training ship, of which there are two, one at Coaster's Harbor Island, near Newport, and the other at Mare Island, San Francisco. He first receives a uniform of regulation blue jersey, sailor trousers and round hat, which makes him feel quite like a man-o'-war's man at once, though he is very far from being that.

"During their course on the training ship the boys are disted as third-class apprentices and receive $9 per month pay, besides their clothing and rations. After completing their tour of service they are promoted to second-class apprentices, and their pay is raised to $15 per month. While they have done one year's service they are in line for promotion to first-class apprentices and receive $21 per month, which is only $3 per month less than is paid to able seamen."

Hibernians' Entertainment.

Members of Division No. 2, Ancient Order of Hibernians, gave a literary and musical entertainment last evening in Gonzaga Hall. Renditions of "The Star Spangled Banner" and "America" elicited much applause. Enthusiasm over war between America and Spain was interspersed by cheers for Ireland. Thomas J. Donovan selected an opportune moment to make an address favoring a revolution in the Emerald Isle against Great Britain. His sentiments were heartily seconded by the assemblage. T. T. Dolan compared Ireland to Cuba and in a spirited speech predicted that in the near future his native country would be released from England's rule. Congressmen John F. Fitzgerald and Rowland B. Mahany were scheduled to make addresses, but neither put in an appearance owing to the pressure of official business.

Caught Under a Lumber Pile.

Detective Kilmartin and Policemen Fields and Sullivan captured Joseph Oleson, eighteen years of age, yesterday, under a pile of lumber on Ohio Avenue, where he was hiding. Oleson was wanted for housebreaking, it being alleged that he entered the office of Lumber Dealer George A. Sheehan, Fifteenth and B Streets northwest, before daylight yesterday morning and stole a quantity of clothing and other articles, besides breaking into the safe. He was attired in Mr. Sheehan's clothes when arrested. Oleson is a stranger, and came here with the idea of following the army, he said.

STIR AT THE NAVY YARD.

Marines Enthusiastic Over the Prospects for a Fight.

The actual beginning of hostilities between America and Spain has caused an enthusiastic stir at the navy yard. Most of the marines have left for Cuba by way of New York, and the few remaining are eager to follow. They are for the most part raw recruits and number about twenty-five men. There are twenty-five men at the Marine Barracks and it is expected that as soon as the number becomes slightly increased that they will be ordered away to do service with the complement now at the navy yard.

Capt. F. H. Harrington, who left with the last detachment of marines and who will probably remain with the ships until the war is over, has been temporarily succeeded by Lieut. C. A. Dayen.

The capture of the enemy's freighters has caused wild enthusiasm among the recruits, and given them encouragement in their desire to get at the Spanish. The existing state of war has not only caused joy among the marines. The mechanics at the great gun shop are also anxious to enlist many of them in the volunteer army. The calling out of the District National Guard has disabled a branch of the gun shop. Sixty-five of the men in the gun shop are members of the guard and will go into camp today with the boys. These men are for the most part expert mechanics, and a number of them have been working upon a special order, about which the officers in charge are very reticent. Commander Pendleton realizes with Commandant Norton, that the calling out of these men will disable the shop and it is not unlikely that they may be detailed back after they have gone into camp with the guard. This, of course, depends upon the rapidity with which the Government can secure men to fill their places.

Large shipments of guns and mounts have been made during the past week, including ordnance for the fast auxiliary cruisers being refitted. The work of boring and rifling, though necessarily slow and tedious, is moving along, and more is being accomplished than at any time in the history of the shops. The men continue to work day and night in three shifts of eight hours each. The total number of employes is over 1,500.

Sentries are on guard at the main entrance and around the walls at all hours, with strict orders to keep out all visitors. The guard will probably be increased in the near future in order to render more perfect protection to the shops.

CONTRABAND OF WAR.

The Goods Classified by a Government Official.

Referring to the question as to what constitutes "contraband of war," a Government official of high rank made this statement Saturday:

"According to national law the classification of merchandise to determine whether or not it is contraband of war is as follows:

1.—Absolute contraband. This includes everything of an essentially warlike character.

