

SPANISH REPLY NOW SUBMITTED

Mr. Woodford Reserved As to Its Exact Tenor.

WILL BE SENT TO WASHINGTON.

Lengthy Document Setting Forth the Position of the Madrid Government.

NOT MUCH DOUBT OF THE STAND TAKEN.

Spain Will Accuse the United States of Not Acting in Good Faith.

Special Dispatch to THE CALL.

NEW YORK, Oct. 25.—The World's correspondent at Madrid cables: Spain's answer to the American Government's communication expressing a wish that the war in Cuba may end soon covers thirty-eight closely written pages. It will be cabled to the State Department at Washington as soon as it is translated. Minister Woodford maintains the strictest reserve regarding its contents. Contrary to the report he did not receive it until today, when Senor Gullon, Minister of Foreign Affairs, sent it to him.

The French Ambassador, the Marquis de Reversaux, gave a splendid lunch today to General Woodford, the German, English and Russian Ambassadors, several foreign Ministers and Charge d'Affairs, and the Spanish Ministers of Foreign Affairs and of the Colonies. General Woodford sat next to and conversed animatedly with Senor Moret, Spain's Colonial Minister.

WASHINGTON, Oct. 25.—It is not doubted among officials that the basis of the Spanish reply to Mr. Woodford's note will be the charge that the United States has not observed the requirements of international law in the matter of preventing filibustering. In this case the State Department will have some pertinent facts to present, which its officials believe will completely alienate from Spain any sympathy that she may have contracted from any European nations on that score. It is asserted positively that in no single case where the Spanish authorities have brought to the attention of our Government the fact that an illegal expedition was about to start from our shores for Cuba has it neglected to use all the means permitted by our laws to prevent the start. It has been so indulgent in this respect as to accept statements from the Spanish officials, not accompanied by proofs of the facts alleged, but mere suggestions that they had reason to believe that an expedition was formed. In cases our Government has proceeded to lengths in restraint of American commerce on insufficient evidence furnished by the Spanish Government that has resulted in the preference of large claims by American ship-owners for illegal detention of their ships. Then the expense of maintaining the patrols along the Atlantic and Gulf coasts has been very heavy. Every time the State Department has been obliged to call upon a collector at a port the result has been a heavy bill of expenses for tugs, special officers and other charges, while the Attorney-General's office, and, in fact, most of the executive departments, have been put to more or less trouble and expense. The Navy Department especially has been embarrassed, owing to the necessity for diverting vessels from other places for the disagreeable Florida patrol. On the official estimates the expense the United States has been to protect the Cuban coast of Spain is about \$2,000,000. This is probably a large estimate, but one naval officer who is thoroughly cognizant of the patrol stated that the department by the patrol stated that the cost there against incoming filibusters than to try to stop them on our own extensive coast line.

Altogether the officials here are confident of their ability to show that the Government has more than complied with the requirements of international law, which as laid down in the Alabama arbitration simply demands that a nation "use due diligence" to prevent the departure of hostile expeditions.