2.—Occasional or conditional contraband. This class includes provisions, naval stores, coal, horses, machinery of certain kinds, iron and steel in such form that it is evident they are destined for the use of the enemy.

3.—Goods not contraband. In this class is included every article of merchandise not intended for use in war. Household wares, musical instruments and church service are thus classified.

4.—No article of merchandise is contraband unless transported beyond the territorial waters and jurisdiction of a neutral state, nor unless destined for an enemy's port, or for an enemy's use, or for an enemy's ship upon the high seas, which belligerent ships are permitted to police in search of an enemy's ships and contraband of war.

5.—Each belligerent government is competent to determine what it will treat as contraband. Its proscription of contraband articles is conclusive. If such proscription should be made in outrageous disregard of international law or of treaty rights, neutral states affected may interpose.

THE ASIATIC SQUADRON.

American Vessels Which Will Blockade the Philippine Islands.

The Asiatic squadron, which will blockade the Philippine Islands, is immeasurably superior to any fleet the Spanish can send against it in those waters.

The fighting vessels of the squadron are: The Baltimore, protected cruiser, built in 1887; displacement, 4,413 tons; horse power, 10,084; speed, 20.09. She has four 6-pound and two 3-pound rapid-fire guns, two 1-pound rapid-fire cannon, four Hotchkiss revolving cannon and two Gatlings.

The Olympia, protected cruiser, built in 1891; displacement, 5,870; horse power, 17,313; speed, 21.6. She has four 8-inch breech-loading rifles, ten 5-inch rapid-fire guns, fourteen 6-pound and six 1-pound rapid-fire guns and four Gatlings.

The Raleigh, protected cruiser, built in 1889; displacement, 3,213; horse power, 10,000; speed, 19. She has ten 5-inch and one 6-inch rapid-fire guns, eight 6-pound and four 1-pound rapid-fire cannon and two Gatlings.

The Boston, protected cruiser, built in 1883; displacement, 3,000 tons; horse power, 4,030; speed, 15.6. She has six 6-inch and two 8-inch breech-loading rifles, two 6-pound, two 3-pound and two 1-pound rapid-fire guns, two Hotchkiss revolving cannon and two Gatlings.

The Concord, gunboat, built in 1888; displacement, 1,710; horse power, 3,895; speed, 16.8. She has six 6-inch breech-loading rifles, two 6-pound and two 3-pound rapid-fire guns, two Hotchkiss revolving cannon and two Gatlings.

The Petrel, gunboat, built in 1887; displacement, 892 tons; horse power, 1,095; speed, 11.7. She has four 6-inch breech-loading rifles, one 1-pound rapid-fire gun, two Hotchkiss revolving cannon and two Gatlings.

Will Taste the Honey of Liberty.

"God, in His wise providence, created the young giant America to hurl the lion of tyranny and oppression from the island of Cuba, and out of the carcass of that old lion, Cuba shall yet taste the sweetest honey of liberty," was the prophetic utterance of the Rev. Frank G. Bristol, in his sermon last evening at the Metropolitan M. E. Church. Dr. Bristol took Sampson's riddle for his text: "Out of the eater came meat; out of the strong came sweetness." In developing his subject he demonstrated that the wise ruling Providence brought good to humanity out of evil. In proof of this he cited the example of the growth of America out of the English colonies, and the influence for good it has had on the world since the establishment of this Government.

"A word to the wise is sufficient" and a word from the wise should be sufficient, but you ask, who are the wise? Those who know. The oft repeated experience of trustworthy persons may be taken for knowledge. Mr. W. M. Terry says Chamberlain's Cough Remedy gives better satisfaction than any other in the market. He has been in the drug business at Elkton, Ky., for twelve years; has sold hundreds of bottles of this remedy and nearly all other cough medicines manufactured, which shows conclusively that Chamberlain's is the most satisfactory to the people, and is the best. For sale by Henry Evans, wholesale and retail druggist, 928 F Street northwest, and Connecticut Avenue and S Street northwest; and 1428 Maryland Avenue northeast.

Different Bulletins.

(From the Philadelphia Times.)

Baseball bulletins aren't in it with the crowds drawn by war bulletins. A score suffered for the former, but hundreds of interesting reasons prevail in the last.