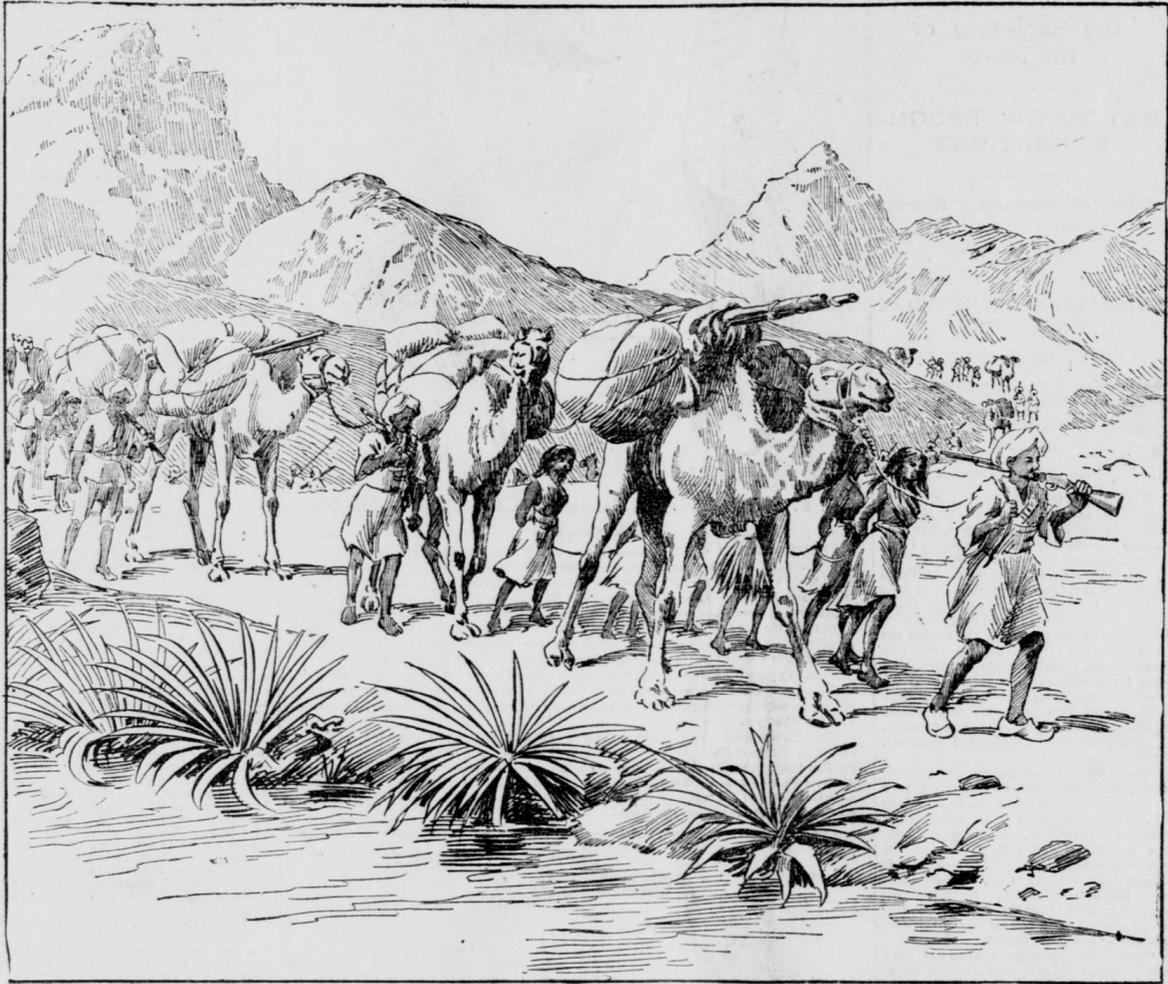
On this phase of the question the correspondence may be kept alive between the State Department and the Spanish Government until Congress meets, but it is expected that, unless some results in the direction of the American by that time the President will refer the entire matter to Congress and await its orders.

SPANISH PRIVATEERS.

A Threat to Destroy the Commerce of the United States. LONDON, Oct. 25.—The Times' Madrid correspondent telegraphs: "On the whole, the prospects of General Woodford obtaining any satisfactory arrangements are not bright. Furthermore, it would be a dangerous error to imagine that the Spaniards are playing a game of bluff. They know they would be beaten, but Castilian pride is willing to accept the consequences."

This is the burden of official talk here, with this addition: "We never signed the declaration of Paris against privateering, and we ought to be able to destroy American commerce all over the world. Let the Americans do their worst. We are ready to accept the consequences."

ON THE NILE ABOVE BERBER. DERVISHES RETURNING HOME FROM A RAID WITH THEIR CAPTIVES AND PLUNDER.



CAIRO, Oct. 25.—A column of troops commanded by General Hunter, as is announced in a dispatch from Berber, on the Nile, has started to drive Osman Digna, the great Dervish general, from the Atbara River. But, the dispatch adds, Osman Digna will not wait for the troops to attack him.

Details just obtained of the revenge of the Dervishes upon the Jaalin tribe, caused by the refusal of the latter to join the forces of the Khalifa against the British, show it to have been terrible in the extreme. The left bank of the river between Berber and Motneh was practically depopulated. The Dervishes butchered every male member of the offending tribe, and took the pretty women to their harems, after sending 150 selected virgins to the Khalifa. The Dervishes also threw many women and children into the river.

THIRTEEN LOST WHEN THE CASPAR STRUCK THE REEF

No Longer Hope for Any Three Hundred Lives Lost in the Single Town of Hoihow.

THE DROWNED.

- Morris Petersen, first mate. Mats Mathersen, second mate. George Offerman, chief engineer. John F. Kuhn, assistant engineer. John Jacobson, fireman. A. C. Cunliffe, fireman. Charles Stark, seaman. N. C. Halvorsen, seaman. John A. Andersen, seaman. Louis Bruce, seaman. Andrew Anderson, seaman. Christopher Larsen, seaman. Fred Calspach, cook. Martin Petersen, cabin-boy.

POINT ARENA, Oct. 25.—The Alcazar rescued none of the crew of the ill-fated Caspar, lost on Saunders Reef, and so all hope of the thirteen men washed off the vessel's deck, with Captain Anfindsen and Seaman Jansen, has been given up.

Captain G. Anderson of the steamer Alcazar said in an interview to-day: "We lay off Greenwood all Friday night, and the wind blew a gale and a heavy sea ran from the southeast and the rain fell in torrents at times. On Saturday morning we went into Greenwood and began loading. At 1 o'clock a telegram was received by Mr. White, the owner, of the L. E. White Lumber Company, and to whom the Alcazar belongs, and I was ordered to steam to the rescue of the wrecked seamen as fast as possible. At 1:30 we were headed south and at 4:20 were off Iversen's Landing. I went as close inshore as possible, then lowered the ship's boats and searched all through the keep until satisfied that no living men were to be found. We found the top of the house and other wreckage, and picked up the wheel, steam-gauge and bell. Of course, not being at the scene at the time of the wreck, I would not like to offer my opinion, but I know there was a strong current setting inshore, for as I was coming up the day before this current made it very dangerous for vessels running in close to the shore."

CONFERENCE AS TO SEALS.

Delegates Meet in Secret Session and Hear the Testimony of Experts.

WASHINGTON, Oct. 25.—The International Seal Conference met again at the State Department to-day, with all the members present. The proceedings are secret, in the sense that no one but delegates are allowed in the meeting-room, save certain persons who are called upon to give expert testimony as to the conditions of seal life and the state of the market for sealskins. The conference will be in session some time.

In the meantime Professor Thompson, the chief British expert, and one of the delegates selected by Great Britain to represent it at the special conference between representatives of the United States, Canada and Great Britain, has arrived in Washington. Yesterday he called upon ex-Secretary Foster in company with Mr. Adams, of the British Embassy, and later had an informal conference with President Jordan, one of the American seal experts. Mr. Macoun, the Canadian Minister of Marine, who is to be Professor Thompson's colleague on the conference, has not yet reached Washington, and until he comes it will not be possible to make any arrangements for this special conference.

SENATOR MORGAN VERY ILL.

The Alabama Statesman Suffering From a High Fever at Hotel Coronado.

SAN DIEGO, Oct. 25.—Senator Morgan arrived here to-night ill, and is under a doctor's care at Coronado. The reception to have been tendered him has been postponed.

At 1 o'clock this morning a telephone message from the Coronado Hotel stated that Senator Morgan had a high fever.

TIDAL WAVE DEALS DEATH ALONG THE COAST OF CHINA

Three Hundred Lives Lost in the Single Town of Hoihow.

TACOMA, Oct. 25.—The steamer Olympia, from China and Japan, brings advices as follows:

Late in September the most severe typhoon that has swept that part of the Chinese coast in twenty-five years occurred at Hoihow, China. It swept up the low coast in the form of a tidal wave, causing the destruction of scores of small boats and many good-sized junks and other craft, which were smashed to pieces. Three hundred people, mostly natives, lost their lives at Hoihow. The steamers Hongkong, Hailan, Frejor and Elise were damaged and the Chinese gunboat Kwong Yok carried ashore, and five days after the storm, was still stuck in the sand.

The day following the typhoon was spent in burying the dead. All day coffins were being carried through the streets and dead bodies floating in the river were being picked out by friends and charitably disposed persons. Sickening odors from the dead animals washed ashore, as well as from human bodies, are described as something awful, and some of the foreign residents were compelled to move back into the hills temporarily.

Many who endeavored to escape were buried under the roofs and walls of falling buildings and drowned. Others climbed on the roofs, only to find the foundations giving way, causing the entire structures to fall into the foaming waters which swept the city.

The damages to property at Hoihow are estimated at \$300,000, and as much more property was destroyed at fishing villages along the coast. The water began rising in the streets of Hoihow at 9 p. m., and by 10:30 o'clock it was from three to five feet high, though the town is built five feet above the ordinary high-tide line. After that it rose so fast as to sweep everything in the lower portions of the city before it like a tidal wave. The wind sent tile roofs and chimneys flying in every direction. Junks were hurled from their moorings into the houses along the water front, knocking down walls and smashing themselves to pieces. Others were carried alongside streets, and when the waters subsided were found over a half mile inland.

The postoffice was destroyed, the custom-house unroofed and two junks were carried into the residence of the Customs Commissioner. The house of Dr. McCandless, attached to the American Presby-

terian Mission hospital, was badly damaged.

On September 30 a heavy rainstorm spread all over Japan and up to the time the steamer Olympia left reports were coming in of terrible havoc done. The Government railway was washed away in several places between Hologaya and Kambara. A part of the tunnel between Hologaya and Totokua collapsed and fell on five trucks of a train that was passing through at the time. Parts of the line between Oiso and Kotzu, Kodzu and Matsuda, Yamakita and Oyama and Okitsu and Kambara were submerged and the railway people are now busy repairing damages.

A Kobe dispatch states that numerous floods have occurred in that vicinity—Akasaki being under water, with seven houses swept away—and traffic has been stopped on the Sanyo Railway. From Nagoya, Gifu, Hiroshima, Okayama, Kazawa, Kagoshima, Kioto, Chiba and other places comes news of bridges and embankments having been swept away and enormous damage done. Many people were killed in the several districts.

At Musasi twenty-two houses collapsed. At Akashi twenty houses were destroyed and twenty-two badly damaged. The Meinichi states that 65,000 houses are flooded at Na oya.

According to an official report from Aichi prefecture there are forty-two villages, altogether containing 10,000 houses, still submerged in the Kaitto, Kaisai, Nakashima and Haguri districts, while 60,000 peasants are at present dependent on the rations of food issued by the Government. The damage to the rice crops is estimated to be not less than 1,500,000 yen. The Tokado railway was blocked by the collapse of the Saitozoe tunnel. At Ashigata, Shimoguchi, a landslide occurred and water gushed out from a hillside and swept away eleven houses, besides damaging some others. At another place—Fajiya-Mura, on the Arakawa River—seven houses were destroyed and the whole district was under water. The Fujiki River was in flood and carried away fourteen houses at Uzawara, besides damaging numerous others, and the well-known mineral springs there have been buried and have totally disappeared from view. Along the Atami bridges were washed away as well as other damage done, but fortunately no loss of life is reported. The late rice crops are reported to have been almost completely ruined in many districts.

FAMINE MADE TO ORDER BY THE TRADERS

Alaska Companies Accused by Men Back From the Klondike.

ATTEMPT TO STAMPEDE MINERS TO AMERICAN SOIL.

By Compelling Them to Cross the Line Into Alaska Payment of Duties on Provisions Would Be Avoided.

SKAGWAY, Oct. 19. (By steamer City of Seattle to Port Townsend, Wash., Oct. 25).—Reports of plans to control the crowd are the latest from the Klondike. Julius Tripple of 336 West Seventy-eighth street, New York City, is the father of the idea that there has been all along a concerted scheme to limit the supply of provisions at Dawson City for commercial purposes. He said:

"Every steamer which comes up the river has an Indian pilot. I had noticed that when one steamer goes aground another steamer belonging to the other company goes aground also shortly afterward. The two companies which control the business in the interior Yukon country are the Alaska Commercial Company and the North American Trading and Transportation Company. I am not the only one who thinks that these Indian pilots purposely run the vessels aground. I have heard considerable talk among old-timers at Dawson on the same subject. The Indian packers on the river, when a ship is aground, have the opportunity to charge what they like for packing the goods to Dawson or any other point. I would not want to say that the trading companies are a party to this scheme, but there is a widespread suspicion among the men who talk less and think more that the present shortage in provisions at Dawson has been planned from start to finish. I had some conversation to-night with Stuart Woods, a prospector of three years' experience on the Yukon. What Mr. Woods said supports the idea expressed by Mr. Tripple.

"The commercial companies at Dawson, which is in British territory," said he, "must pay duty on all the supplies which are brought into the Northwest Territory. If they could get the crowd around Forty-Mile, Circle City, Minook Creek and other tributaries of the Yukon in American territory, they would do the same volume of business and be released from duty charges. It looks to me that the whole scheme of the shortage of grub in the Klondike region is the scheme to get the crowd into American territory and save the duties. The commercial companies, in consideration of the large quantity of whisky which they have carried to Dawson, to the exclusion of provisions, would not dare to allow the people to suffer from starvation. There is plenty of food at Forty-Mile, Circle City and Rampart City, and before the winter is over an exodus of several thousand people will be engineered from Dawson down the Yukon to the places where the grub is. As there is no reason to believe that all the gold in the Yukon interior is deposited in the Klondike and its tributaries, the result will be that a great deal of prospecting will be done this winter in American territory, and I expect to hear of just as good strikes within the next year as have been made around Dawson.

"It is even said at Dawson that Aleck McDonald, the Berrys, Antonio, the Italian, and other bonanza kings of the Klondike stand in with the commercial companies in a scheme to run the crowd to whatever locality they like. I am not on the inside and of course I do not know, as a matter of fact, whether there is any chicanery to control the crowd or not, but to the man who will stop and size up the situation it looks as though there had been some scheme hatched to limit the grub supply and raise the price. After all, any job to lead the crowd to rich diggings in American territory would be a vastly popular one because there is a great deal of discontent among miners at the high and exacting percentage levied by the Canadian Government on the output of claims in the Northwest Territory."

Young Tripple and Dave Thompson bring out the news that "Swiftwater Bill" is on top again. The last report from Dawson was to the effect that Bill had run up against a faro bank and gone "broke." If Bill became "busted," he got on top again playing the game. As before stated in these dispatches, "Swiftwater Bill" wanted to play the roof for the limit one night on the queen of hearts. The "lookout" objected and Bill got mad. He said he would have a faro game of his own and that the attitude of the amount of bets that any man wanted to make would be limited only by the perpendicular extent of the atmosphere, which scientists say is about forty-five miles. So Bill bought a faro bank and dealt the cards himself. He came out \$20,000 winner, sold his interest for \$10,000 and for \$25,000 rebought an interest in his original claim with his old partners. "Swiftwater Bill" again throws down the utter disregard of a man throwing dice at craps.

W. H. Gates, otherwise "Swiftwater Bill," has more diamonds than any man in Alaska. He wears two or three diamond rings on each finger of both hands. He has made it his particular business to buy all the diamonds in sight at Dawson,

so when Bill sits behind a faro layout at night his hands twinkle like a constellation in the heavens.

"Swiftwater Bill" is as much a character and product of fortune in the Yukon as Barney Barnato was in South Africa. He spends more money around town than Barnato ever did, and he thinks no more of letting from \$1000 to \$10,000 go per night than many people would of "blowing in" 5 cents for a Hamburg steak at a sidewalk restaurant. There is an ill-concealed jealousy between "Swiftwater Bill," Aleck McDonald, Antonio the Italian Prince and Clarence Berry's brothers as to who shall set the pace in Dawson's tenderloins. They strive for precedence in the largest amount of money that they "blow in." If one man spends \$2000 to-night another one of this coterie will go him \$500, \$1000 or \$2000 better to-morrow night.

Julian Tripple brought out the first story of "salted" placer mines. He says that a number of claims on creeks tributary to the richest discoveries have been purposely plugged with dust, and that the salted claims have been sold at fabulous prices on the strength of several rich pans having been taken out in the "salted" spots. The reason that there has not been more noise about this "salted" work is that when the men got bit they said nothing, with the idea of selling the claim to another "sucker." It is getting to be so now that any man who contemplates buying a claim in the Klondike will sink a shaft and cut out several drifts before he will put any money into the prospect. Aleck McDonald has taken to buying up all the locations that he can. He now has interests in twenty-eight claims. He has paid for all of them with money taken out of the ground on his other claims. Antonio, the Italian Prince, is close to McDonald as a bonanza king. He owns claims 4, 5 and 6, El Dorado, and two claims on Bonanza. It is almost literally true that upon two of the El Dorado claims this son of Italy can shovel out coarse gold and find that each shovelful is half gravel and half nuggets.

Antonio has raised the salary of his housekeeper to \$500 a week pin money, and she has in addition to the pin money a written agreement for \$40,000 per annum for her services. The name of this housekeeper is Miss Violet Raymond. Miss Raymond has in her wardrobe nearly all the heavy gross-grain silks in Dawson, and satins of more varied and radiant tints than there are in the spectrum. The Prince can "blow in" half a million and then come out of the Klondike with a million and a half in his inside pocket. Two years ago the Prince did not have enough money to buy a salmon from an Indian.

Gus Bakke, formerly a Juneau resident, owns the lot on which the new Dawson Opera-house has been built. The lot, surrounded by shanties, huts, tents, dugouts and numerous nondescript habitations pitched on a "moose pasture" almost within the Arctic circle, is valued at \$40,000. Before the discovery the Klondike was called a moose pasture. Prospectors who have grown gray hunting for gold in the Yukon have walked over this season after season. It remained for a tenderfoot to scratch a little on the surface and find gold, and the farther he went down the more gold he dug up.

Many people are now idle in Dawson. The supply of labor exceeds the demand. Wages are down to \$10 a day. Most of the big mine-owners have ample supplies of provisions, the value of which ranges from \$10,000 to \$15,000 each. Aleck McDonald's supply is worth \$22,000. Sugar has risen in price to 25¢ per hundred weight and flour \$12 a sack. Last week at Five-finger Rapids flour sold for \$52 a hundred. There was very little of it to be had at that price. These are the latest quotations from the Klondike.

When coming over the Skagway trail Dave Thompson said he walked part of the way upon the carcasses of dead horses.

HAL HOFFMAN.

HAD NO PUMPS ABOARD.

When the Eliza Anderson Began to Leak, H. R. Carpenter Was Ksp: Busy.

SEATTLE, Oct. 25.—Thirty men, the majority of them the alleged victims of a San Francisco transportation company, arrived in Seattle this morning on the steamer Navarro from St. Michael, utterly disgusted with Alaska in general and themselves in particular. So disheartened and chagrined are they that they bound Captain Higgins of the Navarro by a solemn promise not to give out the list of passengers, as they desire not to be known in connection with the unfortunate voyage. A majority of the Navarro's passengers went to Alaska on the schooner North Fork from San Francisco. The latter vessel towed up the boat Mars Island. The Navarro brought down five dis-